



SEATTLE CITY COUNCIL

Transportation and Utilities Committee

Agenda

Wednesday, August 19, 2020

9:30 AM

Remote Meeting. Call 253-215-8782; Meeting ID: 586 416 9164; or
Seattle Channel online.

Alex Pedersen, Chair
Dan Strauss, Vice-Chair
M. Lorena González, Member
Lisa Herbold, Member
Tammy J. Morales, Member
Debora Juarez, Alternate

Chair Info: 206-684-8804; Alex.Pedersen@seattle.gov

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Council Chamber Listen Line: 206-684-8566

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206-684-8888 (TTY Relay 7-1-1), email CouncilAgenda@Seattle.gov, or visit
<http://seattle.gov/cityclerk/accommodations>.



SEATTLE CITY COUNCIL
Transportation and Utilities Committee
Agenda
August 19, 2020 - 9:30 AM

Meeting Location:

Remote Meeting. Call 253-215-8782; Meeting ID: 586 416 9164; or Seattle Channel online.

Committee Website:

<http://www.seattle.gov/council/committees/transportation-and-utilities>

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.

In-person attendance is currently prohibited per Washington State Governor's Proclamation No. 20-28.8 through September 1, 2020. Meeting participation is limited to access by telephone conference line and Seattle Channel online.

Register online to speak during the Public Comment period being held at the 9:30 a.m. Transportation and Utilities Committee meeting at

<http://www.seattle.gov/council/committees/public-comment>

Online registration to speak at the Transportation and Utilities Committee meeting will begin two hours before the 9:30 a.m. meeting start time, and registration will end at the conclusion of the Public Comment period during the meeting. Speakers must be registered in order to be recognized by the Chair.

Submit written comments to Councilmember Pedersen at

Alex.Pedersen@seattle.gov

Sign-up to provide Public Comment at the meeting at

<http://www.seattle.gov/council/committees/public-comment>

Watch live streaming video of the meeting at

<http://www.seattle.gov/council/watch-council-live>

Listen to the meeting by calling the Council Chamber Listen Line at 253-215-8782 ; Meeting ID: 586 416 9164

One Tap Mobile No. US: +12532158782,,5864169164#

A. Call To Order

B. Approval of the Agenda

C. Chair's Report

D. Public Comment

(20 minutes)

Register online to speak during the Public Comment period at the 9:30 a.m. Transportation and Utilities Committee meeting at <http://www.seattle.gov/council/committees/public-comment>.

Online registration to speak at the Transportation and Utilities Committee meeting will begin two hours before the 9:30 a.m. meeting start time, and registration will end at the conclusion of the Public Comment period during the meeting. Speakers must be registered in order to be recognized by the Chair.

E. Items of Business

1. [Appt 01594](#) **Appointment of Danny Bell as member, Seattle School Traffic Safety Committee, for a term to March 31, 2023.**

Attachments: [Appointment Packet](#)

Briefing, Discussion, and Possible Vote

Presenter: Jennifer Meulenberg, Seattle Department of Transportation (SDOT)

2. [Appt 01598](#) **Appointment of Maria Sumner as member, Seattle Pedestrian Advisory Board, for a term to March 31, 2021.**

Attachments: [Appointment Packet](#)

Briefing, Discussion, and Possible Vote

Presenter (for items 2 - 5): Polly Membrino, SDOT

3. [Appt 01599](#) **Appointment of Bianca Johnson as member, Seattle Pedestrian Advisory Board, for a term to March 31, 2022.**

Attachments: [Appointment Packet](#)

Briefing, Discussion, and Possible Vote

4. [Appt 01600](#) **Appointment of Debra Kahn as member, Seattle Pedestrian Advisory Board, for a term to March 31, 2022.**

Attachments: [Appointment Packet](#)

Briefing, Discussion, and Possible Vote

5. [Appt 01601](#) **Appointment of Esti Mintz as member, Seattle Pedestrian Advisory Board, for a term to March 31, 2022.**

Attachments: [Appointment Packet](#)

Briefing, Discussion, and Possible Vote

6. [CB 119858](#) **AN ORDINANCE relating to the financing of the West Seattle Bridge Immediate Response project; creating a fund for depositing proceeds of taxable limited tax general obligation bonds in 2021; authorizing the loan of funds in the amount of \$50,000,000 from the Construction and Inspections Fund and \$20,000,000 from the REET II Capital Projects Fund to the 2021 LTGO Taxable Bond Fund for early phases of work on the bridge repair and replacement project; amending Ordinance 126000, which adopted the 2020 Budget, including the 2020-2025 Capital Improvement Program (CIP); changing appropriations to the Seattle Department of Transportation; and revising project allocations and spending plans for certain projects in the 2020-2025 CIP.**

Attachments: [Att A - West Seattle Bridge Immediate Response](#)

Supporting

Documents: [Summary and Fiscal Note](#)
[Presentation](#)

Briefing, Discussion, and Possible Vote

Presenters: Sam Zimbabwe, Director, and Heather Marx, SDOT;
Calvin Chow, Council Central Staff

7. [CB 119865](#) **AN ORDINANCE relating to street and sidewalk use; amending Ordinance 125706 and the Street Use Permit Fee Schedule authorized by Section 15.04.074 of the Seattle Municipal Code; and ratifying and confirming certain prior acts.**

Attachments: [Att A - Table A2 – Uses with No Base Permit Fee](#)
[Att B - SDOT Street Use Permit Fee Schedule](#)

Supporting

Documents: [Summary and Fiscal Note](#)
[Presentation](#)

Briefing, Discussion, and Possible Vote

Presenters: Elizabeth Sheldon, SDOT; Calvin Chow, Council Central Staff

8. [CB 119867](#) **AN ORDINANCE relating to the City’s traffic code; amending Sections 11.46.010 and 11.46.020 of the Seattle Municipal Code to revise permissible areas of operation in the right-of-way and other public pathways for electric personal assistive mobility devices and motorized foot scooters.**

Supporting
Documents: [Summary and Fiscal Note](#)
 [Presentation](#)

Briefing, Discussion, and Possible Vote

Presenters (for items 8 and 9): Sam Zimbabwe, Director, Alex Pazuchanics, and Joel Miller, SDOT; Calvin Chow, Council Central Staff

9. [CB 119868](#) **AN ORDINANCE relating to use of City right-of-way by free-floating scooters; amending Section 15.17.005 of the Seattle Municipal Code; adopting a Free-Floating Scooter Share Program Fee Schedule; and ratifying and confirming certain prior acts.**

Supporting
Documents: [Summary and Fiscal Note](#)

Briefing, Discussion, and Possible Vote

10. [CB 119745](#) **AN ORDINANCE granting the University of Washington (UW) permission to maintain and operate five existing pedestrian skybridges located around the perimeter of the UW campus as a Campus Pedestrian Skybridge Network, for a ten-year term; specifying the conditions under which this permit is granted; providing for the acceptance of the permit and conditions; and ratifying and confirming certain prior acts.**

Supporting
Documents:

[Summary and Fiscal Note](#)
[Summary Att A – UW Skybridges Map](#)
[Summary Att B – UW Skybridges Photos](#)
[Summary Att C – UW Skybridge Fee Assessment](#)
[Central Staff Memo with Amendment \(August 19, 2020\)](#)

Briefing, Discussion, and Possible Vote

Presenter: Lish Whitson, Council Central Staff

11. [CB 119866](#) **AN ORDINANCE relating to Seattle Public Utilities; creating a restricted cash account for depositing donations and gifts; authorizing the General Manager/CEO of Seattle Public Utilities to accept donations and gifts into the account for the purpose of providing financial assistance to its low-income customers.**

Supporting
Documents:

[Summary and Fiscal Note](#)
[Presentation](#)

Briefing, Discussion, and Possible Vote

Presenters: Mami Hara, Director, and Kahreen Tebeau, Seattle Public Utilities; Brian Goodnight, Council Central Staff

F. Adjournment



Legislation Text

File #: Appt 01594, **Version:** 1

Appointment of Danny Bell as member, Seattle School Traffic Safety Committee, for a term to March 31, 2023.

The Appointment Packet is provided as an attachment.



City of Seattle Boards & Commissions Notice of Appointment

Appointee Name: <i>Danny Bell</i>		
Board/Commission Name: <i>Seattle School Traffic Safety Committee</i>		Position Title: <i>Member At Large</i>
<input checked="" type="checkbox"/> Appointment OR <input type="checkbox"/> Reappointment		Council Confirmation required? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Appointing Authority: <input type="checkbox"/> Council <input checked="" type="checkbox"/> Mayor <input type="checkbox"/> Other: <i>Fill in appointing authority</i>	Date Appointed: <i>4/9/2020</i>	Term of Position: * <i>4/1/2020</i> to <i>3/31/2023</i> <input checked="" type="checkbox"/> <i>Serving remaining term of a vacant position</i>
Residential Neighborhood: <i>South Seattle</i>	Zip Code: <i>98188</i>	Contact Phone No.: <i>[REDACTED]</i>
Background: <i>Danny is as a new father, educator, and South Seattle resident. He can add to the Committee's resources, he is excited to expand his network and ability to work as an advocate. He believes that solving challenges for the community among so many stakeholders is hard work, but the goal is absolutely worthy.</i>		
Authorizing Signature (original signature): <i>Jenny A. Durkan</i>		Appointing Signatory: <i>Jenny A. Durkan</i> <i>Mayor of Seattle</i>

*Term begin and end date is fixed and tied to the position and not the appointment date.

Danny Bell

My goal is to have a positive and tangible effect on my community by working with the city to make getting around easier and safer. As a Seattle resident, new father, and multimodal user of Seattle's transportation network, I want to advocate especially for vulnerable and underserved communities.

Position-Relevant Background, Skills and Abilities:

- Taught and facilitated learning experiences in schools and informal education settings.
- Produced and managed project schedule and budget for above workshop programming.
- Coordinated among multiple departments to ensure quality guest experience.

Recent Work Experience:

Program Lead, Tinker Tank

5/2017 – Present

Pacific Science Center, Seattle, WA

- Generate, publicize, and deliver educational STEM programming for diverse audiences.
- Produced guest surveys with internal evaluators to guide development of floor programs and workshops.
- Supervise day-to-day work of volunteers and connect volunteer interests with department project needs.

Facilitator, Floor Programs

3/2016 – 4/2017

Adler Planetarium, Chicago, IL

- Engaged visitors by facilitating Community Design Lab, exhibits, and interactive program experiences.
- Researched, prototyped, and modified educational programs aimed at engaging visitors.
- Collected data on programs to support Guest Experience department goals.

Director, Method Internship Program

4/2015 – 1/2016

Vault Venture Builders, Chicago, IL

- Co-developed and implemented college-level internship for students interested in entrepreneurship.
- Managed individual intern experience from outreach and recruitment through exit interview.
- Conducted outreach to and maintained relationships with university career development centers.

Other Experience:

Public Interpretive Volunteer

2017

Peggy Notebaert Nature Museum, Chicago, IL

Floor Programs Volunteer

2015 – 16

Adler Planetarium, Chicago, IL

Resident/Student Teacher

2012 – 13

Chicago Public Schools, Chicago, IL

Other Skills & Activities:

Landscape Photographer

Tinkerer (machining, electronics)

Brewer of various fermented foodstuffs

Science Fiction Aficionado

Spreadsheet Jockey

Education:

- **National Louis University, Chicago, IL:** M.A.T., Secondary Education
- **University of Colorado, Boulder, CO:** 50 graduate credit hours in Physical Chemistry
- **Macalester College, St. Paul, MN:** B.A., Chemistry with Physics minor

Seattle School Traffic Safety Committee

11 Members: Pursuant to Ordinance 124168, 6 members subject to City Council confirmation, 3-year terms:

- 6 Mayor- appointed
- 5 Other Appointing Authority: Seattle Police Department, Seattle Department of Transportation, Seattle Public Schools, King County Metro

Roster:

*D	**G	RD	Position No.	Position Title	Name	Term Begin Date	Term End Date	Term #	Appointed By
	M		1.	Seattle Police Department Representative	Sgt. Kevin O'Neill	4/1/19	3/31/22	1	Chief of Police
6	F	3	2.	Seattle Transportation Representative	Jennifer Meulenberg	4/1/19	3/31/22	1	Director of Transportation
6	M	5	3.	Seattle Public School District No. 1 Representative	Richard Staudt	4/1/19	3/31/22	1	Superintendent of Seattle Public Schools
6	F	1	4.	Seattle Public School District No. 1 Representative	Yvonne Carpenter	4/1/19	3/31/22	1	Superintendent of Seattle Public Schools
6	F	6	5.	Representative of Parents	Mary Ellen Russell	4/1/19	3/31/22	2	Mayor
	M		6.	King County Metro Representative	James Wells	4/1/18	3/31/21		Metro Transit General Manager
6	M	5	7.	Member At Large	Danny Bell	4/1/20	3/31/23	1	Mayor
6	M	4	8.	Member At Large	Charlie Simpson	4/1/19	3/31/22	1	Mayor
6	F	4	9.	Member At Large	Marilyn K Firman	4/1/18	3/31/21	1	Mayor
6	F	6	10.	Pedestrian Safety Representative	Margaret McCauley	4/1/20	3/31/23	2	Mayor
6	M	5	11.	Bicycle Safety Representative	Leland Bruch	4/1/20	3/31/23	2	Mayor

SELF-IDENTIFIED DIVERSITY CHART

					(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)
	Male	Female	Transgender	NB/ O/ U	Asian	Black/ African American	Hispanic/ Latino	American Indian/ Alaska Native	Other	Caucasian/ Non-Hispanic	Pacific Islander	Middle Eastern	Multiracial
Mayor													
Council													
Other													
Total													

Key:

*D List the corresponding *Diversity Chart* number (1 through 9)

**G List *gender*, M= Male, F= Female, T= Transgender, NB= Non-Binary, O= Other, U= Unknown

RD Residential Council District number 1 through 7 or N/A

Diversity information is self-identified and is voluntary.



Legislation Text

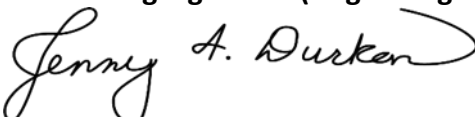
File #: Appt 01598, **Version:** 1

Appointment of Maria Sumner as member, Seattle Pedestrian Advisory Board, for a term to March 31, 2021.

The Appointment Packet is provided as an attachment.



City of Seattle Boards & Commissions Notice of Appointment

Appointee Name: <i>Maria Sumner</i>		
Board/Commission Name: <i>Seattle Pedestrian Advisory Board</i>		Position Title: <i>Member</i>
<input checked="" type="checkbox"/> Appointment OR <input type="checkbox"/> Reappointment		Council Confirmation required? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Appointing Authority: <input type="checkbox"/> Council <input checked="" type="checkbox"/> Mayor <input type="checkbox"/> Other: <i>Fill in appointing authority</i>	Date Appointed: <i>4/3/2020</i>	Term of Position: * <i>4/1/2019</i> to <i>3/31/2021</i> <input type="checkbox"/> <i>Serving the remainder of a vacant position</i>
Residential Neighborhood: <i>Lake City</i>	Zip Code: <i>98125</i>	Contact Phone No.: <i>N/A</i>
Background: <i>Maria has lived in Seattle for five years and currently resides in Lake City. Her professional background is in tech at Facebook where she propels teams forward to meet their intended goals. She is active in her local community and is passionate about improving conditions for pedestrians through improvements such as pedestrian plazas.</i>		
Authorizing Signature (original signature): 		Appointing Signatory: <i>Jenny A. Durkan</i> <i>Mayor of Seattle</i>

*Term begin and end date is fixed and tied to the position and not the appointment date.

MARIA SUMNER

WORK & EDUCATION

FACEBOOK - Redmond, WA

- **Aug 2017 - Present**
- Technical Program Manager - Developing Natural Language Understanding technology for Conversational AI at Facebook by leading several cross-functional teams and programs for product and research outcomes

OZLO - Seattle, WA

- **June 2016-July 2017**
- Research scientist at a small AI start up developing a natural language interface for search

UNIVERSITY OF WASHINGTON - Seattle, WA

- **September 2015- September 2016**
- MS in Computational Linguistics

UNIVERSITY OF IOWA - Iowa City, IA

- **September 2013 - September 2015**
- MA in Linguistics

JAPAN EXCHANGE & TEACHING (JET) PROGRAMME - Fujishiro, Japan

- **July 2010-July 2012**
- High School TESOL Teacher

TRUMAN STATE UNIVERSITY Kirksville, MO

- **August 2010-2016**
- BS in Mathematics, Summa cum laude
- Minors in Linguistics and Spanish

HONORS, LANGUAGES, AND AWARDS

Proficient in Japanese, Indonesian, Spanish

Critical Language Scholarship June-August 2014

- Studied the Indonesian language in Malang, East Java, Indonesia for ten weeks in an immersive setting through a U.S. State Department program

Phi Beta Kappa

COMMUNITY INVOLVEMENT

Volunteer Community Team Lead - Elizabeth Warren campaign for President (Present)

- Host phone banks and canvassing

Linguists in Tech (Cofounder) - A not-for-profit professional development group based in Seattle to network and share knowledge across the industry (Present)

Girls on the Run - Coach for 4 seasons in Iowa and Missouri (2013-2015)

Seattle Pedestrian Advisory Board

11 Members: Pursuant to **Resolution 29532**, **all** members subject to City Council confirmation, **2**-year terms;

1 Get-Engaged Member: Pursuant to **Ordinance 120325**, **all** members subject to City Council confirmation, **1**-year terms:

- **5** City Council-appointed
- **7** Mayor-appointed
- **0** Other Appointing Authority-appointed (specify):

Roster:

*D	**G	RD	Position No.	Position Title	Name	Term Begin Date	Term End Date	Term #	Appointed By
5	M	3	1.	Member	Beau Morton	4/1/18	3/31/20	2	Council
6	M	3	2.	Member	David Seater	4/1/19	3/31/21	1	Council
			3.	Member	VACANT			1	Council
6	F	3	4.	Member	Anna Letitia Zivarts	4/1/19	3/31/21	2	Council
2	F	2	5.	Member	Han-Jung Ko	4/1/19	3/31/21	2	Council
1	M	2	6.	Member	Chaitanya Sharma	4/1/18	3/31/20	1	Mayor
6	F	3	7.	Member	Carol Kachadoorian	4/1/19	3/31/21	1	Mayor
	F	7	8.	Member	Bianca Johnson	4/1/20	3/31/22	1	Mayor
	F		9.	Member	Debra Kahn	4/1/20	3/31/22	1	Mayor
6	F	5	10.	Member	Maria Sumner	4/1/19	3/31/21	1	Mayor
	F	4	11.	Member	Esti Mintz	4/1/20	3/31/22	1	Mayor
	F		12.	Get-Engaged Member	Emily Meltzer	9/1/19	8/31/20	1	Mayor

SELF-IDENTIFIED DIVERSITY CHART

SELF-IDENTIFIED DIVERSITY CHART					(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)
	Men	Women	Transgender	Other/ Unknown	Asian	Black/ African American	Hispanic/ Latino	American Indian/ Alaska Native	Other (Specification Optional)	Caucasian/ Non- Hispanic	Pacific Islander	Middle Eastern	Multiracial
Mayor	1	6		1	1				1	1			
Council	2	3				1			1	3			
Other													
Total	3	9			1	1			2	7			

Key:

***D** List the corresponding *Diversity Chart* number (1 through 9)

****G** List *gender*, **M** = Male, **F** = Female, **T** = Transgender, **U** = Unknown, **O** = Other

RD Residential Council District number 1 through 7 or N/A

Diversity information is self-identified and is voluntary.



Legislation Text

File #: Appt 01599, **Version:** 1

Appointment of Bianca Johnson as member, Seattle Pedestrian Advisory Board, for a term to March 31, 2022.

The Appointment Packet is provided as an attachment.



City of Seattle Boards & Commissions Notice of Appointment

Appointee Name: <i>Bianca Johnson</i>		
Board/Commission Name: <i>Seattle Pedestrian Advisory Board</i>		Position Title: <i>Member</i>
<input checked="" type="checkbox"/> Appointment OR <input type="checkbox"/> Reappointment		Council Confirmation required? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Appointing Authority: <input type="checkbox"/> Council <input checked="" type="checkbox"/> Mayor <input type="checkbox"/> Other: <i>Fill in appointing authority</i>	Date Appointed: <i>4/3/2020</i>	Term of Position: * <i>4/1/2020</i> to <i>3/31/2022</i> <input type="checkbox"/> <i>Serving the remainder of a vacant position</i>
Residential Neighborhood: <i>South Lake Union</i>	Zip Code: <i>98109</i>	Contact Phone No.: <i>N/A</i>
Background: <i>Bianca has lived in Washington for three years and currently resides in South Lake Union and works in Ballard. She is particularly drawn to Seattle due to the non-motorized transportation infrastructure. Her background is at the intersection of tech startups and community organizing for vulnerable populations (through her current position in Knock Rental). She is pursuing a Master of Urban Planning and Master of Public Administration at UW beginning in the Fall.</i>		
Authorizing Signature (original signature): 		Appointing Signatory: <i>Jenny A. Durkan</i> <i>Mayor of Seattle</i>

*Term begin and end date is fixed and tied to the position and not the appointment date.

Bianca Johnson

Pronouns: she/her



Academia

University of California, Davis, 2011-2013

BA, History; Minor, Professional Writing
Graduated Cum Laude (3.6)

Affiliations and Awards

National Park Service Intern, 2013

Selected as one of ten nationwide interns for the National Park Service (NPS).

Served as a media assistant to NPS-sponsored youth group, YAPI!, to create a music video for the newly designated historic park, Harriet Tubman's Underground Railroad in Maryland. Contributed to historical research for the War of 1812 online exhibit for the Northeast division of the NPS in Boston, MA.

Conducted historical research related to Determinations of Eligibility for the National Registrar.

University of California, Provost's Undergraduate Fellow, 2012-2013

Awarded \$1000 grant to continue research of impacts to the Japanese-American community post-WWII in the Sacramento county.

Conducted and recorded oral interviews of previously interned Japanese-Americans. Presented research findings at Undergraduate Research Symposium and Linda Frances Alexander Research Symposium.

National Museum of the US Navy Intern, 2012

Created artifact descriptions using public archival records through the Library of Congress.

Participated in History, Theory, and Practice of Non-Profits through the George Mason University, using various public records to understand the connection between non-profits and the private sector.

Global Mentorship Mentee, 2012-2013

Served as the first cohort of mentees to onboard international students, leading workshops and providing 1:1 mentorship.

Linda Frances Alexander Scholar, 2011-2013

Academic, social, and cultural enrichment organization for Africa diaspora students.

Community Building

Elizabeth Warren Campaign, 2019

Recruitment Lead

Served as a recruitment lead for the 43rd legislative district.

Assisted in organizing community recruitment efforts, from on-campus recruitment to registering new voters.

Social Justice Fund, 2018-2019

Environmental Justice

Served as a volunteer fundraiser for non-profits focused on working at the intersection of race, economical, environmental justice.

Interviewed grant applicants, touring their facilities and engaging in discussions about their project goals.

Participated in the cohort decision, discussing the findings from interviews and as a group allocated funds across applicants.

Fundraised through local and national individuals and companies to contribute to the overall cohort total of over \$400,000.

Personal Training and Cycle Instructor, 2018-2019

Created and led free personalized training sessions, focusing on a POC clientele with a body positive lens.

Led a weekly 45 minute spin class at local Seattle studio, Live Love Flow.

Skills

Tools

Microsoft Suite, Salesforce, Zendesk, Freshdesk/Chat, Intercom, JIRA, Confluence, MiniVan, Reach

Certifications

Interview Training for Managers, **Zenefits**
Coaching for Managers, **Madrona Venture Group**
Race and Social Justice, **Social Justice Fund**
Intercultural Leadership, **UC Davis**
Certified Personal Trainer, **National Academy of Sports Medicine**

Work Experience

Knock Rentals, Jan 2018-current Customer Support Department Manager

Established department KPIs, SOPs, including customer escalations and engineering triages, across training and support specialists in two states.

Led the technical implementation, including on-site training, of a new CRM across account management, training specialists, and support specialists.

Identified support trends through a system of ticket tagging to predict inbound ticket fluctuation based on customer requests, onboarding volume, and proactive outreach. Resulted in a reduction of overall first contact time by 25% and case resolution time by 35% over one quarter.

Responsible for the professional development of employees through yearly reviews and regular coaching sessions, working with employees to identify personal goals along with key performance metrics.

Convoy, Oct 2016-Nov 2017 Senior Supply Operations

Developed and implemented SOP for Convoy user engagement, leading to the development of company-wide engagement tools, resulting in a 15% increase of app engagement over a quarter.

Designed, led, and documented company-wide training sessions with material sourced through subject matter experts across the organization.

Diagnosed inefficiencies between account management, customer support, and supply; worked with leads to streamline communication through various channels.

Zenefits, Feb 2014-June 2016 Technical Writer Client Support Manager

Technical Writer

Collaborated with product experts and client support associates to create original external and internal content.

Developed and led the adoption of an internal communication process by developing operation standards used cross-functionally increasing external use of the help center.

Gathered user feedback and redesigned internal style guidelines to create a more unified voice across the help center. Led workshops on the application of the guidelines across support department.

Client Support Manager

Handled escalated clients with a variety of issues across various human resource products.

Mentored new hires on client support communication, including de-escalation methods.

Served as the subject matter expert on all products related to payroll, including creation of internal and external documentation, developed and led company-wide training session

Seattle Pedestrian Advisory Board

11 Members: Pursuant to *Resolution 29532*, *all* members subject to City Council confirmation, **2**-year terms;

1 Get-Engaged Member: Pursuant to *Ordinance 120325*, *all* members subject to City Council confirmation, **1**-year terms:

- **5** City Council-appointed
- **7** Mayor-appointed
- **0** Other Appointing Authority-appointed (specify):

Roster:

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2	F	2	5.	Member	Han-Jung Ko	4/1/19	3/31/21	2	Council
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6	F	3	7.	Member	Carol Kachadoorian	4/1/19	3/31/21	1	Mayor
	F	7	8.	Member	Bianca Johnson	4/1/20	3/31/22	1	Mayor
	F		9.	Member	Debra Kahn	4/1/20	3/31/22	1	Mayor
6	F	5	10.	Member	Maria Summer	4/1/19	3/31/21	1	Mayor
	F	4	11.	Member	Esti Mintz	4/1/20	3/31/22	1	Mayor
	F		12.	Get-Engaged Member	Emily Meltzer	9/1/19	8/31/20	1	Mayor

SELF-IDENTIFIED DIVERSITY CHART

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RD Residential Council District number 1 through 7 or N/A

Diversity information is self-identified and is voluntary.



Legislation Text

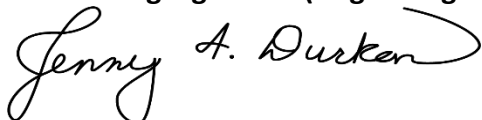
File #: Appt 01600, **Version:** 1

Appointment of Debra Kahn as member, Seattle Pedestrian Advisory Board, for a term to March 31, 2022.

The Appointment Packet is provided as an attachment.



City of Seattle Boards & Commissions Notice of Appointment

Appointee Name: <i>Debra Kahn</i>		
Board/Commission Name: <i>Seattle Pedestrian Advisory Board</i>		Position Title: <i>Member</i>
<input checked="" type="checkbox"/> Appointment OR <input type="checkbox"/> Reappointment		Council Confirmation required? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Appointing Authority: <input type="checkbox"/> Council <input checked="" type="checkbox"/> Mayor <input type="checkbox"/> Other: <i>Fill in appointing authority</i>	Date Appointed: <i>4/3/2020</i>	Term of Position: * <i>4/1/2020</i> to <i>3/31/2022</i> <input type="checkbox"/> <i>Serving the remainder of a vacant position</i>
Residential Neighborhood: <i>Greenwood</i>	Zip Code: <i>98133</i>	Contact Phone No.: <i>N/A</i>
Background: <i>Debra is a deaf/blind woman who is currently looking for housing in the City of Seattle. She has lived in Seattle for five years and is currently the President of the Washington State DeafBlind Citizens. She is an avid transit rider and passionate about improving sidewalk presence and conditions and crossing improvements for people with mobility issues.</i>		
Authorizing Signature (original signature): 		Appointing Signatory: <i>Jenny A. Durkan</i> <i>Mayor of Seattle</i>

*Term begin and end date is fixed and tied to the position and not the appointment date.

Objective

To contribute and volunteer for the Seattle Pedestrian Advisory Board

Summary

- Highly motivated to help improve the lives of the Deaf Blind community members
- Previous experience in advocacy and provided presentations to educate others
- Very detail oriented with good organizational skills
- Excellent communication skills

Career History

Lighthouse for the Blind, Seattle, WA

September 2018 - present

- Teaching basic conversational American Sign Language to the Lighthouse employees (both hearing blind individuals or hearing sighted individuals)

Washington Sensory Disability Services, Washington State

September 2018 – June 2019

- Involved with the DeafBlind Project team with the focus on DeafBlind children in the school system, parents of DeafBlind children, and professionals working with DeafBlind children.
- Provided peer support and recommendations on how to address accessibility issues in school and home settings for DeafBlind children

DeafBlind Service Center, Seattle WA

January 2015 – May 2018

- Worked as the Support Service Provider (SSP) Coordinator serving all of Washington State's DeafBlind consumers needing SSP services
- Recruited and provided training to newly applied SSPs
- Coordinated the matchup between the DeafBlind consumer and SSP based on preferred communication modes
- Resolve any issues that arises between the DB consumer and the SSP
- Processed invoices submitted by the subcontracted SSPs for payment by DBSC
- Submitted monthly reports to the Executive Director

DeafBlind Service Center (DBSC) Seattle, WA serving the Yakima area

February 2009 – December 2014

- Worked as Communication Facilitator (CF) Coordinator for local Yakima DeafBlind individuals
- Primary focus on setting up CF services based on DB consumer's requests and monthly/quarterly reports to DBSC
- Previously served as SSP Consultant to coordinate SSP training, recruit potential candidates to work as SSPs, educate organizations/businesses about SSP services and the DB's needs for SSP and accessibility

Yakima Valley Community College Yakima, WA

October 2009 – December 2014

- Tutor college level ASL students

SouthEastern Washington Service Center of the Deaf and Hard of Hearing (SEWSCDHH) Yakima, WA

January 2006 – April 2008

- Worked as Community Advocate, Interim Director, and Assistant Director
- Primary focus were on meeting contract requirements by the Office of the Deaf and Hard of Hearing in which we provide case management, education and training, accommodation technical assistance, outreach, communication access network, and interpreting services for the deaf, hard of hearing and deaf blind community members.
- Prepared monthly reports
- Developed an understanding of the budget, including but not limited to payroll, travel, and other expenses.
- Composed quarterly newsletters

Education

DeafBlind Interpreting and Resources Center
 Western Oregon University, Monmouth OR
 January 2020 (one week)
 - DeafBlind Mentoring Training

Yakima Valley Community College, Yakima WA
 September 2011 – June 2013
 ▪ Associates in Business
 ▪ President's List

Gallaudet University, Washington, DC
 August 1980 – May 1985
 ▪ Bachelors in Psychology
 ▪ Dean's List

Volunteer Experience

Washington State DeafBlind Citizens, Inc – previously served 4 years as Treasurer and currently serving as President of the organization (2016- present)

Disability Rights of Washington as well as Rooted in Rights – involved on a panel and in a video project (2018-2019)

Involved on a Wayfinding Forum panel (February 2020)

Yakima Valley Association of the Deaf serving as Treasurer for 5 years (Member 2006 – 2014)

Your Name

Address, phone, fax, email

Seattle Pedestrian Advisory Board

11 Members: Pursuant to **Resolution 29532**, **all** members subject to City Council confirmation, **2**-year terms;

1 Get-Engaged Member: Pursuant to **Ordinance 120325**, **all** members subject to City Council confirmation, **1**-year terms:

- **5** City Council-appointed
- **7** Mayor-appointed
- **0** Other Appointing Authority-appointed (specify):

Roster:

*D	**G	RD	Position No.	Position Title	Name	Term Begin Date	Term End Date	Term #	Appointed By
5	M	3	1.	Member	Beau Morton	4/1/18	3/31/20	2	Council
6	M	3	2.	Member	David Seater	4/1/19	3/31/21	1	Council
			3.	Member	VACANT			1	Council
6	F	3	4.	Member	Anna Letitia Zivarts	4/1/19	3/31/21	2	Council
2	F	2	5.	Member	Han-Jung Ko	4/1/19	3/31/21	2	Council
1	M	2	6.	Member	Chaitanya Sharma	4/1/18	3/31/20	1	Mayor
6	F	3	7.	Member	Carol Kachadoorian	4/1/19	3/31/21	1	Mayor
	F	7	8.	Member	Bianca Johnson	4/1/20	3/31/22	1	Mayor
	F		9.	Member	Debra Kahn	4/1/20	3/31/22	1	Mayor
6	F	5	10.	Member	Maria Sumner	4/1/19	3/31/21	1	Mayor
	F	4	11.	Member	Esti Mintz	4/1/20	3/31/22	1	Mayor
	F		12.	Get-Engaged Member	Emily Meltzer	9/1/19	8/31/20	1	Mayor

SELF-IDENTIFIED DIVERSITY CHART

SELF-IDENTIFIED DIVERSITY CHART					(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)
	Men	Women	Transgender	Other/ Unknown	Asian	Black/ African American	Hispanic/ Latino	American Indian/ Alaska Native	Other (Specification Optional)	Caucasian/ Non- Hispanic	Pacific Islander	Middle Eastern	Multiracial
Mayor	1	6		1	1				1	1			
Council	2	3				1			1	3			
Other													
Total	3	9			1	1			2	7			

Key:

***D** List the corresponding *Diversity Chart* number (1 through 9)

****G** List *gender*, **M** = Male, **F** = Female, **T** = Transgender, **U** = Unknown, **O** = Other

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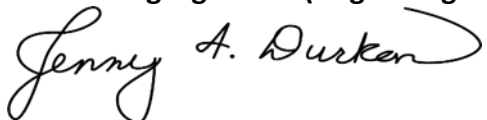
File #: Appt 01601, **Version:** 1

Appointment of Esti Mintz as member, Seattle Pedestrian Advisory Board, for a term to March 31, 2022.

The Appointment Packet is provided as an attachment.

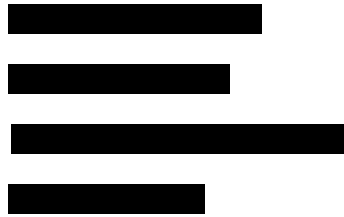


City of Seattle Boards & Commissions Notice of Appointment

Appointee Name: <i>Esti Mintz</i>		
Board/Commission Name: <i>Seattle Pedestrian Advisory Board</i>		Position Title: <i>Member</i>
<input checked="" type="checkbox"/> Appointment OR <input type="checkbox"/> Reappointment		Council Confirmation required? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Appointing Authority: <input type="checkbox"/> Council <input checked="" type="checkbox"/> Mayor <input type="checkbox"/> Other: <i>Fill in appointing authority</i>	Date Appointed: <i>4/3/2020</i>	Term of Position: * <i>4/1/2020</i> to <i>3/31/2022</i> <input type="checkbox"/> <i>Serving the remainder of a vacant position</i>
Residential Neighborhood: <i>Ravenna</i>	Zip Code: <i>98105</i>	Contact Phone No.: <i>N/A</i>
Background: <i>Esti wheelchair bound and visually impaired, and is staunch advocate for the disabled community. She has lived in Seattle for 17 years and currently resides in North Seattle. Her professional background is in software at Microsoft where she managed diverse international teams and helped navigate and create cohesion across cultures, customs, and personalities.</i>		
Authorizing Signature (original signature): 		Appointing Signatory: <i>Jenny A. Durkan</i> <i>Mayor of Seattle</i>

*Term begin and end date is fixed and tied to the position and not the appointment date.

Esti Mintz



- Work History

Assistant to Regional Archaeologist, National Park Service, Seattle, WA

Programmer, (Safeco Insurance Co, GNA, Seattle, WA

Software Test Engineer, Microsoft, Redmond, WA

- Volunteering

La Brea Tar Pits, Los Angeles, CA 1978

“Safe Streets”, North Greenwood, Seattle

Advocacy, MS Society, Northwest Chapter, Seattle 1980 – Ongoing

Transit Riders Union, Seattle, WA 2019 - Ongoing

- Education

MA, Archeology, Hebrew University, Jerusalem Israel

Computer Programming Certificate, Seattle, WA

Seattle Pedestrian Advisory Board

11 Members: Pursuant to **Resolution 29532**, **all** members subject to City Council confirmation, **2**-year terms;

1 Get-Engaged Member: Pursuant to **Ordinance 120325**, **all** members subject to City Council confirmation, **1**-year terms:

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			3.	Member	VACANT			1	Council
6	F	3	4.	Member	Anna Letitia Zivarts	4/1/19	3/31/21	2	Council
2	F	2	5.	Member	Han-Jung Ko	4/1/19	3/31/21	2	Council
1	M	2	6.	Member	Chaitanya Sharma	4/1/18	3/31/20	1	Mayor
6	F	3	7.	Member	Carol Kachadoorian	4/1/19	3/31/21	1	Mayor
	F	7	8.	Member	Bianca Johnson	4/1/20	3/31/22	1	Mayor
	F		9.	Member	Debra Kahn	4/1/20	3/31/22	1	Mayor
6	F	5	10.	Member	Maria Sumner	4/1/19	3/31/21	1	Mayor
	F	4	11.	Member	Esti Mintz	4/1/20	3/31/22	1	Mayor
	F		12.	Get-Engaged Member	Emily Meltzer	9/1/19	8/31/20	1	Mayor

SELF-IDENTIFIED DIVERSITY CHART

SELF-IDENTIFIED DIVERSITY CHART					(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)
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Mayor	1	6		1	1				1	1			
Council	2	3				1			1	3			
Other													
Total	3	9			1	1			2	7			

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RD Residential Council District number 1 through 7 or N/A

Diversity information is self-identified and is voluntary.



Legislation Text

File #: CB 119858, **Version:** 1

CITY OF SEATTLE

ORDINANCE _____

COUNCIL BILL _____

AN ORDINANCE relating to the financing of the West Seattle Bridge Immediate Response project; creating a fund for depositing proceeds of taxable limited tax general obligation bonds in 2021; authorizing the loan of funds in the amount of \$50,000,000 from the Construction and Inspections Fund and \$20,000,000 from the REET II Capital Projects Fund to the 2021 LTGO Taxable Bond Fund for early phases of work on the bridge repair and replacement project; amending Ordinance 126000, which adopted the 2020 Budget, including the 2020-2025 Capital Improvement Program (CIP); changing appropriations to the Seattle Department of Transportation; and revising project allocations and spending plans for certain projects in the 2020-2025 CIP.

WHEREAS, after regular inspection revealed accelerated and abnormal cracking of the concrete structure of the West Seattle High-Rise Bridge, The City of Seattle (“City”) made the decision to close the bridge to all vehicle traffic March 23, 2020; and

WHEREAS, work to stabilize the bridge is underway, as well as studies to determine the practical and financial feasibility of repairing the bridge, weighing factors including cost to repair, durability and load and traffic capacity of a repaired bridge; and

WHEREAS, the City has established a Technical Advisory Panel (TAP) to independently assess these studies and make recommendations on the best options for repair and/or replacement; and

WHEREAS, a Community Task Force made up of representatives of neighborhoods, businesses, the Duwamish Tribe, the Port of Seattle, elected officials, and others impacted by the bridge closure will provide community input on TAP recommendations and weigh options for financing repair or replacement and priorities for mitigating traffic impacts during the extended closure of the bridge; and

WHEREAS, funds must be appropriated in 2020 to cover expenditures related to broad community engagement

efforts and early work on the Reconnect West Seattle multimodal strategy; capital delivery components include emergency repairs and bridge stabilization work that may include shoring and/or controlled removal, and analysis and design of bridge replacement options; and Spokane Swing (Low) Bridge repairs and enhancement; and

WHEREAS, Seattle Municipal Code subsection 5.06.030.C requires City Council approval by ordinance of any interfund loan for a duration of 90 days or more; and

WHEREAS, in the normal course of business the City may temporarily lend cash between funds to maintain required balances; and

WHEREAS, the Director of Finance and the City Budget Director have determined that this interfund loan request is consistent with the Debt Management Policies adopted by Resolution 31553; and

WHEREAS, there is sufficient cash in the Construction and Inspections Fund to support a primary interfund loan of up to \$50 million through December 31, 2021, and still meet regular budgeted operating needs; and

WHEREAS, there is sufficient cash in the REET II Capital Projects Fund to support a secondary interfund loan of up to \$20 million through December 31, 2021, and still meet regular budgeted capital needs; and

WHEREAS, funds loaned by the Construction and Inspections Fund and the REET II Capital Projects Fund to the 2021 LTGO Taxable Bond Fund for bridge financing of the design of the West Seattle Bridge project are anticipated to be repaid from proceeds from the sale of LTGO Bonds, which is expected to be finalized in 2021; NOW, THEREFORE,

BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:

Section 1. A new 2021 LTGO Taxable Bond Fund (36810) is created in the City Treasury, into which the principal proceeds and any premium received from the sale and delivery of limited tax general obligation bonds in 2021 shall be deposited for the purpose of paying all or part of the costs of various elements of the City's capital improvement program and other City purposes approved by ordinance. The Fund shall receive earnings

on its positive balances and pay interest on its negative balances. The Director of Finance is authorized to create other Accounts or Subaccounts as may be needed.

Section 2. The Director of Finance is authorized to make a non-revolving loan of up to \$50 million principal and interest outstanding from the Construction and Inspections Fund to the 2021 LTGO Taxable Bond Fund, created by Section 1 of this ordinance, to provide bridge financing for expenditures related to the West Seattle Bridge Immediate Response project (MC-TR-C110) that will be financed by authorized, taxable limited tax general obligation (LTGO) bond proceeds. The loan is to be repaid no later than December 31, 2021, with interest on the loan at the rate of return of the City's Consolidated Cash Pool. The entire principal and interest amount of the loan drawn is intended to be repaid with proceeds from the future sale of taxable LTGO bonds issued in 2021.

Section 3. The Director of Finance may effectuate the loan authorized in Section 2 of this ordinance by transferring cash from the Construction and Inspections Fund to the 2021 LTGO Taxable Bond Fund, or by carrying the 2021 LTGO Taxable Bond Fund in a negative cash position, in an amount not to exceed \$50 million until no later than December 31, 2021, or until repayment with proceeds from the sale of taxable LTGO bonds in 2021, whichever is earlier. The Director of Finance is further authorized to establish, and modify if necessary from time to time, a repayment plan and schedule.

Section 4. The Director of Finance is authorized to make a non-revolving loan of up to \$20 million principal and interest outstanding from the Real Estate Excise Tax (REET) II Capital Projects Fund (30020) to the 2021 LTGO Taxable Bond Fund, created by Section 1 of this ordinance, to provide bridge financing for expenditures related to the West Seattle Bridge Immediate Response project (MC-TR-C110) that will be financed by authorized, taxable limited tax general obligation (LTGO) bond proceeds. The loan is to be repaid no later than December 31, 2021, with interest on the loan at the rate of return of the City's Consolidated Cash Pool. The entire principal and interest amount of the loan drawn is intended to be repaid with proceeds from the future sale of taxable LTGO bonds issued in 2021.

Section 5. The Director of Finance may effectuate the loan authorized in Section 4 of this ordinance by transferring cash from the REET II Capital Projects Fund to the 2021 LTGO Taxable Bond Fund, or by carrying the 2021 LTGO Taxable Bond Fund in a negative cash position, in an amount not to exceed \$20 million until no later than December 31, 2021, or until repayment with proceeds from the sale of taxable LTGO bonds in 2021, whichever is earlier. The Director of Finance is further authorized to establish, and modify if necessary from time to time, a repayment plan and schedule.

Section 6. The West Seattle Bridge Immediate Response (MC-TR-C110) project is established in the 2020-2025 Adopted Capital Improvement Program as described in Attachment A to this ordinance.

Section 7. Appropriations in the 2020 Adopted Budget and project allocations in the 2020-2025 Adopted Capital Improvement Program for the following items are increased as follows:

Item	Dept	Fund	Budget Summary Level/BCL Code	Additional Budget Appropriation	CIP Project Name	2020 CIP Allocation (in \$000's)
7.1	SDOT	2021 LTGO Taxable Bond Fund (36810)	Major Projects (13000 BC-TR-19002)	\$70,000,000	West Seattle Bridge Immediate Response (MC-TR-C110)	\$70,000
Net Change				\$70,000,000		\$70,000

These modifications shall operate for the purposes of decreasing or increasing the bases for the limit imposed by subsection 4(c) of Ordinance 126000.

Section 8. 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 _____, 2020, and signed by me
in open session in authentication of its passage this _____ day of _____, 2020.

President _____ of the City Council

Approved by me this _____ day of _____, 2020.

Jenny A. Durkan, Mayor

Filed by me this _____ day of _____, 2020.

Monica Martinez Simmons, City Clerk

(Seal)

Attachments:

Attachment A - West Seattle Bridge Immediate Response - CIP Project Page

West Seattle Bridge Immediate Response

Project No:	MC-TR-C110	BSL Code:	BC-TR-19002
Project Type:	Discrete	BSL Name:	Major Projects
Project Category:	Rehabilitation or Restoration	Location:	West Seattle Bridge Spanning the Duwamish
Current Project Stage:	Stage 2 - Initiation, Project Definition, & Planning	Council District:	Multiple
Start/End Date:	2020 - 2022	Neighborhood District:	Greater Duwamish
Total Project Cost Range:	159,170 - 224,711	Urban Village:	Not in an Urban Village

This CIP funds the first few years of work for the West Seattle Bridge Program, including broad community engagement efforts and early work on the Reconnect West Seattle multimodal strategy. The capital delivery components include emergency repairs and bridge stabilization work that may include shoring and/or controlled removal, bridge replacement options analysis and design, and Spokane Swing (Low) Bridge repairs and enhancements. In parallel, this CIP funds a broad multimodal strategy (Reconnect West Seattle) to accommodate cross-Duwamish travel that formerly used the high-rise bridge in partnership with King County Metro, Sound Transit, WSDOT, Washington State Ferries, BNSF, the Port of Seattle, other state and federal agencies, private mobility providers, large employers, and the general public. In 2020/2021, SDOT will implement improvements developed from this process. The 2020 Appropriations are supported by an Interfund Loan to be repaid by the 2021 LTGO Bond Issuance.

Resources	LTD thru 2019	2019 Cfwd	2020 Adptd	2020 Adj ²	2020 Rev ³	2021	2022	2023	2024	2025	Total
Interfund Loan	-	-	-	70,000	70,000	-	-	-	-	-	70,000
LTGO Bond Proceeds	-	-	-	-	-	30,000	50,000	-	-	-	80,000
Total:	-	-	-	70,000	70,000	30,000	50,000	-	-	-	150,000
Fund Appropriations / Allocations ¹	LTD thru 2019	2019 Cfwd	2020 Adptd	2020 Adj ²	2020 Rev ³	2021	2022	2023	2024	2025	Total
2021 LTGO Taxable Bond Fund	-	-	-	70,000	70,000	30,000	-	-	-	-	100,000
2022 LTGO Taxable Bond Fund	-	-	-	-	-	-	50,000	-	-	-	50,000
Total:	-	-	-	70,000	70,000	30,000	50,000	-	-	-	150,000
Financial Planning Estimate:	LTD thru 2019	2019 Cfwd	2020 Adptd	2020 Adj ²	2020 Rev ³	2021	2022	2023	2024	2025	Total
To Be Determined	-	-	-	-	-	-	41,940	-	-	-	41,940
Total:	-	-	-	-	-	-	41,940	-	-	-	41,940

Financial Planning Strategy: SDOT and CBO continue to evaluate the funding strategy for the repair and replacement of the West Seattle Bridge. The initial funding will be LTGO bonds, with the debt service paid for by Real Estate Excise Tax. SDOT will work to identify potential partnership funding. The funding total shown in the financial table is the mid-point of the estimated Total Project Cost Range and will be reevaluated as project scope is defined at the 30% design milestone.

O&M Impacts: O&M Costs are still being evaluated.

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

²2020 adjustment shows the sum of all changes to date

³2020 Revised is the sum of prior year carryforward, current year adopted and any current year adjustments

SUMMARY and FISCAL NOTE*

Department:	Dept. Contact/Phone:	CBO Contact/Phone:
SDOT	David Conway/206.684.5016	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 financing of the West Seattle Bridge Immediate Response project; creating a fund for depositing proceeds of taxable limited tax general obligation bonds in 2021; authorizing the loan of funds in the amount of \$50,000,000 from the Construction and Inspections Fund and \$20,000,000 from the REET II Capital Projects Fund to the 2021 LTGO Taxable Bond Fund for early phases of work on the bridge repair and replacement project; amending Ordinance 126000, which adopted the 2020 Budget, including the 2020-2025 Capital Improvement Program (CIP); changing appropriations to the Seattle Department of Transportation; and revising project allocations and spending plans for certain projects in the 2020-2025 CIP.

Summary and background of the Legislation:

This legislation authorizes a total of \$70 million in two interfund loans to advance work this year and next for the West Seattle Bridge Program. The loans will be split across two funds; a primary loan for \$50 million from the Construction and Inspections Fund and a secondary loan for \$20 million from the Real Estate Excise Tax II Capital Projects Fund.

This funding plan represents a preliminary two-year work plan, including broad community engagement efforts and early work on the Reconnect West Seattle multimodal strategy. The capital delivery components include emergency repairs and bridge stabilization work that may include shoring and/or controlled removal, bridge replacement options analysis and design, and Spokane Swing (Low) Bridge repairs and enhancements.

The loans also assure adequate early funding for the Reconnect West Seattle to mitigate substantial loss of cross-Duwamish vehicle capacity that formerly used the high-rise bridge and related impacts on low-income communities on both sides of the Duwamish. Reconnect West Seattle efforts will be carried out in partnership with King County Metro, Sound Transit, WSDOT, Washington State Ferries, BNSF, the Port of Seattle, other state and federal agencies, private mobility providers, large employers, and community groups in the impacted Greater Duwamish and West Seattle neighborhoods. In 2020/2021, SDOT will implement improvements developed from this process. The 2020 Appropriations are supported by interfund loans to be repaid by a 2021 LTGO Bond Issuance.

2. CAPITAL IMPROVEMENT PROGRAM

Does this legislation create, fund, or amend a CIP Project? X Yes No

Project Name:	Project I.D.:	Project Location:	Start Date:	End Date:	Total Project Cost Through 2025:
West Seattle Bridge – Immediate Response	MC-TR-C110	West Seattle Bridge Spanning the Duwamish	2020	2022	\$191,940,000

This legislation funds a new CIP project. The new project page is attached to this Summary and Fiscal Note. The initial funding will be LTGO bonds, with the debt service paid for by Real Estate Excise Tax. SDOT will work to identify potential partnership funding. The funding total shown in the financial table is the mid-point of the estimated Total Project Cost Range of \$159,170,000 and \$225,711,000, and will be reevaluated as project scope is defined at the 30% design milestone.

3. SUMMARY OF FINANCIAL IMPLICATIONS

Does this legislation amend the Adopted Budget?

X Yes No

Appropriation change (\$):	General Fund \$		Other \$	
	2020	2021	2020	2021
			\$70,000,000	\$30,000,000
Estimated revenue change (\$):	Revenue to General Fund		Revenue to Other Funds	
	2020	2021	2020	2021
			\$70,000,000	\$30,000,000
Positions affected:	No. of Positions		Total FTE Change	
	2020	2021	2020	2021
	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?

Loan interest costs will be incurred and paid from proceeds of a LTGO bond issuance by the end of 2021.

Is there financial cost or other impacts of *not* implementing the legislation?

Failure to stabilize the bridge could make it impossible to repair, or could allow damage to private property and potentially create risk of injury to people below and around the bridge. There are a multitude of less tangible costs related to ongoing closure without actions to mitigate traffic impacts.

3.a. Appropriations

X This legislation adds, changes, or deletes appropriations.

Fund Name and number	Dept	Budget Control Level Name/##	2020 Appropriation Change	2021 Estimated Appropriation Change
2021 LTGO Taxable Bond Fund (36810)	SDOT	Major Projects (13000 BC-TR-19002)	\$70,000,000	\$30,000,000
TOTAL			\$70,000,000	\$30,000,000

Is this change one-time or ongoing?

This Immediate Response CIP is expected to continue through 2022.

4. OTHER IMPLICATIONS

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

Yes, FAS-Finance. Additionally, Department of Neighborhoods is a key partner with SDOT on outreach. SDOT is also coordinating with multiple City departments on the project, including SCL, SPU, and Seattle Fire.

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?

Some work could require temporary construction easements.

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?

Traffic diversions resulting from closure of the West Seattle High Bridge are impacting some of the most racially diverse and lower income parts of the city, including South Park, Georgetown, Roxhill, Highland Park and the south end of the Delridge corridor. Funds made available through this interfund loan will allow the City to do extensive inclusive outreach in these areas, more quickly mitigate the impacts and keep the bridge repair and replacement project advancing forward in order to alleviate these impacts as soon as possible.

- 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)?**

As noted above the project is intended to restore the Duwamish crossing and, in the meantime, alleviate traffic impacts.

List attachments/exhibits below:

Seattle City Council Transportation & Utilities Committee

West Seattle High-Rise Bridge Safety Project

Sam Zimbabwe and Heather Marx, SDOT

August 19, 2020



Presentation Overview

Background and what has changed since April 20 briefing

- West Seattle High Bridge closure declared a City of Seattle emergency
- Stabilization work underway for High Bridge and planned for Low Bridge
- Moving ahead on repair and replace options simultaneously
- 175 traffic and detour route improvements made to date
- Broad and targeted community engagement to share information and improve traffic
- Identifying potential funding opportunities

Two items for Council discussion to continue progress

- Automated enforcement
- Interfund loan

West Seattle closed March 23

- Bridge closed on March 23 due to rapid growth in cracking along the center section of the bridge
- After closure, crack growth continued, confirming immediate removal of live traffic load was essential
- Safety is our top priority – for maintaining first responder access during the coronavirus pandemic – for people living and working near the West Seattle High Bridge – and for our crews and contractors working on the structure



What Has Changed

Recent findings

- Bridge is outfitted with intelligent 24/7 monitoring and health system; now inspected every two weeks
- Non-destructive evaluation has found substantial strength in the post-tensioning strands
- Technical Advisory Panel confirmed SDOT's determination that repair is feasible

Ongoing work

- 3 categories: On the Bridge, On the Ground, In the Community



On the Bridge

- Declared the West Seattle Bridge an emergency; expected to support funding, permitting and materials acquisition
- Developed emergency contingency plan with City and Agency partners
- Installed 76 monitoring instrumentation devices
- Created a Technical Advisory Panel to inform City's decisions
- Started bridge stabilization
- Finishing search for a team to design eventual replacement



Stabilization Measures Underway



Work platforms installed in July



Underside of girder,. Three layers of CRFP are being applied prior to new external post-tensioning.



Core drilling through bottom of girder will hold new external post-tensioning strands.

Low Bridge Health and Monitoring

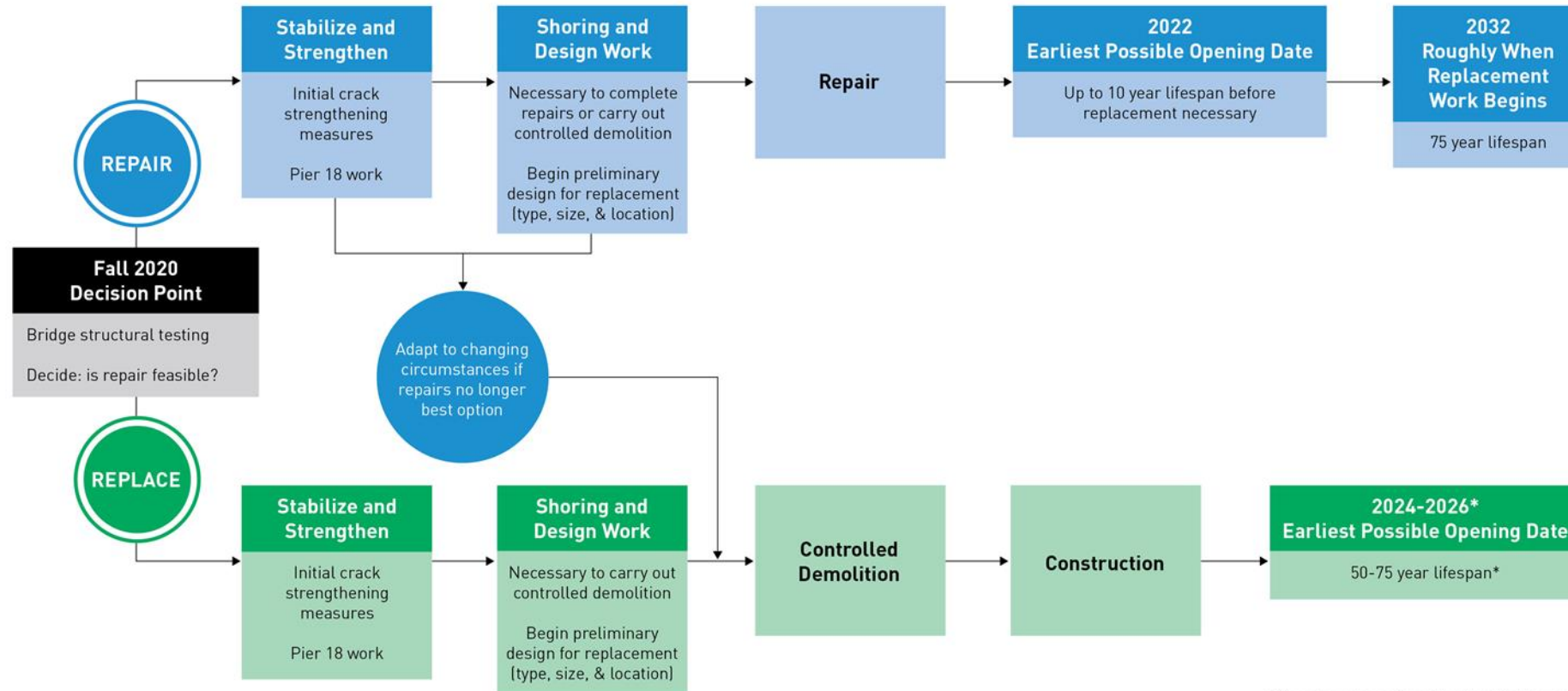
- Low Bridge more essential than ever
- Recent updates in federal regulations require structural and operational response
- Low Bridge is now equipped with complete structural health monitoring instrumentation
- Selecting designer and contractor for strengthening
- Updated operations:
 - Lowering speed limit
 - Added weight restrictions for largest trucks



Photo credit: My Northwest

Moving Ahead on All Paths

Possible Pathways to Reopen West Seattle Bridge



*Depending on type, size, and location of replacement.

Cost-Benefit Analysis: What It Does (and Doesn't) Do

What it IS:

- The cost-benefit analysis weights the pros and cons of multiple options to inform one specific decision – to repair or replace the West Seattle High-Rise Bridge

What it is NOT:

- A tool for evaluating the pros and cons of different types of replacement options, including whether we should build a bridge or tunnel; such questions begin to be explored in an Alternatives Analysis
- A precise cost estimate, though it does consider costs. Cost is so critical that it is a given factor to be layered upon the attributes and factor in the final, quantitative scoring

CBA Process

Phase 1: June - Early August	Phase 2: August – Early October	Phase 3: October
<p>Narrow down the repair vs replace options and apply objective criteria to evaluate the feasibility of each.</p> <ul style="list-style-type: none"> • Identify key “attributes” or evaluation criteria • Gain public input on the attributes • Determine the most important criteria to begin the analysis 	<p>Apply the agreed-upon attributes to the different options in the cost-benefit analysis.</p> <ul style="list-style-type: none"> • Score the attributes • Introduce rough order of magnitude (ROM) \$ costs • Quantify the results • Compare the options through the lens of the CBA • Present the results to the TAP for feedback 	<p>Analyze the quantified results and produce a report with the pros and cons of each option and a recommendation.</p> <ul style="list-style-type: none"> • Present report to the CTF and TAP for feedback • Make a final determination on whether to repair or replace the bridge

On the Ground: 175 Traffic Improvements

- Added six real-time cameras on detours
- Adjusted signal timing at 30+ intersections
- Displaying travel times on dynamic message signs via West Marginal Way
- Installed a temporary signal at Highland Park Way SW and SW Holden St
- Repaved the 5-way intersection west of the Spokane Street/Low Bridge
- Repaved Roxbury between 16th and 18th
- Improved 16th and Holden with signal and channelization improvements
- Added speed signs and removed tree obstructions from Sylvan Way
- Launched Reconnect West Seattle



Photo Credit: Chun Kwan

The Vision - Reconnect West Seattle

- Similar levels of travel across the Duwamish to those seen before the closure of the High-Rise Bridge.
- Reduce the environmental injustices that impact communities in the Duwamish Valley.
- Through a community-led process, identify challenges and prioritize solutions that increase options for transit ridership, bike and pedestrian trips – ***for those who are able*** -- and safety on our streets and sidewalks



Reconnect West Seattle

- **Neighborhood Mitigation Strategies** create specific neighborhood traffic mitigation plans for four communities that are acutely impacted by increased traffic from detour routes.
- **Network Connectivity Plans** develop key connections for freight and bicycles
- **West Seattle Mobility Action Plan** outlines a vision for reimagining, reorienting, and providing the transportation services and facilities that meet the needs of West Seattle travelers

RECONNECT WEST SEATTLE: Neighborhood Prioritization Process

The unexpected closure of the West Seattle High-Rise Bridge has had major traffic and environmental impacts to community members in South Park, Georgetown, SODO, and South West Seattle (Roxhill, Highland Park, Riverview, South Delridge).



If you live or work in any of these four neighborhoods, we want to hear from you!



Public Input Into Reconnect West Seattle

- Mobility Action Plan Surveys: 15,074
(72 surveys completed in language)
- Neighborhood Prioritization Ballots: 1,651
 - Highland Park, Riverview, S. Delridge, Roxhill: 1,072
 - Georgetown: 209
 - South Park: 301
 - SODO: 69(60 ballots completed in language)



- DON Community Liaisons conducted in-person and virtual outreach
- Ethnic Media ads and interviews
- Materials in Spanish, Khmer, Somali, Vietnamese, Oromo, Korean, Chinese

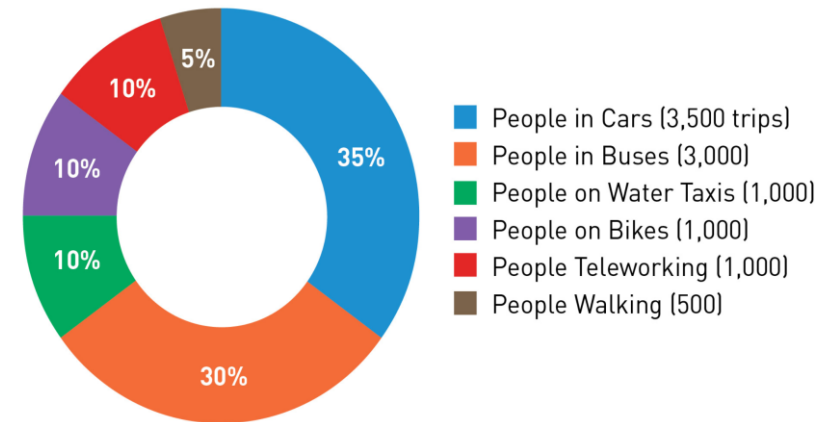
Reconnect Themes - Mobility Action Survey

- Mobility Action plan identifies mode-shift targets to achieve trip reduction goals
- Surveys confirm that social distancing results in fewer trips today than 2019 baseline by every mode except bicycling
- Surveys indicate we can achieve mode split goals – with additional travel options and investments
- When social distancing ends, respondents indicate they plan to drive less than before, and take more trips on water taxi, bikes, carpool and vanpool than they did in 2019

How People Get Around - Change Needed



How People Get Around 2021 Goal



Reconnect Themes – Neighborhood Ballots

- Created for areas disproportionately impacted by the closure of the West Seattle High-Rise Bridge and corresponding detour routes:
 - Highland Park, Roxhill, S. Delridge, Riverview
 - South Park
 - Georgetown
 - SODO
- Most people are concerned about:
 1. Traffic & Congestion
 2. Pedestrian Safety & Accessibility
 3. Speeding
 4. Environmental Impacts & Pollution
- Top priority projects in three categories:
 - In progress
 - Can be done in 2020
 - Advancing to project development / 2021 implementation

In the Community

- Met with 60+ stakeholder groups
- Created a Community Task Force to inform and guide City's response to the Bridge closure
- Communicated regularly through our website, blog, emails lists, and media
- Expanded Low Bridge access – for transit, freight and emergency vehicles initially - to include specific maritime workers, essential vanpools, employer shuttles and to support businesses access



Automated Enforcement Legislation

- Update the Seattle Municipal Code in accordance with recent changes to state law establishing additional uses for automated traffic safety cameras.
- RCW 46.63.170 and RCW 46.68 were updated during the 2020 legislative session by ESHB 1793 which took effect in June 2020.
- New state law allows use of automated enforcement cameras for transit lanes, blocking the box, and travelling in restricted lanes.
- Cameras are permitted in greater downtown and select arterials including Spokane Street Low Bridge.
- Existing privacy safeguards and public noticing requirements will apply to the pilot program.
- The Ordinance will be transmitted as soon as the fiscal note is finalized.



Low Bridge Access: Automated Enforcement

- Pilot project could begin this fall and is authorized through June 2023
- Pole mounted cameras at bridge entry points
- Cameras capture license plate numbers to compare to list of authorized vehicles
- SPD traffic officers currently enforce these restrictions.
- Similar to red-light and school enforcement
- Registered owner receives warning notice, with no penalty, through end of 2020
- Monetary penalties begin January 2021 (\$75 maximum fine)
- Requires local legislation
- Additional locations in the city are expected to be rolled out in 2021



Interfund Loan and new CIP

- Given the nature of the emergency, we could not follow a typical planning and budgeting cycle, and instead began incurring non-budgeted costs in existing programs, such as our Bridge Rehab and Replacement.
- To ensure we are resourced to do what is best for West Seattle and the surrounding region for the long-term, we are looking into all possible federal, state, and local ways to fund repairs or replacement of the High-Rise Bridge.
- In the meantime, however, we have an immediate need for additional revenues.
- The \$70 million interfund loan legislation will provide the needed cashflow to cover West Seattle Bridge Program expenses in 2020 and the first quarter of 2021.
- Currently, the CIP only goes through 2021 and does not include all repair- or replacement-related costs.
- We will refine the project costs for this CIP as we move beyond the repair or replace decision.

Interfund Loan and new CIP

- We estimate spending between \$160 million and \$225 million over 2020-2021 on the West Seattle Bridge Program.
- Again, still a great deal of uncertainty and this range could change.
- The \$70 million interfund loan, backed by a bond sale, would be borrowed from the City's Constructions and Inspections Fund and REET II Capital Projects Fund, and be repaid by SDOT with a \$100 million bond sale in 2021.
- In addition to paying off the \$70 million interfund loan, the \$100 million bond sale in 2021 will also support an additional \$30 million of spending on the project in 2021.
- Any needed spending above \$100 million through 2021 will be supported by a separate interfund loan established, if necessary, in early 2021, to be repaid by a 2022 bond sale.

Interfund Loan and new CIP

These costs include expenses related but not limited to:

- Temporary shoring
- Emergency West Seattle High-Rise Bridge stabilization
- Traffic and travel mitigation projects, including Reconnect West Seattle projects
- Low Bridge monitoring, maintenance and strengthening improvements
- Program development, including communications contracts, long-term funding-related contracts, and funding for the TAP
- Planning/Design contract for eventual replacement of the West Seattle High-Rise Bridge in the more immediate- or longer-term.
- Monitoring, testing, and maintenance of other bridges in the West Seattle Bridge corridor.

Funding Strategies

- Working with partners to develop a comprehensive funding strategy:
 - Federal partners, including the Local FHWA Division and Build America (TIFIA)
 - Washington State delegation
 - Washington State Department of Transportation (WSDOT)
 - Puget Sound Regional Council (PSRC)
 - Port of Seattle
 - Northwest Seaport Alliance
 - Sound Transit
 - King County Metro
- Began search for a consultant to perform a Traffic and Revenue Study

Questions / Discussion

www.seattle.gov/transportation/WestSeattleBridge





Legislation Text

File #: CB 119865, **Version:** 1

CITY OF SEATTLE

ORDINANCE _____

COUNCIL BILL _____

AN ORDINANCE relating to street and sidewalk use; amending Ordinance 125706 and the Street Use Permit Fee Schedule authorized by Section 15.04.074 of the Seattle Municipal Code; and ratifying and confirming certain prior acts.

WHEREAS, Section 15.04.074 of the Seattle Municipal Code authorizes and directs the Director of

Transportation to prepare and recommend to the City Council, for passage by ordinance, a schedule of fees applicable to all street and sidewalk use permits (“the Street Use Permit Fee Schedule” or “fee schedule”) that may take into consideration the desirability or undesirability of the use or occupation relative to the rights of the public; and

WHEREAS, Street Use permits must fully recover their cost to comply with the Seattle Municipal Code; and

WHEREAS, it is appropriate that The City of Seattle adjust those fees to comply with current City policy to protect the right-of-way for the traveling public, especially those by active and high-occupancy modes, and to promote uses for economic vitality; NOW, THEREFORE,

BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:

Section 1. The Seattle Department of Transportation Street Use Fee Schedule (“SDOT Street Use Fee Schedule”), Attachment A to Ordinance 125706, last substantially amended by Ordinance 125945, is amended by replacing Table A2, Uses with No Base Permit Fee, included as Attachment A to this ordinance.

Section 2. Effective November 7, 2020, the SDOT Street Use Fee Schedule is replaced by the SDOT Street Use Permit Fee Schedule attached as Attachment B to this ordinance. Otherwise, authority to adjust rates and fees as authorized in Ordinances 125945, 125706, and 125185 remains in effect.

Section 3. Any act consistent with the authority of this ordinance taken after its passage and prior to its effective date is ratified and confirmed.

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 _____, 2020, and signed by me in open session in authentication of its passage this _____ day of _____, 2020.

President _____ of the City Council

Approved by me this _____ day of _____, 2020.

Jenny A. Durkan, Mayor

Filed by me this _____ day of _____, 2020.

Monica Martinez Simmons, City Clerk

(Seal)

Attachments:
Attachment A - Table A2, Uses with No Base Permit Fee

Attachment B - Seattle Department of Transportation Street Use Permit Fee Schedule

* * *

Table A2 - Uses with No Base Permit Fee	
Use Description	Use Code
planting strip gardening in improved right-of-way	1
tree planting, pruning or removal	1A, 1B, and 1C
unimproved right-of-way and shoulder planting with minimal ground disturbance of 1 cubic yard or less	1D
miscellaneous uses for use of public places per SMC 15.04.100	54
residential street barricading associated with a Neighborhood Block Party or Play Street	54B
temporary barricading for public safety	54C
sidewalk, driveway, or curb repair and maintenance (less than 100 sq. ft.) including caulking, sealing, or grinding	55
First Amendment vending or expressive activity	19B/19K
public activation amenities, including street furniture, art	52
Temporary Business Recovery Uses (e.g., cafes, displays, vending) – Through Phase 4 of the Governor’s Safe Start Plan	3AA

* * *

Table A – Base Permit Fees	
Permit Type	Base Permit Fee
ROW Simple Issuance	\$155
ROW Complex Issuance	\$324
PSM Short-Term Issuance	\$181
PSM Long-Term Issuance	\$232
PSM Renewal	\$176
Major (SIP/UMP) Permit Issuance	\$4,865
Permit Modification Issuance	\$165
No Permit/No Job Start Fee	\$311
Street Vacation Filing Fee	\$6,500

Table A1 – Hourly Review and Inspection Service Rates	
Service Rate Type	Rate
Hourly Review and Inspection	\$278
Overtime Hourly Review and Inspection	\$555

Table A2 – Uses with No Base Permit Fee	
Use Description	Use Code
Gardening in the ROW	1, 1D
Tree Planting, Pruning or Removal	1A, 1B, and 1C
Miscellaneous Uses per SMC 15.04.100	54
Residential Street Barricading for Neighborhood Activation	54B
Barricading for Public Safety	54C
Sidewalk or Driveway Maintenance or Repair (less than 100 sq. ft.)	55
First Amendment Vending or Expressive Activity	19B/19K
Public Activation Amenities (e.g., street furniture, art)	52
Overhead advertising in the ROW (e.g., signs, awning graphics)	6
Temporary Business Recovery Uses (e.g., cafes, displays, vending) – Through Phase 4 of the Governor’s Safe Start Plan	3AA

Table B1 – Use Fee Model						
Density Factors	Urban Center		Urban Village		Neither	
	\$1.10		\$0.70		\$0.20	
Mobility/Safety Factors						
Street Category	Arterial		Non-Arterial		Alley	
	\$0.40		\$0		\$0	
Modal Priority	Transit Blocked	Transit Impacted	Bike Blocked	Bike Impacted	Ped Blocked	Ped Impacted
	\$0.20	\$0	\$0.20	\$0	\$0.20	\$0.10
Use Fee Calculation						
Summation of all uses by frontage: (Sum of all Factors) x (s.f. occupied/100) x (Duration) x (Escalation Rate per Table B2)						

Table B2 – Use Fee Model Escalation Rates		
Duration (days)	Arterial	Non-Arterial
0-30	x 1	x 0
31-60	x 2	x 1
61-90	x 4	x 1
91-120	x 8	x 2
121-150	x 12	x 2
151-210	x 12	x 4
211-270	x 12	x 8
271+	x 12	x 12
31D permits	\$0.70 per square foot	

Table B3 – Short-Term Uses with Use Fees		
Use Description	Use Code	Permit Type(s)
Construction and storage containers	31B	ROW Simple
Installation or removal of encroachments	29B	ROW Complex
ROW construction staging	31	ROW Complex
Scaffolding installation, removal and non-walk thru staging	50	ROW Complex
Crane installation and removal or staging and operation	44	ROW Complex
Pavement restoration	40/51M	ROW Complex
Utility infrastructure	51-51E	ROW Complex & UMP
Privately owned utility	51G	ROW Complex
Preparatory or exploratory work	51I	ROW Complex
Small wireless facility	51Z	ROW Complex

Table C1 – Long-Term Uses with Long-Term Occupancy Fees		
Use Description	Use Code	Long-term Occupancy Fee
Fixed ground signs	2A	\$767/sign
Maintenance of at-grade structures	7	See Table C2
Structures, moorage, and overhangs in underwater streets	7A	\$2.18/sf
Maintenance of below- and above-grade structures, including elevated access structures	7C	\$.70/sf
Fenced material storage and private use	12	See Table C2
Active areaways existing prior to January 1, 1995	16	\$.70/sf
Merchandise displays	18A	See Table C2
Sidewalk cafes	18B	See Table C2
Curb space café (paid parking)	18D	See Table C2 + \$3176/removed paid parking space
Curb space café (unpaid parking)	18E	See Table C2 + \$300/removed unpaid parking space
First Amendment vending	19B	\$50/month
Stadium event vending	19C	See Table C2
Vending from a public place sidewalk or plaza	19E	See Table C2
Food-vehicle zone vending (paid parking)	19G	\$478 (each 4-hr period x each day per week)
Food-vehicle zone vending (unpaid parking)	19H	\$104 (each 4-hr period x each day per week)
Underground storage tank: non-decommissioned	21	\$767/tank
Permanent soldier piles	22B	\$1011/pile
Structures, moorage, and overhangs in state waterways	WW100	\$2.18/sf

Table C2 - Occupation Fee Model			
Street Category	Urban Center	Urban Village	Neither
Arterial	\$1.40	\$1.35	\$0.90
Non-Arterial	\$1.20	\$1.15	\$0.70

Table D1 – Term Permit Fee Model		
Location	Use Description	Degree of Alienation
Sub-surface	Utility tunnels/structures	0.3
	Vehicle/pedestrian tunnels	0.25
At-grade	Public plazas, artwork	0.1
	Structures, restricted access	0.8
	Utility structures	0.5
Above grade	Overhead building structures	0.75
	Private use skybridges	2
	Semi-public use skybridges	0.75
	Public use skybridges	0.1
	Vehicle bridges	0.5
	Public use vehicle ramps	0.2
Other	Sustainable building features*	0.1

* In order to qualify for this degree of alienation factor, the development must be participating in the City's Living Building Program, be capable of achieving Leadership in Energy and Environmental Design (LEED) platinum certification, or both. Programmatic term permit and franchise agreements fees are established by ordinance.

Term Permit (use code 62) annual occupation fee equation: (land value) x (use area) x (rate of return) x (degree of alienation) + PSM issuance or renewal fee

Table D2- Shoreline Street End Fee Model
Shoreline Street End (use code 11) annual occupation fee equation: (land value) x (use area) x (rate of return) x (demand probability) x (maritime industrial use) + PSM issuance or renewal fee

Table E1 – Citation Penalty Fee Schedule

Adjacent Lot Zone or Permit Type	Citation Penalty Fee*		
	1 st Violation	2 nd Violation	3 rd + Violation
RSL, SF 5000, SF 7200, or SF 9600 (“Residential Zones”), Public Space Management Permits, or Maintenance Activities**	\$250	\$500	\$1,000
All other zones (“Non-Residential Zones”) or Utility Construction Permits	\$1,000	\$2,000	\$4,000
Snow and ice removal*** in RSL, SF 5000, SF 7200, or SF 9600 (“Residential Zones”)	\$50	\$50	\$50
Snow and ice removal*** in all other zones (“Non-Residential Zones”)	\$250	\$500	\$1,000

*Violators may be subject to subsequent violations within a one-year period

**“Maintenance Activities” includes violations of Chapters 15.20 and 15.43 of the Seattle Municipal Code

***“Snow and ice removal” references Seattle Municipal Code Section 15.48.010

Definitions

<u>Factor/Term</u>	<u>Description</u>
ROW Simple	A simple permit is a permit that requires minimal review, such as a dumpster or storage container.
ROW Complex	A complex permit requires technical review and coordination, such as a 50-foot utility trench, a tower crane or other construction staging.
PSM	Public Space Management (PSM) issues permits ranging from short-term activation of the right of way (e.g., neighborhood block parties) to long-term renewing permits for private encroachments like retaining walls and sidewalk cafes. This includes term permits and shoreline street ends, as well as pilot projects. This applies to the following short-term use codes: 3AA, 3A, 3B, 3C, 19B-19K, 52A, 54B. This applies to the following long-term use codes: 2A, 3D, 6, 7, 7A, 7C, 8, 11, 12, 14, 16, 18A, 18B, 18D, 18E, 19A, 21, 22B, 29A, 52, 62, WW100, WW150.
Short-Term	Permits that are not renewed and are generally less than one year in duration.
Long-Term	Permits that are scheduled to renew on an annual basis.

Land value	<p>For Term permits, the value of the use area in the right-of-way shall be based on the abutting parcel's current per-square-foot land value as determined by the King County Assessor. If the use area extends beyond the right-of-way centerline or abuts multiple parcels, the permit fee shall be calculated by averaging the abutting parcels' current land values.</p> <p>For Shoreline Street End permits, the value of the use area in the right-of-way shall be based on the abutting parcel's current per-square-foot land value as determined by the King County Assessor. If the use area extends beyond the centerline of the right-of-way or abuts multiple parcels, the permit fee shall be calculated for each portion of the use area according to the current per-square-foot land value of the abutting parcels.</p> <p>If all parcels abutting the Term or Shoreline Street End permitted use area are government-owned and the parcels are not tax assessed in whole or in part by King County, the parcels shall be excluded when establishing the Term or Shoreline Street End permit fee. To determine the permit fee, the current per-square-foot land value as determined by the King County Assessor of the closest privately-owned parcel or parcels with the same zoning or shoreline designation of the Term or Shoreline Street End permitted use area shall be averaged. If the next closest privately-owned parcel or parcels do not have the same underlying zoning or shoreline designation as the abutting government-owned parcel, the Seattle Department of Transportation shall consult with the City Appraiser. The City Appraiser shall determine if the next closest parcel or parcels with similar zoning or shoreline designation reasonably establishes the current per-square-foot land value of the use area in the right of way for fee calculation purposes.</p>
Use area	Square footage of the permitted encroachment in the right-of-way, as authorized by Seattle Department of Transportation.
Transit/Bike/Ped Impacted	When a transit lane, bike lane or pedestrian sidewalk or pathway is partially closed, but mobility for the traveling public is maintained.
Transit/Bike/Ped Blocked	When a transit lane, bike lane or pedestrian sidewalk or pathway is closed to the traveling public.
Rate of return	Annualized rate of return on market value of the right-of-way, as established by the City Appraiser or a State of Washington Certified General Real Estate Appraiser retained by the Director of Transportation.
Degree of alienation	For Term permits, the degree of impact on the public, utilities, right-of-way, and other potential uses of the right-of-way based on City policy, as established by Seattle Department of Transportation.

Demand probability	For Shoreline Street End permits, the estimated demand of probable use shall be based on factors that include, but are not limited to, location, access, size, view, and topography; as established by the City Appraiser or a State of Washington Certified General Real Estate Appraiser retained by the Director of Transportation. Refer to Ordinance 123611, Attachment A: Demand Probability Factor. The Director of Transportation is authorized to update Attachment A based upon the recommendations of the City Appraiser or a State of Washington Certified General Real Estate Appraiser. The new Demand Probability Factor shall become effective when the updated Demand Probability Factor is adopted by rule.
Maritime Industrial Use Discount Factor	To support the City’s policies of protecting its maritime uses, a 50 percent discount factor shall apply to that portion of the Shoreline Street End occupied by a legally established water-dependent or water-related use as defined in Seattle Municipal Code Section 23.60.944.

The Department of Transportation is directed to use the shoreline street end permit fees credited to the Transportation Operating Fund for the following purposes:

- (a) Notifying property owners that abut shoreline street ends of the need for permits for private use of the street end and of the fee schedule;
- (b) Administering and inspecting shoreline street end use;
- (c) Verifying property boundaries and area of use;
- (d) Matching funds for neighborhood improvements of shoreline street ends for public use;
- (e) Signing, demarcating, and maintaining shoreline street ends;
- (f) Funding street and sidewalk improvements within a half-block radius of any of the shoreline street ends identified in Exhibit A to Resolution 29370 that directly contribute to public access to the shoreline street end.

SUMMARY and FISCAL NOTE*

Department:	Dept. Contact/Phone:	CBO Contact/Phone:
Seattle Department of Transportation	Angela Steel / 206-684-5967	Christie Parker / 206-684-5211

** 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 street and sidewalk use; amending Ordinance 125706 and the Street Use Permit Fee Schedule authorized by Section 15.04.074 of the Seattle Municipal Code; and ratifying and confirming certain prior acts.

Summary and background of the Legislation: This legislation updates and adjusts some fees in the Street Use Permit Fee Schedule as authorized in SMC 15.04.074 to better balance City policy goals and objectives for project and construction coordination, maintaining access through construction, building a non-motorized and high-occupancy mobility transportation system, building low- and middle-income housing, and supporting businesses.

To support businesses, we are creating a free permit for temporary business uses, including cafes, displays, and vending, through Phase 4 of the Governor's Safe Starts Plan and eliminating the long-term permit fee for business sign encroachments.

To support project and construction coordination, access during construction, and a non-motorized and high-occupancy mobility transportation system, we are adjusting the use fee methodology and factors to better disincentivize the use of sidewalks, bike, and transit facilities during construction for non-transportation purposes. To support building low- and middle-income housing we have reduced factors in non-dense zones. The change will also reduce data entry and permit review time, reducing overall permit costs.

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
	\$0	\$0	\$0	\$0
Estimated revenue change (\$):	Revenue to General Fund		Revenue to Other Funds	
	2020	2021	2020	2021
	\$0	\$0	(\$9,000)	(\$56,000)

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?

There are short-term minimal, financial impacts associated with not assessing permit fees for the temporary business use permits (cafes, displays, and vending) through phase 4 of the Safe Starts Plan. While we cannot quantitatively assess the overall impact, we believe the reduction in City revenue through permit fees will be more than offset by the ability for small businesses to safely reopen and utilize space in the right-of-way during the Governor's phased reopening. These permits will allow businesses to increase capacity within the right-of-way. The long-term permit fees for the business signage are being recovered in the updated use fee methodology by increasing the Urban Center factor an additional \$0.10 per square foot.

Is there financial cost or other impacts of *not* implementing the legislation?

The change to the use fee methodology is critical for Street Use to successfully implement Accela for our November 7, 2020 launch. If the change to the use fee methodology is not transmitted in time to launch on November 7, 2020, this will significantly delay the implementation and cost the department approximately \$2.6 million. The transition into the Accela platform supports the City's objectives for permit reform and to build an equitable, safe, and sustainable transportation system.

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 Revenue	2021 Estimated Revenue
10310 Trans Op.	SDOT	Use Fees	\$131,000	\$852,000
10310 Trans Op.	SDOT	Sign Permit Fees	(\$140,000)	(\$908,000)
TOTAL			(\$9,000)	(\$56,000)

Is this change one-time or ongoing?

One-time change for the temporary business permits through phase 4 of the Governor's Safe Start Plan. Ongoing change for all other permit fee amendments.

Revenue/Reimbursement Notes:

The 2020 and 2021 estimated revenue assumes that permit volumes will be near 2019 levels; however, with the COVID-19 public health crises, some of our revenue streams are in jeopardy of coming in lower than our original projections. We are working with our Finance division to closely monitor our revenues and expenditures and will adjust as needed throughout 2020 and 2021 to ensure the Street Use Revenue Center is sustainable. The

revenue numbers referenced in this document do not reference impacts from the COVID-19 public health crises because those impacts are too unknown at this time. Also, we are not able to predict the volume of new temporary business permit applications and are unable to estimate the potential revenue impact, but do not think it will have a significant financial impact to the cost center.

Assumptions used in the calculations of impacts on revenue are as follows:

- A sample set of permits issued in 2019 was used as basis for all calculations. This ensures changes in revenue reflect changes in the fee schedule rather than changes in permits and/or permit volumes.
- A revenue baseline was calculated by applying the existing fee schedule to permits issued in 2019 rather than using actual 2019 revenues. Again, this allows changes in revenue to reflect changes in the fee schedule rather than changes in permits, permit volumes, and/or collection rates.
- Revenue estimates for 2020 assume the new fee schedule will be applied to permits for the final 8 weeks of 2020.
- Sign permit changes assume no sign fees are assessed for the first sign on a permit and that number of permits with more than one sign mirrors what was issued in 2019.

4. OTHER IMPLICATIONS

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

Departments that pay permit fees will see a change in use fees, including SCL, SPU, and Parks. These departments primarily do work outside of urban centers and urban villages and will likely see a slight overall reduction in permit fees.

The business fee proposal for signs and temporary business uses will affect OED by providing more options for businesses during the Safe Starts recovery phases. OED is leading the initial outreach for this program.

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?**
Street Use permit fees impact anyone working or doing business in the right-of-way.

Use and occupation fees that are collected are used to make improvements that return the value of private use in the right-of-way to the community that experienced the disruption. With this legislation we are intending to shift the impact of those fees from smaller businesses and developers to larger developers and projects that have greater impacts on the users of the right-of-way.

SDOT will provide coaching and translated materials for all use fee changes in addition to the changes to our permitting system as we work to go live in November.

The business fee proposal for signs and temporary uses will have a positive impact on all businesses and will provide more options during economic recovery. For the temporary business options, we are working closely with OED to provide coaching and translation support for businesses, translated outreach materials and ethnic ad buys to promote the new program.

- 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)?**

Because the collection of use fees is dependent on private development, it is difficult to draw comparisons between previous use fees to current use fees. There are so many other variables that have a greater impact on development opportunities than use fees. However, we will continue to monitor the fees to determine the impact on small businesses and developers providing low- and middle-income housing.

The temporary business permits will allow increased options for use of the right-of-way for economic opportunities and recovery. Our goal with this program is to see expanded business uses of cafes, vending, and merchandise display in the identified high-priority areas based on race and social-economic data published by OPCD. We will measure permit data and compare the current use of café, vending and displays in these areas with rates of applications in 3 months after program implementation and compare permit volume with the non-high priority areas. We will also evaluate the impact of allowing these expanded temporary uses and identify any other administrative or legislative programmatic amendments that may be needed to make long-term improvements for business recovery.

List attachments/exhibits below: N/A

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 curb space 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

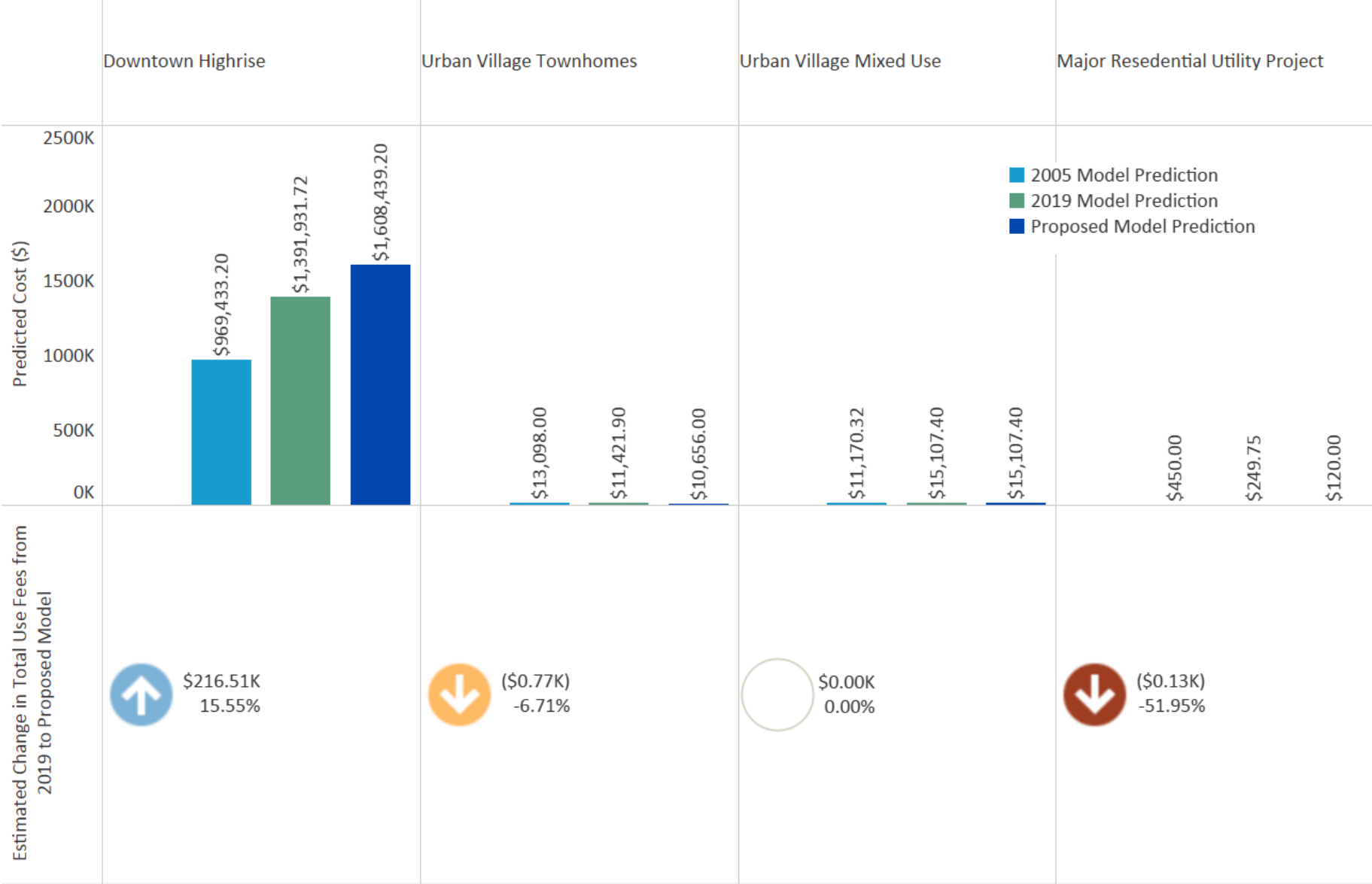
Proposed use fee model - calculation changes

- 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: <ul style="list-style-type: none"> -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

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

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

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





Legislation Text

File #: CB 119867, **Version:** 1

CITY OF SEATTLE

ORDINANCE _____

COUNCIL BILL _____

AN ORDINANCE relating to the City's traffic code; amending Sections 11.46.010 and 11.46.020 of the Seattle Municipal Code to revise permissible areas of operation in the right-of-way and other public pathways for electric personal assistive mobility devices and motorized foot scooters.

WHEREAS, in 2004, the City Council passed Ordinance 121518, adding a new section to Chapter 11.14 of the Seattle Municipal Code defining and establishing in the City's Traffic Code rules of operation for electric personal assistive mobility devices (EPAMDs) and motorized foot scooters; and

WHEREAS, use of private motorized foot scooters as a transportation mode for short trips has expanded significantly since 2004; and

WHEREAS, the introduction of free-floating scooter share programs have proliferated around the world and The City of Seattle is designing a pilot permit program for free-floating scooter share; NOW, THEREFORE,

BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:

Section 1. Section 11.46.010 of the Seattle Municipal Code, last amended by Ordinance 123190, is amended as follows:

11.46.010 Areas of operation

A. Except as otherwise provided in this ~~((chapter))~~ Chapter 11.46, motorized foot scooters may be operated on roadways, shoulders, ~~((and))~~ alleys, bicycle lanes, and public paths, but not on sidewalks, ~~((bicycle lanes, or public paths.))~~ unless there is no alternative for a motorized foot scooter to travel over a sidewalk that is part of a bicycle or pedestrian path.

* * *

E. The provisions of this ~~((section))~~ Section 11.46.010 limiting the use of EPAMDs and/or electric motorized foot scooters ~~((in parks or on sidewalks, bicycle lanes, public paths, public school playfields, or public school playgrounds))~~ do not apply ~~((to an EPAMD or electric motorized foot scooter))~~ when that device is operated by a person with a mobility impairment caused by a physical disability who uses that device to enhance that person's mobility.

Section 2. Section 11.46.020 of the Seattle Municipal Code, enacted by Ordinance 121518, is amended as follows:

11.46.020 Rules of operation

Subject to the limitations on areas of operation contained in Section 11.46.010, the following rules of operation apply to EPAMDs and/or motorized foot scooters, as indicated:

* * *

F. Except as otherwise provided in this ~~((chapter))~~ Chapter 11.46, operators of EPAMDs and electric motorized foot scooters shall have the same rights and duties as ((:

(1)) operators of bicycles when upon any portion of a highway. ~~((except a sidewalk, crosswalk, or pedestrian zone.;~~ and

(2) ~~pedestrians when upon and sidewalk, crosswalk, or pedestrian zone.))~~

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 _____, 2020, and signed by me in open session in authentication of its passage this _____ day of _____, 2020.

President _____ of the City Council

Approved by me this _____ day of _____, 2020.

Jenny A. Durkan, Mayor

Filed by me this _____ day of _____, 2020.

Monica Martinez Simmons, City Clerk

(Seal)

SUMMARY and FISCAL NOTE*

Department:	Dept. Contact/Phone:	CBO Contact/Phone:
Department of Transportation	Joel Miller/206-684-7639	Christie Parker/206-684-5211

** 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

1. **Legislation Title:** AN ORDINANCE relating to the City's traffic code; amending Sections 11.46.010 and 11.46.020 of the Seattle Municipal Code to revise permissible areas of operation in the right-of-way and other public pathways for electric personal assistive mobility devices and motorized foot scooters.
2. **Summary and background of the Legislation:** This legislation changes Seattle's traffic code to:
 - a. Allow motorized foot scooters to be operated on bicycle lanes and public paths.
 - b. Allow motorized foot scooters to be to be operated on a sidewalk only where there is no alternative for a motorized foot scooter to travel over a sidewalk that is part of a bicycle or pedestrian path. This exception includes the sidewalks of many of Seattle's movable bridges and areas where multi-use trails incorporate a widened sidewalk for short sections.

2. CAPITAL IMPROVEMENT PROGRAM

- a. **Does this legislation create, fund, or amend a CIP Project?** ☐ Yes ☒ No

3. SUMMARY OF FINANCIAL IMPLICATIONS

- a. **Does this legislation amend the Adopted Budget?** ☐ Yes ☒ No
- 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?**
No
- c. **Is there financial cost or other impacts of *not* implementing the legislation?**
No

If there are no changes to appropriations, revenues, or positions, please delete sections 3.d., 3.e., and 3.f. and answer the questions in Section 4.

4. OTHER IMPLICATIONS

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

This legislation would impact the Police Department and Municipal Court.

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. The Department of Transportation has issued a State Environmental Policy Act Determination of Non-Significance, with notice published in the Daily Journal of Commerce.

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?

This legislation has potential negative and positive impacts to vulnerable or historically disadvantaged communities.

Allowing scooters in bike lanes may reduce potential encounters with law enforcement personnel for people of color, thereby reducing the negative outcomes that may stem from those encounters.

However, bike lanes in the city may not be equitably distributed, and this legislation would therefore increase scooter riding opportunity in a disproportionate manner. This negative outcome will be mitigated by the current Bicycle Master Plan Implementation Plan, which prioritizes equitable distribution of bike lanes in future projects.

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 does not include a new initiative or major programmatic expansion

List attachments/exhibits below: N/A/

Seattle Free-Floating Scooter Share Pilot

2020 Permit Overview
Seattle City Council



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

- Introduction and Background
- Pilot Opportunities – Why Now?
- Pilot Challenges and Strategies
- Program Design and Legislation



Introduction and Background



What is Scooter Share?

- Similar to bike share
 - Free-floating
 - 15 mph limit
 - Parked in the paved furniture zone, bike rack, or corral
- In dozens of U.S. cities, including Portland, San Francisco, and Los Angeles.



Scooter Share Permit Design Process

- Bike share lessons learned
- Peer city research
- Engaged with over 30 regional stakeholder groups
- Surveyed 750 Seattle residents
- SEPA Determination of Non-significance and appeal
- Vendor meetings
- Permit and application
- Legislation



Why Now?

COVID-19 has changed our travel patterns

As part of a recovery, scooters could add a clean, open air mobility option

- Post-COVID rides in Portland, Detroit, and Baltimore are 2x longer and 2x more likely to be used for essential trips
- 46% increase in Portland Spin ridership from the early COVID period, including doubling trips in low-income neighborhoods.
- July 2020 Total Trips:
 - Los Angeles: 295,000
 - Atlanta: 50,000
 - Austin: 42,000



West Seattle mobility goals

Transit & Water Taxi: 18% → 40%

- Over 40% of survey respondents would use transit if it was more accessible. Scooters can help.

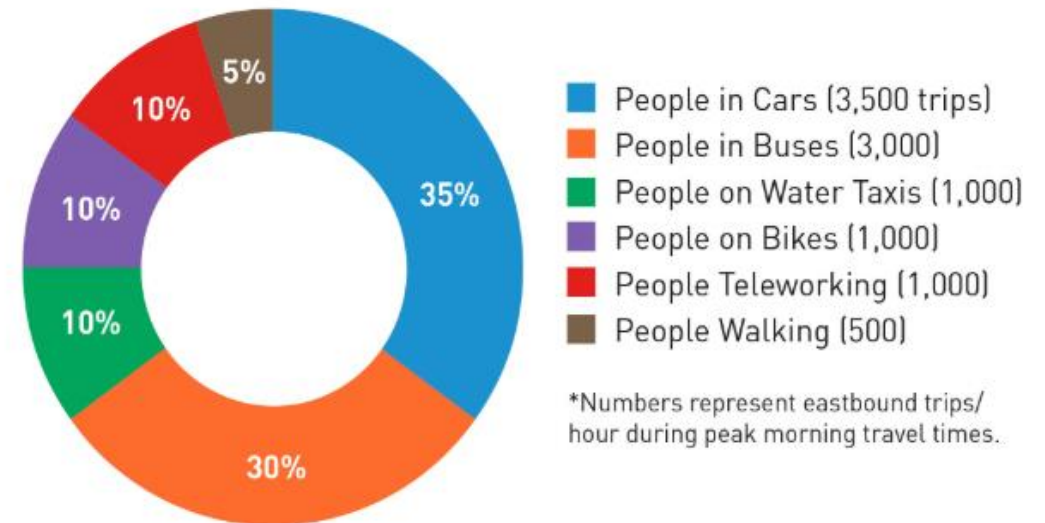
Bikes & Scooters: 1% → 10%

- Each vendor required to have a specific plan to increase service in West Seattle.

Reduce Car Trips

- Partner with King County Scooter Pilot in unincorporated Southwest Seattle.

Goal for How People Get Around in 2021



*Numbers represent eastbound trips/hour during peak morning travel times.

Environmental stewardship

- Historically, approximately 25% of scooter trips replace car trips
- Scooters can*:
 - Replace up to 175,000 car trips / month
 - Reduce monthly CO2 emissions by up to 85 metric tons
- Seattle-specific environmental impact analysis proposed as part of scooter share pilot



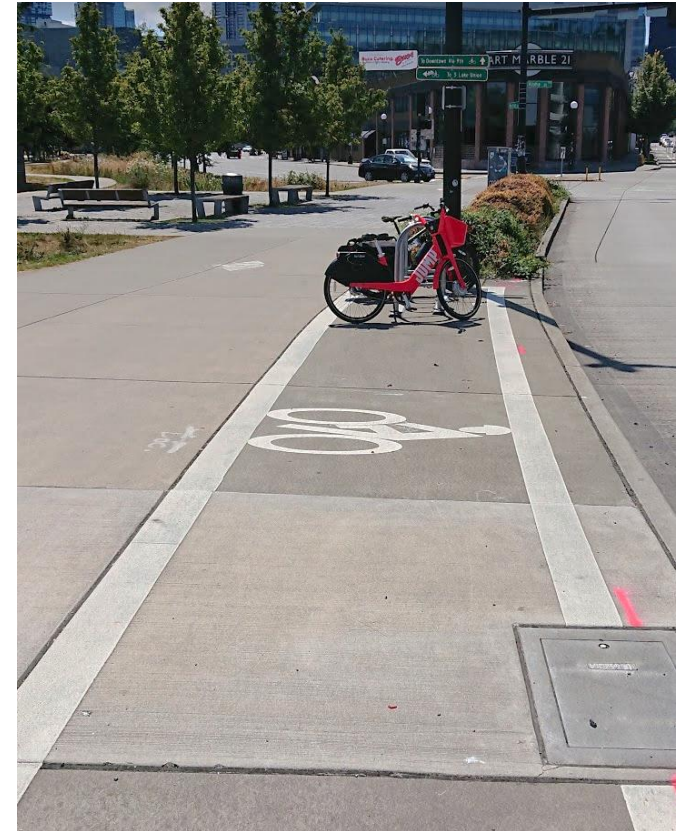
*Projection from Fehr & Peers study using Lime data and based on a Seattle fleet of 7,500 scooters.

Challenges and Strategies



Pedestrian Safety is a top priority

- No riding on sidewalks (existing SMC)
- Park only in furniture zones or bike racks
- Continue to build parking corrals
- No-park geofenced areas
- On-device and in-app parking education
- Find-It Fix-It & 684-ROAD public reporting
- Staff auditing and rider/vendor financial penalties for parking obstructions



Efforts to protect riders of all ages & abilities

- Riding allowed on
 - Bike lanes and public paths (SMC)
 - Sidewalks that are part of a bike route (SMC)
 - Roads with a 25 MPH or less speed limit (permit condition)
- 15 MPH top speed (1st ride 8 mph)
- Enhanced education and enforcement
- Incentivized helmet use
- Joint safety study with UW / Harborview



COVID 19 Precautions

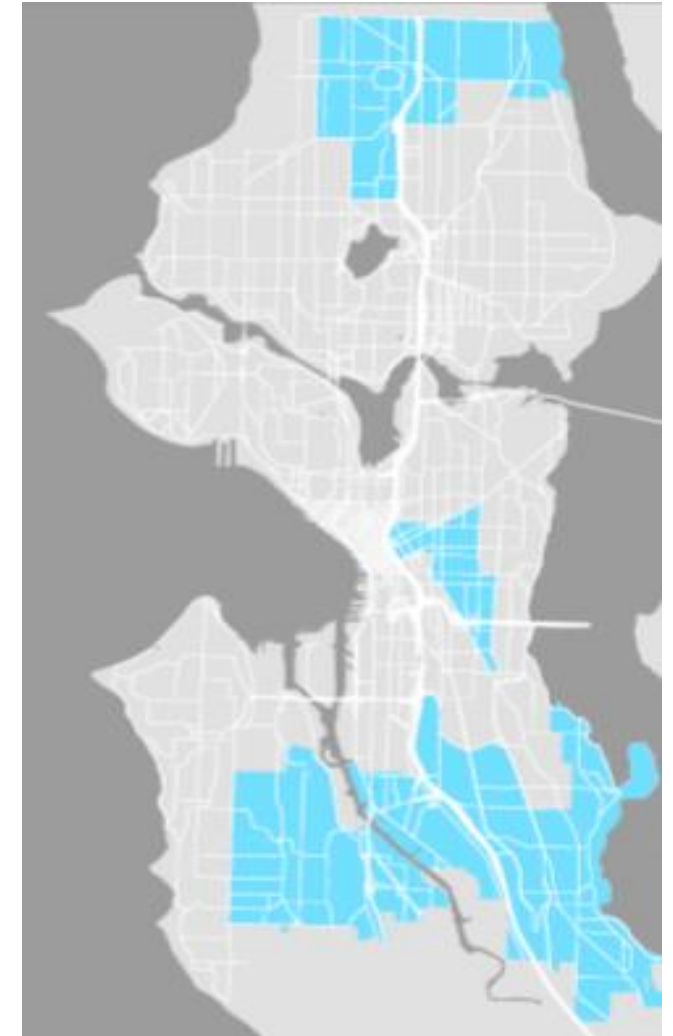
All vendors must:

- Sanitize all common touch points every service
- Sanitize all vehicles used for service and rebalancing daily
- Educate staff and contractors on safe practices
- Implement any additional COVID-19 requirements immediately upon request



Ensuring equity in the program

- At least 10% fleet distribution in Environmental Justice Community area
- Low income plans: less than \$1.50 / ride
- Low barrier plans for those without smartphones or credit/banking
- Equity centered outreach to guide future programming



Environmental Justice
Community Areas

Program Design and Legislation



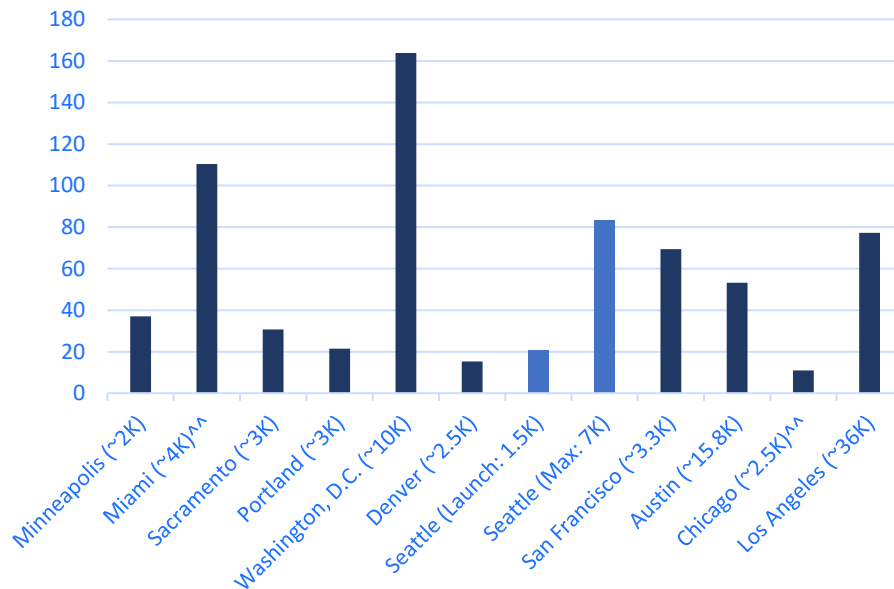
Anticipated Scooter Share Permit Types

Category	Reason	Launch Fleet	Maximum Fleet
A. Operating Bike Share Vendor	<ul style="list-style-type: none"> • Incentivize bike share investment • Test value of “cross-over” vendor 	500	2,000
B. 100% Seated Scooter	<ul style="list-style-type: none"> • Study safety impacts • Study trip type 	500	2,000
C. Standing or Mixed Scooter	<ul style="list-style-type: none"> • Proven popularity • Study safety impacts • Study trip type 	500	2,000
D. Scooter Prototype	<ul style="list-style-type: none"> • City should remain nimble • Will not be part of initial launch 	0	1,000

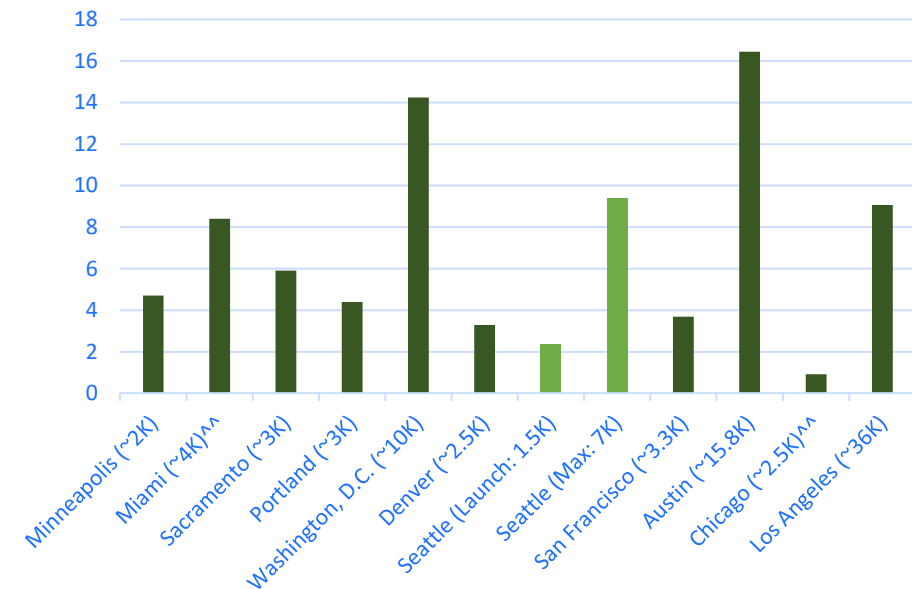
City-Wide Pilot Fleet Size

Starting Volume: 1.5K | Max Volume: 6K*

Scooter/Square Mile Density[^]



Scooter/1,000 Residents Density[^]



[^]Pre-COVID-19 | ^{^^}limited portion of city

Budget Information

- Permit fees fund program implementation & management
- Supports:
 - Increased parking
 - Outdoors for All partnership
 - Micromobility focused equity and outreach work



Proposed Ordinances

- **Amend SMC 11.46.010:** Allow motorized foot scooters to operate on bicycle lanes and public paths; sidewalk riding only allowed when sidewalk or crosswalks are part of connected bike network (e.g. movable bridges)
- **Amend SMC 15.17.005:** Adopt a Free-Floating Scooter Share Program Fee Schedule - \$150 annual fee per scooter device

Questions?

Joel Miller

Seattle Department of Transportation

Joel.Miller@Seattle.gov

www.seattle.gov/scootershare



Legislation Text

File #: CB 119868, **Version:** 1

CITY OF SEATTLE

ORDINANCE _____

COUNCIL BILL _____

AN ORDINANCE relating to use of City right-of-way by free-floating scooters; amending Section 15.17.005 of the Seattle Municipal Code; adopting a Free-Floating Scooter Share Program Fee Schedule; and ratifying and confirming certain prior acts.

WHEREAS, in July 2018, City Council passed Ordinance 125634 adopting a free-floating bike share program and fee schedule by allowing private free-floating bike share companies to deploy free-floating bikes on sidewalks citywide; and

WHEREAS, the introduction of free-floating scooter share pilot programs has proliferated across the United States and the world; and

WHEREAS, Seattle is now designing a pilot permit program for free-floating scooter share; and

WHEREAS, no permit administrative fees exist to cover the expected costs of administering a free-floating scooter share pilot permit program and its program goals; and

WHEREAS, Section 15.04.074 of the Seattle Municipal Code (SMC) authorizes and directs the Director of Transportation to prepare and recommend to the City Council fees applicable to street and sidewalk use permits commensurate with the cost of administering, reviewing, issuing, inspecting, and policing permits granted for the uses; and

WHEREAS, SMC Section 15.17.005 will be amended to reflect this new type of mobility and authorize vending; NOW, THEREFORE,

BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:

Section 1. Section 15.17.005 of the Seattle Municipal Code, last amended by Ordinance 125946, is

amended as follows:

15.17.005 Authorized vending in public places

No person shall vend to the public in a public place unless authorized below:

* * *

D. The vendor is vending bicycles, other mobility devices, helmets, or other ~~((bike-share-related))~~ related merchandise that is made available for general public use and has been authorized by a separate permit.

Section 2. The Seattle Department of Transportation (Department) Free-Floating Scooter Share Program Fee Schedule is adopted as follows:

Fee Type	Fee Amount	
Permit Issuance and Renewal	\$232 for issuance or \$176 for renewal as specified in the Street Use Permit Fee Schedule or as subsequently amended	
Permit Hourly Review and Inspection Rate	\$278 per hour of review as specified in the Street Use Permit Fee Schedule or as subsequently amended	
Administrative Fee per year	For vendors approved during the initial application period	\$150 per permitted scooter or device
	For vendors approved after the initial application period	\$150 per permitted scooter or device, prorated by month

Section 3. The Department is authorized to charge lower administrative fees if further analysis demonstrates to the Department that it can cover scooter share related costs for less than the fees authorized in Section 1 of this ordinance.

Section 4. Any act consistent with the authority of this ordinance taken prior to its effective date is ratified and confirmed.

Section 5. 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 _____, 2020, and signed by
me in open session in authentication of its passage this _____ day of _____, 2020.

President _____ of the City Council

Approved by me this _____ day of _____, 2020.

Jenny A. Durkan, Mayor

Filed by me this _____ day of _____, 2020.

Monica Martinez Simmons, City Clerk

(Seal)

SUMMARY and FISCAL NOTE*

Department:	Dept. Contact/Phone:	CBO Contact/Phone:
Department of Transportation	Joel Miller/206-684-7639	Christie Parker/206-684-5211

** 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

1. **Legislation Title:** AN ORDINANCE relating to use of City right-of-way by free-floating scooters; amending Section 15.17.005 of the Seattle Municipal Code; adopting a Free-Floating Scooter Share Program Fee Schedule; and ratifying and confirming certain prior acts.
2. **Summary and background of the Legislation:** Over the past two years, electric motorized foot scooter sharing operations have begun in many cities across the US. These programs have begun to demonstrate that with proper regulations, scooter share can benefit cities by offering residents and visitors a clean, low-carbon mobility option. With adoption of this legislation, the Seattle Department of Transportation (SDOT) will operate a scooter share pilot program, administered alongside the current bike share program. The pilot program will determine the potential benefits and drawbacks of shared scooters in Seattle.

This legislation amends Section 15.17.005 of the Seattle Municipal code to authorize public vending of motorized foot scooters, and adopts a Free-Floating Scooter Share Program Fee Schedule. That schedule allows SDOT to charge each vendor permit fees to cover expected permit costs, program administration, and public-realm accommodations.

2. CAPITAL IMPROVEMENT PROGRAM

- a. Does this legislation create, fund, or amend a CIP Project? ☐ Yes ☒ No

3. SUMMARY OF FINANCIAL IMPLICATIONS

- a. Does this legislation amend the Adopted Budget? ☐ Yes ☒ No
- 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?

SDOT will charge permitted scooter share operators permitting fees and a per-device administrative fee to cover all operational costs (see 3.e. below). Those fees are anticipated to generate \$1,050,000 in revenue. That following table describes the programmatic spend plan:

Program staffing expenses <ul style="list-style-type: none">• 1 FTE @ Strategic Advisor 1 (temporary TLA position)	\$450,000
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<ul style="list-style-type: none"> • 1 FTE @ Associate Transportation Planner (temporary TLA position) • Associated technology needs (computer, phone, etc.) 	
Adaptive cycling and micromobility program component <ul style="list-style-type: none"> • This City program will work to increase access to adaptive cycling (such as tricycles, handcycles, and tandem bikes) for people with disabilities and special travel needs. The program will partner with existing community stakeholders to offer adaptive cycling access and events around the city. 	\$75,000
Equity-based outreach, education, and engagement program component <ul style="list-style-type: none"> • This program component will build our ongoing bike and scooter share outreach and Racial Equity Toolkit. We will work with stakeholders to evaluate the free-floating scooter and bike share system's performance. We will work with companies and community partners to increase awareness of scooter and bike sharing, train people how to safely use the programs, and reduce cultural, economic, and technological barriers to access. 	\$175,000
Ongoing evaluation program component <ul style="list-style-type: none"> • We will continue to evaluate our program and its role in Seattle's mobility infrastructure and generate an updated evaluation report. • This component funds survey instruments to capture community opinions and ideas for improvement. 	\$25,000
Compliance audit program component <ul style="list-style-type: none"> • This program includes an ongoing compliance audit where City staff or a third-party auditor will physically check a percentage of each vendor's fleet for parking, maintenance, and data quality compliance. • This audit will be the primary compliance enforcement mechanism for the upcoming permit year. 	\$75,000
Designated bike and scooter share parking program component <ul style="list-style-type: none"> • This will fund construction of on-street and on-sidewalk bike share parking areas throughout the city. • Costs per parking area will vary depending on materials and placement. Prior-year estimates suggest that each on-street parking corral costs approximately \$2,000 in labor and materials. 	\$250,000
Total Expenditures	\$1,050,000

SDOT anticipates issuing permits for three to four vendors for a maximum of 7,000 total scooters, which will generate the revenue stated above. If fewer permits are sold than projected, SDOT will spend less revenue in the following areas:

- Designated bike and scooter share parking
- Equity-based outreach, education, and engagement

If SDOT determines that it can achieve the above program goals for less than the anticipated program budget, SDOT may charge less than the fees stated in the fee schedule.

Though we anticipate no other direct financial impacts from this legislation, the free-floating scooter share program may impose costs on other City agencies to relocate or otherwise address parked scooters. We expect to build designated scooter share parking areas to address parking conflicts. In addition, the permit program will require scooter share companies to reimburse the City for other expenses the City incurs from addressing bike share costs.

c. Is there financial cost or other impacts of *not* implementing the legislation?

If the legislation is not implemented, then the city will not implement a free-floating scooter pilot program. The city would lose the ability to study a potentially clean transportation option that could help Seattle meet climate, equity, and livability goals.

3.d. Appropriations

 This legislation adds, changes, or deletes appropriations.

Appropriations Notes:

Any needed appropriations for this item will be included in future budget legislation.

3.e. 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 Revenue	2021 Estimated Revenue
13000 – Transportation Fund	Transportation	Permit Administrative Fees	\$1,050,000	\$1,300,000
13000 – Transportation Fund	Transportation	Permit Review and Issuance Fees	\$9,216	\$9,216
TOTAL			\$1,059,216	\$1,309,216

Is this change one-time or ongoing?

We anticipate that the fee schedule will be updated annually to maintain ongoing program funding.

Revenue/Reimbursement Notes:

SDOT anticipates issuing permits for three to four vendors for a maximum of 7,000 total scooters.

4. OTHER IMPLICATIONS

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

Yes. Other departments may sometimes need to move parked scooters to eliminate conflicts or access facilities in the right of way. We expect any costs to be minor; other departments may seek reimbursement for costs from the scooter share companies, as provided in the scooter share permit requirements. This permit also includes the Department of Parks and Recreation, but all permit administration and enforcement will be completed by the Department of Transportation.

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. The Department of Transportation has issued a State Environmental Policy Act Determination of Non-Significance, with notice published in the Daily Journal of Commerce.

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?

Public scooter-sharing programs are one means for improving mobility and access to opportunity for underserved communities. The permit fees in this legislation will support an increased focus on race and social equity in the ongoing scooter share program. The proposed permit requirements recommend city-wide coverage requirements, low-income programs, and outreach and engagement requirements. Permit administration fees will also cover a comprehensive and ongoing engagement strategy that will inform future permit changes.

- 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).**

Long-term program goals are:

- Reduce Seattle's greenhouse gas emissions and contribution to global climate change through increased scooter and bike mode share
- Increase affordable mobility options for people with low incomes
- Improve public health outcomes by providing safe, abundant options for active transportation and recreation
- Increase trips taken by scooter share city-wide
- Increase scooter share availability and trips taken in low-income and traditionally underserved neighborhoods
- Minimize the percentage of parked scooters that are improperly parked or that create pedestrian conflicts
- Increase citywide scooter parking capacity by building designated scooter share parking areas and corrals
- Increase availability and ridership of adaptive cycles (tricycles, handcycles, tandem cycles, etc.) in the City
- Increase trips taken by low-income residents through introduction of low-income fare discount program
- Use collected scooter share data to identify locations needing bicycle infrastructure improvements

This legislation authorizes the Department of Transportation to collect the fees necessary to administer the scooter share program and achieve these goals.

List attachments/exhibits below:



Legislation Text

File #: CB 119745, **Version:** 1

CITY OF SEATTLE

ORDINANCE _____

COUNCIL BILL _____

AN ORDINANCE granting the University of Washington (UW) permission to maintain and operate five existing pedestrian skybridges located around the perimeter of the UW campus as a Campus Pedestrian Skybridge Network, for a ten-year term; specifying the conditions under which this permit is granted; providing for the acceptance of the permit and conditions; and ratifying and confirming certain prior acts.

WHEREAS, the University of Washington (UW) has applied for permission to maintain and operate five existing skybridges located over and across 15th Avenue Northeast, Montlake Boulevard, and Northeast Pacific Street as a “Campus Pedestrian Skybridge Network”; and

WHEREAS, the five existing skybridges were previously approved by Ordinance 109007, Ordinance 111250, Ordinance 118346, and Ordinance 118347; and

WHEREAS, the University of Washington is obligated to meet all of the terms and conditions in each approved ordinance, including payment of annual fees, maintenance, and bonding obligations until such time as the permits are renewed by ordinance, the skybridges are removed or the Seattle Department of Transportation Director certifies that the University of Washington is no longer obligated by the conditions contained in this or any other authorizing ordinance; and

WHEREAS, the permission granted in Ordinance 109007 expired in 2010, the permission granted in Ordinance 111250 expired in 2013, the permission granted in Ordinance 118346 expired in 2014, and the permission granted in Ordinance 118347 expired in 2013; and

WHEREAS, the City supports a joint permit for the Campus Pedestrian Skybridge Network and the least impactful installations in the public place, including the removal of the Campus Pedestrian Skybridge

Network, or any individual pedestrian skybridge, in the future, if feasible; and

WHEREAS, currently the 15th Avenue Northeast Skybridge provides an east-west connection over 15th Avenue Northeast between the central campus and the Henry Art Gallery on the east and the UW Administration Building, Campus Parkway transit center, and adjacent businesses and residence halls on the west; the Pacific/Hitchcock Skybridge provides a north-south connection over Northeast Pacific Street between the Burke-Gilman Trail, central campus, and Kincaid Hall to the north and Hitchcock Hall on the south campus; the Pacific/T-Wing Skybridge provides a north-south connection over Northeast Pacific Street between the Burke-Gilman Trail and Garfield Lane of the central campus and the Magnuson Health Sciences Center on the south campus; and the Montlake/Wahkiakum Skybridge and Montlake/Whatcom Skybridge provide east-west connections over Montlake Boulevard Northeast between the Burke-Gilman Trail on the central campus and the parking lots at the UW athletic complex; and

WHEREAS, the University of Washington presented the Campus Pedestrian Skybridge Network and proposed public benefit to the Seattle Design Commission on January 21, 2016. The Seattle Design Commission recommended approval of the Campus Pedestrian Skybridge Network and proposed public benefit mitigation, including the improvements to the Burke-Gilman Trail; and

WHEREAS, the adoption of this ordinance is the culmination of the approval process for the five existing skybridges described above to legally occupy a portion of the public place; NOW, THEREFORE,

BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:

Section 1. **Permission.** Subject to the terms and conditions of this ordinance, The City of Seattle (“City”) grants permission (also referred to in this ordinance as a permit) to the University of Washington, and its successors and assigns as approved by the Director of the Seattle Department of Transportation (“Director”) according to Section 14 of this ordinance (the party named above and each such approved successor and assign are referred to as “Permittee”), to maintain and operate five existing pedestrian skybridges and related

appurtenances, collectively referred to as the “Campus Pedestrian Skybridge Network,” specifically limited to the following:

- (a) 15th Avenue Northeast skybridge located over and across 15th Avenue Northeast, approximately 84 feet north of the centerline of Northeast Campus Parkway;
- (b) Pacific/Hitchcock skybridge located over and across Northeast Pacific Street, north of the Hitchcock Building, approximately 450 feet east of 15th Avenue Northeast;
- (c) Pacific/T-Wing skybridge located over and across Northeast Pacific Street, north of the Magnuson Health Sciences Center, approximately 1,250 feet west of Montlake Boulevard Northeast;
- (d) Montlake/Wahkiakum skybridge located over and across Montlake Boulevard Northeast, north of the University of Washington track facilities, between Northeast Pacific Street and Northeast 45th Street; and
- (e) Montlake/Whatcom skybridge located over and across Montlake Boulevard Northeast, north of the University of Washington sports fields, between Northeast Pacific Street and Northeast 45th Street.

Conditions of this ordinance shall apply retroactively to the expiration of the expired authorizing ordinances.

Section 2. **Term.** The permission granted to Permittee is for a term of ten years starting on the effective date of this ordinance and ending at 11:59 p.m. on the last day of the tenth year. Upon written application made by the Permittee at least 180 days before expiration of the term, the Director or City Council may, as set forth in Section 3, renew the permit twice, each for a successive ten-year term, subject to the right of the City to require the removal of the Campus Pedestrian Skybridge Network, or any individual skybridge, or to revise by ordinance any of the terms and conditions of the permission granted by this ordinance. The total term of the permission as originally granted, including renewals, shall not exceed 30 years.

Section 3. **Basis for renewal.** The Permittee shall provide to the City, by the end of the eighth year of the initial term, an analysis and evaluation of the necessity of all skybridge campus connections, with specific attention to the 15th Avenue Northeast and Pacific/Hitchcock bridge crossings; an evaluation and analysis of

any feasible at-grade crossing alternatives to the Campus Pedestrian Skybridge Network; an evaluation and analysis of combining the Montlake/Wahkiakum and Montlake/Whatcom skybridges located over and across Montlake Boulevard Northeast into one pedestrian crossing; identify means to address Americans with Disabilities Act (ADA) compliance standards for all skybridges; and include a recommended timeline for addressing any proposed work. The Director, in reviewing the application for renewal, shall make the application decision based on the Permittee's evaluation, analysis, and recommendations. If the Director accepts the recommendation, or determines that additional modifications to or removal of the Campus Pedestrian Skybridge Network or any individual skybridge is required, the Permittee will be provided with a written determination and given a timeline for making the modifications or removals. Nothing in this section impairs the rights of the City Council and the Director under other sections of this ordinance, including to require removal of the Campus Pedestrian Skybridge Network, or any individual skybridge, pursuant to Section 5 of this ordinance.

Section 4. **Protection of utilities.** The permission granted is subject to the Permittee bearing the expense of any protection, support, or relocation of existing utilities deemed necessary by the owners of the utilities, and the Permittee being responsible for any damage to the utilities due to the construction, repair, reconstruction, maintenance, operation, or removal of the Campus Pedestrian Skybridge Network, or any individual skybridge, and for any consequential damages that may result from any damage to utilities or interruption in service caused by any of the foregoing.

Section 5. **Removal for public use or for cause.** The permission granted is subject to use of the street right-of-way or other public place (collectively, "public place") by the City and the public for travel, utility purposes, and other public uses or benefits. The City expressly reserves the right to deny renewal, or terminate the permission at any time prior to expiration of the initial term or any renewal term, and require the Permittee to remove the Campus Pedestrian Skybridge Network, or any individual skybridge, or any part thereof or installation on the public place, at the Permittee's sole cost and expense, in the event that:

(a) The City Council determines by ordinance that the space occupied by the Campus Pedestrian Skybridge Network, or any individual skybridge, or any portion of the entire Campus Pedestrian Skybridge Network is necessary for any public use or benefit or that any portion of the Campus Pedestrian Skybridge Network, or any individual skybridge, interferes with any public use or benefit; or

(b) The Director determines that use of the Campus Pedestrian Skybridge Network, or any individual skybridge, has been abandoned; or

(c) The Director determines that any term or condition of this ordinance has been violated, and the violation has not been corrected by the Permittee by the compliance date after a written request by the City to correct the violation (unless a notice to correct is not required due to an immediate threat to the health or safety of the public).

Should the City Council determine that the Campus Pedestrian Skybridge Network, or any individual skybridge, in whole or any portion thereof, is needed for or interferes with a public use or benefit, this determination is conclusive and final without any right of the Permittee to resort to the courts to adjudicate the matter.

Section 6. **Permittee's obligation to remove and restore.** If the permission granted expires without an application for a new permission being granted, or if the City terminates the permission, then within 90 days after the expiration or termination of the permission, or prior to any earlier date stated in an ordinance or order requiring removal of the entire Campus Pedestrian Skybridge Network or any portion, or any individual skybridge, the Permittee shall, at its own expense, remove any portion, in whole or in part, of the Campus Pedestrian Skybridge Network, or any individual skybridge, and all of the Permittee's equipment and property from the public place and replace and restore all portions of the public place that may have been disturbed for any part of the Campus Pedestrian Skybridge Network, or any individual skybridge, in as good condition for public use as existed prior to construction of the Campus Pedestrian Skybridge Network and in at least as good condition in all respects as the abutting portions of the public place as required by Seattle Department of

Transportation (SDOT) right-of-way restoration standards.

Failure to remove the Campus Pedestrian Skybridge Network, or any individual skybridge, as required by this section is a violation of Chapter 15.90 of the Seattle Municipal Code (SMC) or successor provision; however, applicability of Chapter 15.90 does not eliminate any remedies available to the City under this ordinance or any other authority. If the Permittee does not timely fulfill its obligations under this section, the City may in its sole discretion remove the Campus Pedestrian Skybridge Network, or any individual skybridge, and restore the public place at the Permittee's expense, and collect such expense in any manner provided by law.

Upon the Permittee's completion of removal and restoration in accordance with this section, or upon the City's completion of the removal and restoration and the Permittee's payment to the City for the City's removal and restoration costs, the Director shall then issue a certification that the Permittee has fulfilled its removal and restoration obligations under this ordinance. Upon prior notice to the Permittee and entry of written findings that it is in the public interest, the Director may, in the Director's sole discretion, conditionally or absolutely excuse the Permittee from compliance with all or any of the Permittee's obligations under this section.

Section 7. Repair or reconstruction. The Campus Pedestrian Skybridge Network shall remain the exclusive responsibility of the Permittee and the Permittee shall maintain the Campus Pedestrian Skybridge Network in good and safe condition for the protection of the public. The Permittee shall not reconstruct or repair any portion of the Campus Pedestrian Skybridge Network, or any individual skybridge, except in strict accordance with plans and specifications approved by the Director. The Director may, in the Director's judgment, order any portion of the Campus Pedestrian Skybridge Network, or any individual skybridge, reconstructed or repaired at the Permittee's cost and expense because of: the deterioration or unsafe condition of any portion of the Campus Pedestrian Skybridge Network; the installation, construction, reconstruction, maintenance, operation, or repair of any municipally owned public utilities; or any other cause.

Section 8. Failure to correct unsafe condition. After written notice to the Permittee and failure of the

Permittee to correct an unsafe condition within the time stated in the notice, the Director may order any portion of the Campus Pedestrian Skybridge Network, or any individual skybridge, be closed or removed at the Permittee's expense if the Director deems that any portion of the Campus Pedestrian Skybridge Network, or any individual skybridge, has become unsafe or creates a risk of injury to the public. If there is an immediate threat to the health or safety of the public, a notice to correct is not required.

Section 9. Continuing obligations. Notwithstanding termination or expiration of the permission granted, or closure or removal of the Campus Pedestrian Skybridge Network, or any individual skybridge, the Permittee shall remain bound by all of its obligations under this ordinance until the Director has issued a certification that the Permittee has fulfilled its removal and restoration obligations under Section 6 of this ordinance. Notwithstanding the issuance of that certification, the Permittee shall continue to be bound by the obligations in Section 10 of this ordinance and shall remain liable for any unpaid fees assessed under Section 15 or Section 17 of this ordinance.

Section 10. Release, hold harmless, indemnification, and duty to defend. The Permittee, by accepting the terms of this ordinance, releases the City, its officials, officers, employees, and agents from any and all claims, actions, suits, liability, loss, costs, expense, attorneys' fees, or damages of every kind and description arising out of or by reason of any portion of the Campus Pedestrian Skybridge Network, or any individual skybridge, or this ordinance, including but not limited to claims resulting from injury, damage, or loss to the Permittee or the Permittee's property.

The Permittee agrees to at all times defend, indemnify, and hold harmless the City, its officials, officers, employees, and agents from and against all claims, actions, suits, liability, loss, costs, expense, attorneys' fees, or damages of every kind and description, excepting only damages that may result from the sole negligence of the City, that may accrue to, be asserted by, or be suffered by any person or property including, without limitation, damage, death, or injury to members of the public or to the Permittee's officers, agents, employees, contractors, invitees, tenants, tenants' invitees, licensees, or successors and assigns, arising out of or by reason

of:

- (a) The existence, condition, construction, reconstruction, modification, maintenance, operation, use, or removal of the Campus Pedestrian Skybridge Network or any portion thereof, or the use, occupation, or restoration of the public place or any portion thereof by the Permittee or any other person or entity;
- (b) Anything that has been done or may at any time be done by the Permittee by reason of this ordinance; or
- (c) The Permittee failing or refusing to strictly comply with every provision of this ordinance; or arising out of or by reason of any portion of the Campus Pedestrian Skybridge Network or this ordinance in any other way.

If any suit, action, or claim of the nature described above is filed, instituted, or begun against the City, the Permittee shall upon notice from the City defend the City, with counsel acceptable to the City, at the sole cost and expense of the Permittee, and if a judgment is rendered against the City in any suit or action, the Permittee shall fully satisfy the judgment within 90 days after the action or suit has been finally determined, if determined adversely to the City. If it is determined by a court of competent jurisdiction that Revised Code of Washington (RCW) 4.24.115 applies to this ordinance, then in the event claims or damages are caused by or result from the concurrent negligence of the City, its agents, contractors, or employees, and the Permittee, its agents, contractors, or employees, this indemnity provision shall be valid and enforceable only to the extent of the negligence of the Permittee or the Permittee's agents, contractors, or employees.

Section 11. **Insurance.** For as long as the Permittee exercises any permission granted by this ordinance and until the Director has issued a certification that the Permittee has fulfilled its removal and restoration obligations under Section 6 of this ordinance, the Permittee shall obtain and maintain in full force and effect, at its own expense, insurance and/or self-insurance that protects the Permittee and the City from claims and risks of loss from perils that can be insured against under commercial general liability (CGL) insurance policies in conjunction with:

- (a) Construction, reconstruction, modification, operation, maintenance, use, existence, or removal of the Campus Pedestrian Skybridge Network or any portion thereof, as well as restoration of any disturbed areas of the public place in connection with removal of any portion of the Campus Pedestrian Skybridge Network;
- (b) The Permittee's activity upon or the use or occupation of the public place described in Section 1 of this ordinance; and
- (c) Claims and risks in connection with activities performed by the Permittee by virtue of the permission granted by this ordinance.

Minimum insurance requirements are CGL insurance written on an occurrence form at least as broad as the Insurance Services Office (ISO) CG 00 01. The City requires insurance coverage to be placed with an insurer admitted and licensed to conduct business in Washington State or with a surplus lines carrier pursuant to chapter 48.15 RCW. If coverage is placed with any other insurer or is partially or wholly self-insured, such insurer(s) or self-insurance is subject to approval by the City's Risk Manager.

Minimum limits of liability shall be \$2,000,000 per Occurrence; \$4,000,000 General Aggregate; \$2,000,000 Products/Completed Operations Aggregate, including Premises Operations; Personal/Advertising Injury; Contractual Liability. Coverage shall include "The City of Seattle, its officers, officials, employees, and agents" as additional insureds for primary and non-contributory limits of liability subject to a Separation of Insureds clause.

Within 60 days after the effective date of this ordinance, the Permittee shall provide to the City, or cause to be provided, certification of insurance coverage including an actual copy of the blanket or designated additional insured policy provision per the ISO CG 20 12 endorsement or equivalent. The insurance coverage certification shall be delivered or sent to the Director or to SDOT at an address as the Director may specify in writing from time to time. The Permittee shall provide a certified complete copy of the insurance policy to the City promptly upon request.

If the Permittee is self-insured, a letter of certification from the Corporate Risk Manager may be

submitted in lieu of the insurance coverage certification required by this ordinance, if approved in writing by the City's Risk Manager. The letter of certification must provide all information required by the City's Risk Manager and document, to the satisfaction of the City's Risk Manager, that self-insurance equivalent to the insurance requirements of this ordinance is in force. After a self-insurance certification is approved, the City may from time to time subsequently require updated or additional information. The approved self-insured Permittee must provide 30 days' prior notice of any cancellation or material adverse financial condition of its self-insurance program. The City may at any time revoke approval of self-insurance and require the Permittee to obtain and maintain insurance as specified in this ordinance.

In the event that the Permittee assigns or transfers the permission granted by this ordinance, the Permittee shall maintain in effect the insurance required under this section until the Director has approved the assignment or transfer pursuant to Section 14 of this ordinance.

Section 12. **Contractor insurance.** The Permittee shall contractually require that any and all of its contractors performing work on any premises contemplated by this permit name "The City of Seattle, its officers, officials, employees and agents" as additional insureds for primary and non-contributory limits of liability on all CGL, Automobile and Pollution liability insurance and/or self-insurance. The Permittee shall also include in all contract documents with its contractors a third-party beneficiary provision extending to the City construction indemnities and warranties granted to the Permittee.

Section 13. **Adjustment of insurance and bond requirements.** The Director may adjust minimum liability insurance levels and surety bond requirements during the term of this permission. If the Director determines that an adjustment is necessary to fully protect the interests of the City, the Director shall notify the Permittee of the new requirements in writing. The Permittee shall, within 60 days of the date of the notice, provide proof of the adjusted insurance and surety bond levels to the Director.

Section 14. **Consent for and conditions of assignment or transfer.** The permission granted by this ordinance shall not be assignable or transferable by operation of law; nor shall the Permittee transfer, assign,

mortgage, pledge, or encumber the same without the Director's consent, which the Director shall not unreasonably refuse. The Director may approve assignment or transfer of the permission granted by this ordinance to a successor entity only if the successor or assignee has accepted in writing all of the terms and conditions of the permission granted by this ordinance; has provided, at the time of the acceptance, the bond and certification of insurance coverage required under this ordinance; and has paid any fees due under Section 17 of this ordinance. Upon the Director's approval of an assignment or transfer, the rights and obligations conferred on the Permittee by this ordinance shall be conferred on the successors and assigns. Any person or entity seeking approval for an assignment or transfer of the permission granted by this ordinance shall provide the Director with a description of the current and anticipated use of the Campus Pedestrian Skybridge Network, or any individual skybridge.

Section 15. **Inspection fees.** The Permittee shall, as provided by SMC Chapter 15.76 or successor provision, pay the City the amounts charged by the City to inspect the Campus Pedestrian Skybridge Network or any portion thereof during reconstruction, repair, annual safety inspections, and at other times deemed necessary by the City. An inspection or approval of the Campus Pedestrian Skybridge Network, or any individual skybridge, by the City shall not be construed as a representation, warranty, or assurance to the Permittee or any other person as to the safety, soundness, or condition of the Campus Pedestrian Skybridge Network, or any individual skybridge. Any failure by the City to require correction of any defect or condition shall not in any way limit the responsibility or liability of the Permittee.

Section 16. **Inspection reports.** The Permittee shall submit to the Director, or to SDOT at an address specified by the Director, an inspection report that:

- (a) Describes the physical dimensions and condition of all load-bearing elements;
- (b) Describes any damages or possible repairs to any element of the Campus Pedestrian Skybridge Network, or any individual skybridge;
- (c) Prioritizes all repairs and establishes a timeframe for making repairs; and

- (d) Is stamped by a professional structural engineer licensed in the State of Washington.

A report meeting the foregoing requirements shall be submitted within 60 days after the effective date of this ordinance; subsequent reports shall be submitted every two years, within 30 days prior to the anniversary date of the last inspection report; provided that, in the event of a natural disaster or other event that may have damaged the Campus Pedestrian Skybridge Network, or any individual skybridge, the Director may require that additional reports be submitted by a date established by the Director. The Permittee has the duty of inspecting and maintaining the Campus Pedestrian Skybridge Network, or any individual skybridge. The responsibility to submit structural inspection reports periodically or as required by the Director does not waive or alter any of the Permittee's other obligations under this ordinance. The receipt of any reports by the Director shall not create any duties on the part of the Director. Any failure by the Director to require a report, or to require action after receipt of any report, shall not waive or limit the obligations of the Permittee.

Section 17. **Annual fee.** Beginning on the effective date of this ordinance, and annually thereafter, the Permittee shall promptly pay to the City, upon statements or invoices issued by the Director, an annual fee consistent with the Street Use fee schedule. This includes an issuance fee, annual renewal fee, and \$36,816.40 occupation fee, or as adjusted annually thereafter, for the privileges granted by this ordinance. The first year Annual Occupation Fee is for all five of the existing skybridges that currently comprise the Campus Pedestrian Skybridge Network. Individually, the first annual Occupation Fee for each skybridge is:

- (a) 15th Avenue Northeast skybridge is \$2,193.60;
- (b) Pacific/Hitchcock skybridge is \$3,345.60;
- (c) Pacific/T-Wing skybridge is \$26,254.80;
- (d) Montlake/Wahkiakum skybridge is \$2,803.20; and
- (e) Montlake/Whatcom skybridge is \$2,219.20.

If any of the existing skybridges are removed, the Annual Occupation Fee shall be adjusted accordingly.

Adjustments to the Annual Renewal and Occupation fees shall be made in accordance with a term

permit fee schedule adopted by the City Council and may be made every year. In the absence of a schedule, the Director may only increase or decrease the previous year's fee to reflect any inflationary changes so as to charge the fee in constant dollar terms. This adjustment will be calculated by adjusting the previous year's fee by the percentage change between the two most recent year-end values available for the Consumer Price Index for the Seattle-Tacoma-Bellevue Area, All Urban Consumers, All Products, Not Seasonally Adjusted. All payments shall be made to the City Finance Director for credit to the Transportation Fund.

Section 18. **Compliance with other laws.** Permittee shall construct, maintain, and operate the Campus Pedestrian Skybridge Network, and any individual skybridge, in compliance with all applicable federal, state, County, and City laws and regulations. Without limitation, in all matters pertaining to the Campus Pedestrian Skybridge Network, or any individual skybridge, the Permittee shall comply with the City's laws prohibiting discrimination in employment and contracting including the Seattle Fair Employment Practices Ordinance, SMC Chapter 14.04, and the Fair Contracting Practices Code, SMC Chapter 14.10 (or successor provisions).

Section 19. **Acceptance of terms and conditions.** The Permittee shall deliver to the Director its written signed acceptance of the terms of this ordinance within 60 days after the effective date of this ordinance. The Director shall file the written acceptance with the City Clerk. If no such acceptance is received within that 60-day period, the privileges conferred by this ordinance shall be deemed declined or abandoned and the permission granted deemed lapsed and forfeited and the Permittee shall, at its own expense, remove the Campus Pedestrian Skybridge Network, or any individual skybridge, and all of the Permittee's equipment and property and replace and restore all portions of the public place as provided in Section 6 of this ordinance.

Section 20. **Public benefit mitigation.** In consideration of this ordinance, Permittee constructed improvements of a 1.8-mile segment of the Burke-Gilman Trail located between Pacific Street and Rainier Vista as the public benefit mitigation. These improvements include:

1. Widening the trail width from 14 feet to 21 feet;
2. Separating pedestrians and bike users;

3. Providing bicycle shelters and new trail furnishings;
4. Creating “mixing zones” to consolidate intersection points on the trail, including bicycle parking;
5. Replacing non-ADA compliant connections with universal access infrastructure, including ADA improvements at the Pacific/Hitchcock and Pacific/T-Wing skybridges;
6. Installing new transit plaza on Northeast Pacific Street, with improved security features;
7. Installing new vertical circulation between the trail and the overpass of Pacific Street and transit plaza;
8. Installing signalization and crosswalk improvements on 15th Avenue Northeast; and
9. Improving sightlines, lighting levels, and other principles of “Crime Prevention Through Environmental Design.”

Permittee shall maintain these elements in good and safe condition for as long as the Campus Pedestrian Skybridge Network, or any individual skybridge, is in place.

Section 21. **Ratify and confirm.** Any act taken by the City or the Permittee pursuant to the authority and in compliance with the conditions of this ordinance but prior to the effective date of the ordinance is ratified and confirmed.

Section 22. 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 _____, 2020, and signed by
me in open session in authentication of its passage this _____ day of _____, 2020.

President _____ of the City Council

Approved by me this _____ day of _____, 2020.

Jenny A. Durkan, Mayor

Filed by me this _____ day of _____, 2020.

Monica Martinez Simmons, City Clerk

(Seal)

SUMMARY and FISCAL NOTE*

Department:	Dept. Contact/Phone:	CBO Contact/Phone:
Seattle Department of Transportation	Amy Gray/206-386-4638	Christie Parker/206-684-5211

1. BILL SUMMARY

Legislation Title:

AN ORDINANCE granting the University of Washington (UW) permission to maintain and operate five existing pedestrian skybridges located around the perimeter of the UW campus as a Campus Pedestrian Skybridge Network, for a ten-year term; specifying the conditions under which this permit is granted; providing for the acceptance of the permit and conditions; and ratifying and confirming certain prior acts.

Summary and background of the Legislation:

This legislation will allow the University of Washington to continue maintaining and operating the five existing pedestrian skybridges: the 15th Ave NE skybridge, the Pacific/Hitchcock skybridge, the Pacific/T-Wing skybridge, the Montlake Wahkiakum skybridge, and the Montlake Whatcom skybridge. The five skybridges are permitted through separate term permit ordinances and this legislation would bring all of them under one permit for a “Campus Pedestrian Skybridge Network.”

The Campus Pedestrian Skybridge Network permit is for a period of ten years, commencing on the effective date of the ordinance. The permit may be extended for two successive 10-year terms provided that the University of Washington complete an analysis of the necessity of all the campus skybridge connections. This analysis shall include an evaluation of removing the 15th Avenue NE and Pacific/Hitchcock bridge crossings. It shall also include an evaluation of combining the two bridges that cross Montlake Boulevard NE and identify means to address Americans with Disabilities Act compliance standards for all the skybridges.

The legislation specifies the conditions under which permission is granted, including its obligation to maintain improvements to a 1.8-mile segment of the Burke Gilman Trail.

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
			\$36,816.40	TBD
Positions affected:	No. of Positions		Total FTE Change	
	2020	2021	2020	2021

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?
If the legislation is not enacted by the City Council, the City of Seattle will not receive the 2020 annual fee of \$36,816.40

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
Transportation Fund	SDOT	Annual Fee	\$36,816.40	TBBD
TOTAL			\$36,816.40	

Is this change one-time or ongoing?

Ongoing

Revenue/Reimbursement Notes:

The 2020 fee is based on the 2020 land value as assessed by King County.

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?

Yes, the property legally described in Section 1 of the Council Bill.

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?

There are no perceived implications for the principles of the Race and Social Justice Initiative. This legislation does not impact vulnerable or 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).

N/A

List attachments/exhibits below:

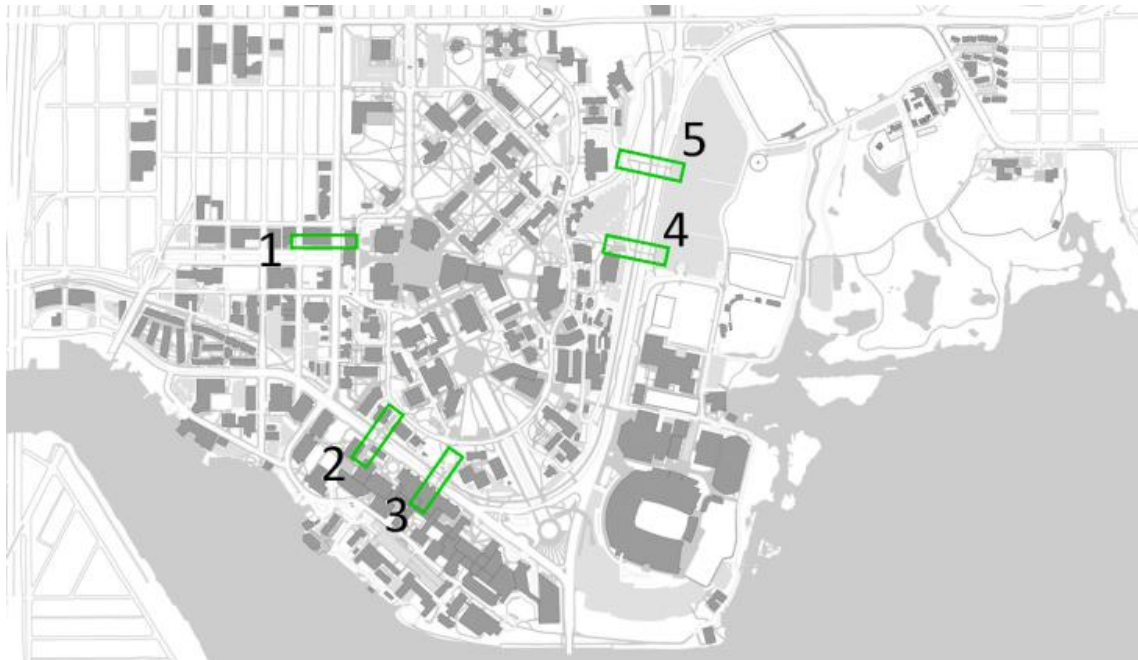
Summary Attachment A – University of Washington Skybridges Area Map

Summary Attachment B – University of Washington Skybridges Photos

Summary Attachment C – University of Washington Skybridges Annual Fee

Assessment Summary

Attachment A – University of Washington Skybridges Area Map



1. 15th Ave Skybridge
2. Pacific/Hitchcock Skybridge
3. Pacific/T-Wing Skybridge
4. Montlake Wahkiakum Skybridge
5. Montlake Whatcom Skybridge

Map is for informational purposes only and is not intended to modify or supplement the legal description(s).

Attachment B – University of Washington Skybridges Photos

15th Ave NE



Pacific/Hitchcock



Pacific/T-Wing



Montlake/Wahkiakum



Montlake/Whatcom



Attachment C – UW Skybridge Annual Fee Assessment Summary

STREET USE ANNUAL FEE ASSESSMENT

Date: 12/3/19

Summary:

**Combined 2020 Permit Fee:
\$36,816.40**

I. Property Description:

Five existing at-grade pedestrian skybridges:

1. 15th Ave – over and across 15th Ave. The pedestrian skybridge area is **914 sq. ft.**
2. Pacific/Hitchcock – over and across NE Pacific St. The pedestrian skybridge area is **1,384 sq. ft.**
3. Pacific/T-Wing – over and across NE Pacific St. The pedestrian skybridge area is **1,683 sq. ft.**
4. Montlake Wahkiakum – over and across Montlake Boulevard. The pedestrian skybridge area is **1,460 sq. ft.**
5. Montlake Whatcom – over and across Montlake Boulevard. The pedestrian skybridge area is **1,460 sq. ft.**

Applicant:

University of Washington

II. Closest Similarly Zoned Parcels, Property Size, Assessed Value:

1. 15th Ave NE Skybridge

Parcel 4092301725; Lot size: 5,000 square feet

Tax year 2020 Appraised Land Value: \$1,500,000 (\$300/square foot)

Fee Calculation: $914 \times \$300 \times 10\% \times 8\% = \mathbf{\$2,193.60}$

10% is the degree of alienation for public use skybridge

2. Pacific/Hitchcock Skybridge

Parcel 4092301725; Lot size: 5,000 square feet

Tax year 2020 Appraised Land Value: \$1,500,000 (\$300/square foot)

Fee Calculation: $1,394 \times \$300 \times 10\% \times 8\% = \mathbf{\$3,345.60}$

10% is the degree of alienation for public use skybridge

3. Pacific/T-Wing Skybridge

Parcel 40923017255; Lot size: 5,000 square feet

Tax year 2020 Appraised Land Value: \$1,500,000 (\$300/square foot)

Parcel 8823902760; Lot size: 8,640

Tax year 2020 Appraised Land Value: \$1,900,800 (\$220/square foot)

Average Lot Value by Square Foot - \$260

Fee Calculation: $1,683 \times \$260 \times 75\% \times 8\% = \mathbf{\$26,254.80}$

75% is the degree of alienation for semi-public use skybridge

4. Montlake Wahkiakum Skybridge

Parcel 4092301725; Lot size: 5,000 square feet

Tax year 2020 Appraised Land Value: \$1,500,000 (\$300/square foot)

Parcel 7174800710; Lot size: 4,700

Tax year 2020 Appraised Land Value: \$846,000 (\$180/square foot)

Average Lot Value by Square Foot: \$240

Fee Calculation: $1,460 \times \$240 \times 10\% \times 8\% = \mathbf{\$2,803.20}$

10% is the degree of alienation for public use skybridge

5. Montlake Whatcom Skybridge

Parcel 0925049435; Lot size: 18,147 square feet

Tax year 2020 Appraised Land Value: \$3,629,400 (\$200/square foot)

Parcel 7174800710; Lot size: 4,700

Tax year 2020 Appraised Land Value: \$846,000 (\$180/square foot)

Average Lot Value by Square Foot: \$190

Fee Calculation: $1,460 \times \$190 \times 10\% \times 8\% = \mathbf{\$2,219.20}$

10% is the degree of alienation for public use skybridge

III. Annual Fee Assessment:

The 2020 permit fee is calculated as follows:

15 th Ave Skybridge	\$2,193.60
Pacific/Hitchcock Skybridge	\$3,345.60
Pacific/T-Wing Skybridge	\$26,254.80
Montlake Wahkiakum Skybridge	\$2,803.20
Montlake Whatcom Skybridge	\$2,219.20
Total Fee	\$36,816.40

Fee methodology authorized under Ordinance 123485, as amended by Ordinances 123585, 123907, 124532, 125185 and 125452.

August 17, 2020

MEMORANDUM

To: Transportation and Utilities Committee
From: Lish Whitson, Analyst
Subject: Council Bill 119745: University of Washington Skybridges

On August 19, 2020 the Transportation and Utilities Committee will discuss and may vote on [Council Bill \(CB\) 119745](#), which would grant approval to maintain five skybridges linking the University of Washington's central campus to other parts of the campus. The CB would grant approval to operate and maintain the skybridges for an initial ten-year term, which can be renewed for two subsequent ten-year terms, up to a total of thirty years. The skybridges are located as follows:

1. One skybridge, the 15th Avenue Bridge, crossing 15th Avenue NE north of NE Campus Parkway, connecting Schmitz Hall to the Henry Art Gallery;
2. Two skybridges, the Pacific/Hitchcock and Pacific/T-Wing bridges, crossing NE Pacific Street, between 15th Avenue Northeast and Northeast Pacific Place, connecting the UW's Medical Center and Health Sciences buildings to the central campus; and
3. Two skybridges, the Montlake/Wahkiakum and Montlake/Whatcom bridges, crossing Montlake Boulevard NE, connecting the central campus to the athletic facilities and parking lots in the east campus.

Because these skybridges each cross a city street, approval must be granted by the City Council pursuant to [Seattle Municipal Code \(SMC\) Chapter 15.64 "Skybridge Term Permits"](#). Each skybridge was approved under an individual ordinance whose term has expired. CB 119745 grants approval for all five skybridges for a new term and consolidates all University of Washington skybridge approvals under one bill.

The Transportation and Utilities Committee received a [briefing](#) on this bill at its March 4, 2020 committee meeting. At that meeting, Councilmember Pedersen requested an amendment to clarify and strengthen provisions related to accessibility. Attachment 1 to this memorandum contains an amendment to address those issues.

Attachments:

1. Amendment 1 to CB 119745 – Accessibility Plans and Strategies

cc: Kirstan Arestad, Executive Director
Aly Pennucci, Supervising Analyst

Amendment 1
to
CB 119745 SDOT UW Skybridges ORD
Sponsor: CM Pedersen
Accessibility Plans and Strategies

Amend Section 3 of Council Bill 119745, as follows:

* * *

Section 3. **Basis for renewal.** The Permittee shall provide to the City, by the end of the third year of the initial term, a copy of an Americans with Disability Act (ADA) Transition Plan for the University of Washington Seattle Campus that includes information regarding how student input was solicited and incorporated into the Plan. The Permittee shall provide to the City, by the end of the eighth year of the initial term, an analysis and evaluation of the necessity of all skybridge campus connections, with specific attention to the 15th Avenue Northeast and Pacific/Hitchcock bridge crossings; an evaluation and analysis of any feasible at-grade crossing alternatives to the Campus Pedestrian Skybridge Network; an evaluation and analysis of combining the Montlake/Wahkiakum and Montlake/Whatcom skybridges located over and across Montlake Boulevard Northeast into one pedestrian crossing; identify means to address Americans with Disabilities Act (ADA) compliance standards for all skybridges; and include a recommended timeline for addressing any proposed work. The Director, in reviewing the application for renewal, shall make the application decision based on the Permittee's evaluation, analysis, and recommendations. If ADA accessibility for any of the skybridges is not feasible, but the Permittee has identified alternatives that would provide equivalent access, the Permittee should include that information with its analysis and evaluation. If the Director accepts the

recommendations, or determines that additional modifications to or removal of the Campus Pedestrian Skybridge Network or any individual skybridge is required, the Permittee will be provided with a written determination and given a timeline for making the modifications or removals. Nothing in this section impairs the rights of the City Council and the Director under other sections of this ordinance, including to require removal of the Campus Pedestrian Skybridge Network, or any individual skybridge, pursuant to Section 5 of this ordinance.

* * *

Effect:

This amended language would require that the University of Washington (UW) transmit an American with Disabilities Act (ADA) transition plan within three years of approval of the legislation. The UW is currently working to develop such a [plan](#) to achieve ADA compliance on its three campuses: Bothell, Seattle and Tacoma. According to the UW, the plan will be a “comprehensive built environment accessibility improvement plan.”

The transition plan will identify a schedule for ADA improvements over the next fifteen years. This work has started with an assessment of campus facilities, including:

- accessible paths of travel,
- parking,
- transportation,
- exterior signage, and
- estimated cost ranges for the improvements recommended.

Work to date has also included a survey of the student body, staff and faculty and visitors to each of the campuses.

The proposed amendment requires the UW to send the ADA Transition plan so that the City can assess the plan for the skybridges in the context of recommendations and priorities for meeting ADA compliance across the three campuses. The amendment also directs the University to identify other opportunities for ADA accessibility if it is not possible to make the skybridges ADA compliant.



Legislation Text

File #: CB 119866, **Version:** 1

CITY OF SEATTLE

ORDINANCE _____

COUNCIL BILL _____

AN ORDINANCE relating to Seattle Public Utilities; creating a restricted cash account for depositing donations and gifts; authorizing the General Manager/CEO of Seattle Public Utilities to accept donations and gifts into the account for the purpose of providing financial assistance to its low-income customers.

WHEREAS, Chapter 21.76 of the Seattle Municipal Code establishes a Utility Discount Program and a Low Income Emergency Assistance Program to assist qualified low-income residential utility customers; and

WHEREAS, the water, wastewater, drainage, and solid waste services that Seattle Public Utilities provides are vital to public health and individual well-being; and

WHEREAS, Seattle City Light offers its customers and the general public the opportunity to donate to help low-income Seattle City Light customers pay their electric bills; and

WHEREAS, many philanthropic people and businesses generously wish to donate resources to further assist lower-income households in need; and

WHEREAS, Article 1, Section 1 of The Charter of The Seattle City Charter states The City of Seattle “may accept gifts and donations of all kinds...and do all acts necessary to carry out the purposes” of the gifts and donations; NOW, THEREFORE,

BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:

Section 1. A new Seattle Public Utilities Donation Account (Account) is created as a restricted cash account within Seattle Public Utilities’ Water Fund.

Section 2. The purpose of the Account is to financially assist low-income Seattle Public Utilities

customers in paying their Seattle Public Utilities bills, rates, charges, and fees, over and above the level of assistance that is available through the Utility Discount Program and the Emergency Assistance Program.

Section 3. The Account shall receive donations in the form of cash, gifts, or grants from organizations, corporations, or individuals who wish to financially assist customers of Seattle Public Utilities, to supplement the assistance already available from Seattle Public Utilities.

Section 4. The General Manager/CEO of Seattle Public Utilities has the authority to accept donations to the Account without receiving the approval of the City Council in order to expedite the assistance to low-income Seattle Public Utilities customers. The General Manager/CEO shall establish rules for the distribution of donated funds from the Account and is authorized to distribute donated funds and perform other administrative tasks necessary to implement the purpose and intent of this ordinance.

Section 5. The Director of the Department of Finance and Administrative Services shall have responsibility for receipting all donations.

Section 6. All donations to and appropriations from the Account will be tracked and published annually so long as there are active donations to or appropriations from it. The annual reports shall be submitted by the General Manager/CEO of Seattle Public Utilities to the City Budget Office and City Council no later than 90 days from the end of the calendar year.

Section 7. 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 _____, 2020, and signed by
me in open session in authentication of its passage this _____ day of _____, 2020.

President _____ of the City Council

Approved by me this _____ day of _____, 2020.

Jenny A. Durkan, Mayor

Filed by me this _____ day of _____, 2020.

Monica Martinez Simmons, City Clerk

(Seal)

SUMMARY and FISCAL NOTE*

Department:	Dept. Contact/Phone:	CBO Contact/Phone:
Seattle Public Utilities	Kahreen Tebeau/471-8116	Akshay Iyengar/684-0716

** 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 Seattle Public Utilities; creating a restricted cash account for depositing donations and gifts; authorizing the General Manager/CEO of Seattle Public Utilities to accept donations and gifts into the account for the purpose of providing financial assistance to its low-income customers.

Summary and background of the Legislation: The ordinance would create a restricted cash account in the Seattle Public Utilities Water Fund and delegate Council’s authority to accept donations to the General Manager/CEO of Seattle Public Utilities. It would also grant authority to operate and create rules for the use of donations. The purpose of the donations would be to provide additional utility bill assistance to low-income SPU customers, over and above what the utility provides to eligible customers currently.

Currently, SPU offers customer two bill assistance programs: The Utility Discount Program (UDP) and the Emergency Assistance Program (EAP). The UDP provides a discount of 50% off all SPU bills for customers who qualify and enroll in the program. The income eligibility threshold for the UDP is 70% of the State Median Income (SMI). The EAP provides emergency bill assistance to households with income at or below 80% of the SMI, so it has a slightly higher income threshold than the UDP. Households earning up to 70% of the SMI can receive assistance from both programs simultaneously. The EAP provides one-time emergency bill assistance (or twice per year, if there are children in the household) of up to \$448 dollars per bill, or 100% of the bill – whichever is less. This maximum dollar limit is set in the Seattle Municipal Code (SMC) and is revised annually, per the SMC’s provisions, to reflect the growth in SPU’s combined bills each year.

The proposed ordinance would allow SPU to collect donations from the general public and from customers to provide additional bill assistance to low-income customers that supplements the discounts and assistance from the programs described above. These donations would be channeled directly to customers in need and would not be used to cover SPU’s expenses in any way.

The intent is to align eligibility for these donations with the eligibility guidelines for the EAP. An eligible household applying for EAP assistance would receive the EAP assistance, which is \$448 in 2020, toward its bill. If the bill exceeded \$448 dollars, the household would qualify for a credit from the donations. The dollar amount received from the donation fund would be uniform across eligible customers and will be set in SPU Director’s Rules, to be periodically updated as needed and appropriate.

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?

SPU anticipates this body of work will have a cost to the utility and this cost can be absorbed within existing resources.

It is difficult to estimate the volume of donations that may be received. SPU is working to identify and evaluate certain operational issues and options around implementing this ordinance, and estimates it will require about 37 hours per month of administrative work, with an initial annual cost estimate of approximately \$28,000, which may decrease over time.

SPU also plans to run a marketing campaign to raise donations for the fund (potentially in coordination with City Light to include its Project Share Program), which is estimated to cost up to \$10,000 annually. SPU can provide this service within its existing budget.

Is there financial cost or other impacts of *not* implementing the legislation?

Not implementing this legislation will negatively impact SPU's ability to assist low-income customers.

4. OTHER IMPLICATIONS

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

The Department of Finance and Administrative Services, as the City treasury, will necessarily be involved in receipting all donations received for the account.

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*

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 legislation will expand the financial assistance SPU can provide to low-income customers to help them manage their utility bills. People of Color, people with disabilities, and historically disadvantaged communities are disproportionately represented in lower-income households, so expanding this program will disproportionately assist these 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).

N/A

List attachments/exhibits below:

SPU Donation Fund to Assist Low-Income Customers

Seattle City Council Transportation & Utilities Committee

August 19, 2020

Seattle Public Utilities

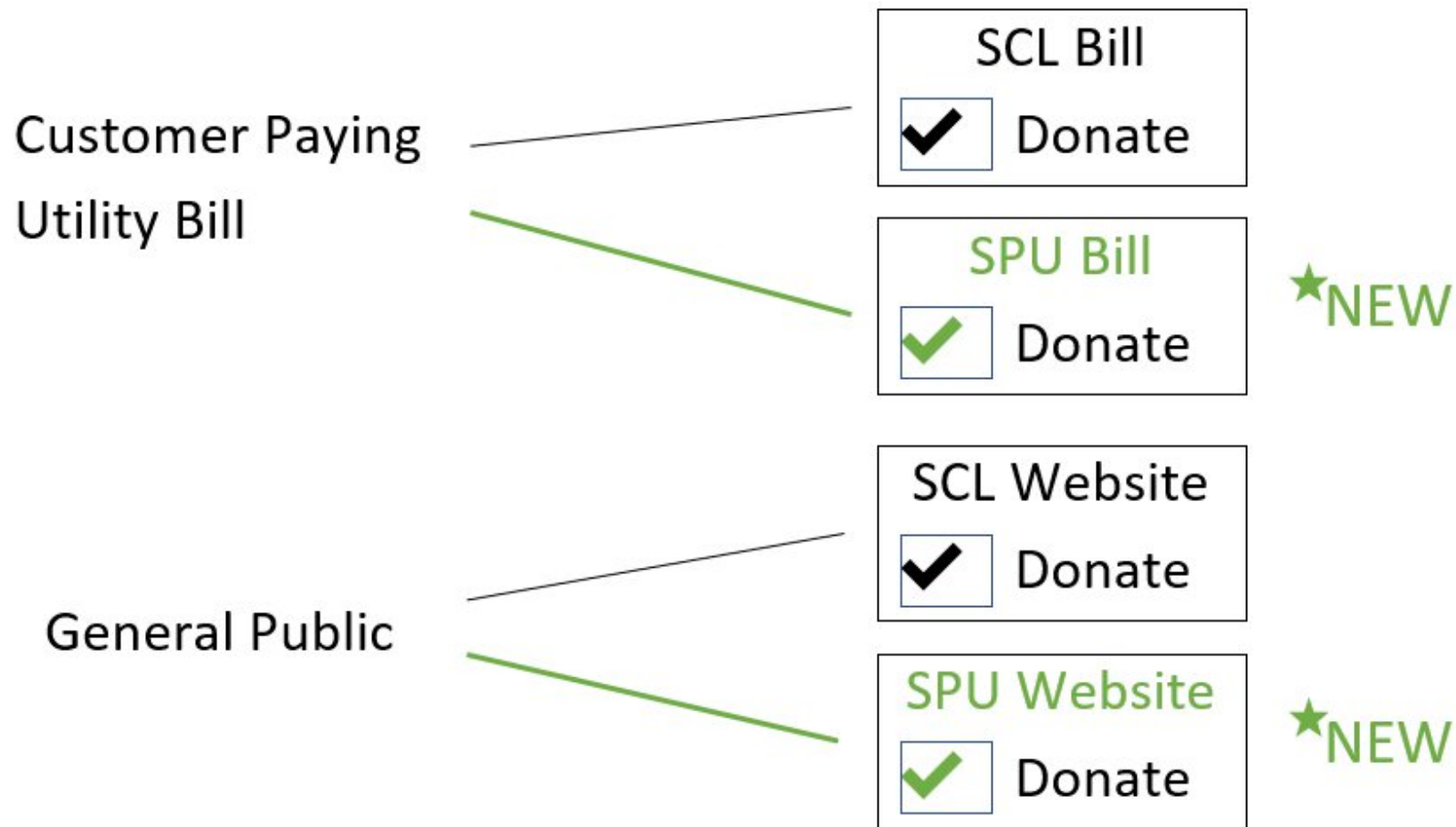


City of Seattle

Purpose of the Legislation:

- To allow SPU to receive donations from the public and distribute them to low-income customers to help them pay their SPU bills.
- The City Attorney's Office advised that under the City Charter, only City Council has the authority to receive donations on behalf of the City.
- To operate this donation fund, Council must delegate that authority so SPU can accept donations for the limited purpose of helping low-income customers pay their bills.

Receiving the Donations



Distributing the Donations

Customer Seeking Assistance



Will not see/feel any change except MORE \$\$ through SPU's EAP Program. No additional programs, applications, or process for the customer.



Utility Discount Program

- 70% of State Median Income (SMI)
- NO CHANGES



SPU Emergency Assistance Program

- 80% of SMI – Aligned with SCL ELIA
- Today: \$448 per household
- + **NEW: \$200 Donation Fund Credit**



SCL Programs

- NO CHANGES

Questions?

