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Budget Action Title: Add a proviso to SDOT's budget related to the Pay Stations CIP project (TC366350)

Has CIP Amendment: No Has Budget Proviso: Yes

Councilmembers: Godden; Harrell; Rasmussen

Staff Analyst: Dan Eder

Council Bill or Resolution:

Date		Total	SB	BH	TR	RC	TB	NL	JG	SC	MO
	Yes										
	No										
	Abstain										
	Absent										

Budget Action description:

This green sheet adds a proviso related to SDOT’s Pay Stations CIP project (TC366350).

The Proposed Budget indicates that in 2014 the Executive plans to “consult with the Parking Sounding Board and solicit community input to evaluate time of day parking pricing methods,” and “the Mayor will collaborate with Council on parking policy and rate changes.”

In brief, the Executive indicates that there is enough uncertainty about potential changes to parking policies, methodologies, and technologies that the Executive decided the 2014 Proposed Budget should not assume any on-street parking rate changes, any added costs to implement rate changes, or any adjustment to revenues associated with rate changes.

Even with the uncertainty about potential Seattle Municipal Code (SMC) changes in 2014, the Proposed Budget includes \$1.3 million in 2014 to begin replacing all 2,200 of the City’s aging pay stations over a three year period. SDOT estimates the total cost of replacement will be \$30M.

The oldest pay stations in SDOT’s existing inventory will be 10 years old at the end of 2014, and all 2,200 pay stations will reach the end of their useful life in the next 3 years. SDOT’s Proposed 2014-2019 Capital Improvement Plan (CIP) includes a plan to lease replacement pay stations with new equipment.

Responses to a Request for Proposals are due in November and will help SDOT evaluate tradeoffs between a long-term lease and purchasing new pay stations outright. SDOT expects to evaluate not

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only the initial acquisition cost but also the warranties and overall costs of operation and maintenance, including parts and service.

The Proposed CIP assumes a 7 year lease that would cost a total of \$30M. The Proposed CIP includes \$25M of the total \$30M, corresponding to the first six years of estimated installation and lease costs. The lease will extend beyond the CIP's 6-year time frame.

SDOT staff expects that pay station vendors will be able to provide replacement equipment nimble enough to handle any potential changes to parking policy and methodologies. The proviso imposed by this green sheet will ensure that SDOT does not buy or lease pay stations until after the Executive and Council have reached accord on (a) what changes – if any – may be in store for on-street parking rate policies and (b) the rationale for either leasing or purchasing replacement pay stations.

Council imposes the following proviso:

“None of the money appropriated in the 2014 budget for SDOT’s Mobility-Capital BCL may be spent on the Pay Stations CIP project (TC366350) to purchase or lease any of the approximately 2,200 replacement pay stations until authorized by a future ordinance. However, money may be spent on a Request for Proposals and selection process for such a purchase or lease.”