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CB 117320

ORDINANCE _____

AN ORDINANCE relating to the Seattle Department of Transportation; amending Section 11.23.120 of the Seattle Municipal Code establishing fees related to Commercial Vehicle Load Zone permits pursuant to the trucking and parking regulations of the Traffic Code.

WHEREAS, Section 11.23.120 of the Seattle Municipal Code authorizes the Director of Transportation to establish fees for all trucking and parking permits commensurate with the cost of administration, inspection, and policing involved in the issuance and continuance of such permits and the use thereby granted; and

WHEREAS, Ordinance 122856 last adjusted Commercial Vehicle Load Zone permit fees in 2009, it is again necessary to adjust the fees to account for the revised price of on-street parking and commensurate value of on-street parking for such uses as commercial loading and unloading; NOW, THEREFORE,

BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:

Section 1. Effective January 2, 2012. Section 11.23.120 of the Seattle Municipal Code, as last amended by Ordinance 123452, is amended as follows:

11.23.120 Truck and parking permit fees

~~((A-))~~ The fees to be collected by the Seattle Department of Transportation for trucking and parking permits are as follows:

Type of Permit	Fee
Commercial Vehicle Load Zone:	\$195 per permit (annual)
((First Decal))	(((\$150.00 (annual))))
((Second (or more) Decal))	(((\$90.00 (annual))))



1 Section 2. This ordinance shall take effect and be in force 30 days from and after its
2 approval by the Mayor, but if not approved and returned by the Mayor within ten days after
3 presentation, it shall take effect as provided by Seattle Municipal Code Section 1.04.020.

4 Passed by the City Council the ____ day of _____, 2011, and
5 signed by me in open session in authentication of its passage this
6 ____ day of _____, 2011.

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9 _____
10 President _____ of the City Council

11 Approved by me this ____ day of _____, 2011.

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15 Michael McGinn, Mayor

16 Filed by me this ____ day of _____, 2011.

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19 _____
20 Monica Martinez Simmons, City Clerk

21 (Seal)



2012 BUDGET LEGISLATION FISCAL NOTE

Department:	Contact Person/Phone:	CBO Analyst/Phone:
Transportation (SDOT)	Margo Polley/684-8329	Becky Guerra/684-5339

Legislation Title: AN ORDINANCE relating to the Seattle Department of Transportation; amending Section 11.23.120 of the Seattle Municipal Code establishing fees related to Commercial Vehicle Load Zone permits pursuant to the trucking and parking regulations of the Traffic Code.

Summary of the Legislation:

This legislation would raise fees for annual permits to use Commercial Vehicle Load Zones (CVLZs) to \$195 for all permits, without a discount after the first permit. While this represents a \$45 increase for first permits and a \$105 increase for subsequent permits, it brings the cost of the permit up to an average of only \$0.75 per workday.

Background:

A Commercial Vehicle Load Zone (CVLZ) permit allows the holder to park a commercial vehicle in a CVLZ for loading and unloading for up to 30 minutes without having to pay at a parking meter or pay station. Without a CVLZ permit, a truck-licensed vehicle may still load and unload in a CVLZ for up to 30 minutes but must pay the normal hourly rate at the nearest meter or pay station. CVLZ permit fees were last revised in January 2009, with the first permit fee increasing from \$120 per permit to \$150 per permit. The \$90 fee for subsequent permits in addition to the first one for the applicant existed prior to January 2009 and was not changed.

In early 2011, SDOT revised paid parking rates. Where there had previously been three tiers of paid parking rates (i.e., \$2.50/hour downtown and \$2/hour and \$1.50/hour outside downtown) hourly rates were revised by neighborhood in order to try achieve the policy objective of an average of one to two available parking spaces per blockface. As a result, hourly rates vary throughout Seattle. In the city's Commercial Core, which has 125 of the city's 460 Commercial Vehicle Load Zones, the hourly paid parking rate is now \$4/hour.

At the current annual permit amount of \$150, a CVLZ permit costs only \$0.58 per workday (assuming 260 workdays per year.) CVLZ permit users often load and unload in multiple CVLZ's on a daily basis. Without adjusting the CVLZ permit rate to more accurately reflect the hourly paid parking rate, the CVLZ permit is being significantly underpriced compared with its value. This legislation would revise the fee in 2012 to \$195 for all permits, without a discount after the first permit.

The legislation also clarifies that SDOT may set the fee for overnight escorts of large vehicles through city streets at a rate to recover labor and equipment costs

X This legislation has financial implications.



Summary of Changes to Revenue Generated Specifically From This Legislation:

	Revenue Source	2012 Proposed
Total Fees and Charges Resulting From Passage of This Ordinance	Meter Hood Service [422940]	\$250,000

Notes: During the most recent CVLZ renewal period (October 2010 through April 2011), SDOT sold approximately 1,000 first permits (\$150/permit) and 4,000 subsequent permits (\$90/permit). It is difficult to model the potential impact of this proposed fee increase. The alternative for these users is to pay a much higher on-street hourly paid parking rate, which would be significant for frequent CVLZ users. Even for an infrequent user (every other day at only one location per day), the revised fee of \$195 for 130 days would be less than paying \$2 in the commercial core for 30 minutes of loading time at the pay station.

Assuming a reduction by 10% of first permit sales (to 900 permits) and a reduction by 25% of subsequent permit sales (to 3,000 permits), this fee change would mean a net revenue increase to the General Fund of approximately \$250,000.

Anticipated Total Revenue from Entire Program, Including Changes Resulting From This Legislation:

Fund Name and Number	Revenue Source	Total 2012 Anticipated Revenue from Entire Program
General Fund (00100)	Meter Hood Service [422940]	\$1,658,000
TOTAL		

What is the financial cost of not implementing this legislation? Without this legislation the General Fund will not receive the incremental increase in revenue of \$250,000 per year.

Does this legislation affect any departments besides the originating department? No.

What are the possible alternatives to the legislation that could achieve the same or similar objectives? SDOT has found no potential alternatives that would compensate for the objectives of these fees.

Is the legislation subject to public hearing requirements? No.

Other Issues (including long-term implications of the legislation): None.

Please list attachments to the fiscal note below: N/A





City of Seattle
Office of the Mayor

September 26, 2011

Honorable Richard Conlin
President
Seattle City Council
City Hall, 2nd Floor

Dear Council President Conlin:

I am transmitting the attached proposed Council Bill for consideration with the 2012 Proposed Budget. This legislation will raise fees for annual permits to use Commercial Vehicle Load Zones.

A Commercial Vehicle Load Zone (CVLZ) permit allows the holder to park a commercial vehicle in a CVLZ for loading and unloading for up to 30 minutes without having to pay at a parking meter or pay station. Without a CVLZ permit, a truck-licensed vehicle may still load and unload in a CVLZ for up to 30 minutes but must pay the normal hourly rate at the nearest meter or pay station.

At the current annual permit amount of \$150, a CVLZ permit costs only \$0.58 per workday. CVLZ permit users often load and unload in multiple CVLZs on a daily basis. Without adjusting the CVLZ permit rate to more accurately reflect the hourly paid parking rate, the CVLZ permit is being significantly underpriced compared with its value. This legislation would revise the fee in 2012 to \$195 for all permits, without a discount after the first permit. While this represents a \$45 increase for first permits and a \$105 increase for subsequent permits, it brings the cost of the permit up to an average of only \$0.75 per workday. The cost to implement this legislation would be negligible.

Thank you for your consideration of this legislation. Should you have questions, please contact Margo Polley with SDOT at 206-684-8329 or margo.polley@seattle.gov.

Sincerely,

Michael McGinn
Mayor of Seattle

cc: Honorable Members of the Seattle City Council

