

**2011 - 2012 Seattle City Council Green Sheet**

**Approved**

| Tab | Action | Option | Version |
|-----|--------|--------|---------|
| 123 | 1      | A      | 1       |

**Budget Action Title:** Do Pass C.B. 117031 Seattle Department of Transportation Truck Permit and Parking Fees

**Councilmembers:** Budget Committee

**Staff Analyst:** Michael Fong

**Council Bill or Resolution:** 117031/Gray Tab 35

**Budget Committee Vote:**

| Date       | Result  | SB | BH | SC | TR | JG | NL | RC | TB | MO |
|------------|---------|----|----|----|----|----|----|----|----|----|
| 11/12/2010 | Pass 9- | Y  | Y  | Y  | Y  | Y  | Y  | Y  | Y  | Y  |

***Budget Action description:***

C.B. 117031 would increase fees for temporary use of curb space in the greater downtown area (tier 1) to bring fees into alignment with the proposed increase in paid parking meter rates. These fees are charged to contractors, business owners and residents that want to reserve curb space for construction, moving, loading and other special circumstances. The rate proposed for “curb space reservation” from 7am to 6pm is proposed to go up from \$15 per day to \$20 per day (33.3% increase) and the 24-hour reservation is proposed to go from \$18 per day to \$25 per day (\$38.8% increase). The fee increases are expected to generate approximately \$135,000 per year in new revenues to SDOT.

**Recommend Action:** Do pass C.B. 117031 as proposed

**Background:** The “curb space reservation” fee is intended to recover, to some extent, the lost revenues resulting from a metered space being occupied for a block of time for temporary use. SDOT’s truck fees include a variety of fees for oversized vehicles, commercial load zones and other types of permits. The only fees proposed to change in this ordinance are those related to “curb space reservation.”

If Council determines that parking rates in the greater downtown area should remain as they are today (\$2.50/hour), SDOT would likely recommend no change to the existing truck fees. But given that the proposed increase is relatively modest, Central Staff is recommending a “do pass” action at this time. A \$20 rate for reserving curb space from 7am to 6pm (11 hours) is still less than a straight calculation of \$2.50/hour multiplied by 11 hours (\$27.50). Granted, a parking space is unlikely to be occupied for every minute of that 11 hours on any given day and a modest price break may be appropriate for meeting curb-space needs for longer-term (but temporary) construction activity. However, the proposed “curb space reservation” fee would still be relatively in line with recovering lost revenues for metered spaces even at the existing \$2.50/hour parking meter rate. Minimizing the

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disparity between the temporary “curb space reservation” fees and the actual on-street parking rates would appear to be a reasonable policy. If the greater downtown area parking meter rates increase substantially above \$2.50/hour, it may actually be appropriate for SDOT to evaluate whether temporary “curb space reservation” fees should be even higher than those recommended in this proposed legislation.