



SEATTLE CITY COUNCIL

Legislative Summary

CB 119687

Record No.: CB 119687

Type: Ordinance (Ord)

Status: Passed

Version: 2

Ord. no: Ord 125977

In Control: City Clerk

File Created: 09/19/2019

Final Action: 12/02/2019

Title: AN ORDINANCE relating to transportation network company driver labor standards; concerning minimum compensation standards for transportation network company drivers; and adding a new Chapter 14.31 to the Seattle Municipal Code.

Date

Notes:

Filed with City Clerk:

Mayor's Signature:

Vetoed by Mayor:

Veto Overridden:

Veto Sustained:

Sponsors: Bagshaw

Attachments:

Uploaded By: adam.schaefer@seattle.gov

Filing Requirements/Dept Action:

History of Legislative File

Legal Notice Published:

☐ Yes

☐ No

Ver- sion:	Acting Body:	Date:	Action:	Sent To:	Due Date:	Return Date:	Result:
1	Mayor	09/25/2019	Mayor's leg transmitted to Council	City Clerk			
1	City Clerk	10/14/2019	sent for review	Council President's Office			
1	City Council	10/21/2019	referred	Select Budget Committee			
1	Select Budget Committee	10/31/2019					
1	Select Budget Committee	11/06/2019					
1	Select Budget Committee	11/19/2019	pass as amended				Pass
Action Text: The Committee recommends that City Council pass as amended the Council Bill (CB).							
In Favor: 8 Chair Bagshaw, Member González , Member Harrell, Member Herbold, Member Juarez, Member O'Brien, Member Pacheco, Member Sawant							
Opposed: 0							
2	City Council	11/25/2019	passed				Pass

Action Text: The Council Bill (CB) was passed by the following vote, and the President signed the Bill:
In Favor: 9 Councilmember Bagshaw, Councilmember González , Council
President Harrell, Councilmember Herbold, Councilmember Juarez,
Councilmember Mosqueda, Councilmember O'Brien, Councilmember
Pacheco, Councilmember Sawant
Opposed: 0

2 City Clerk 11/25/2019 submitted for Mayor
Mayor's signature

Action Text: The Council Bill (CB) was submitted for Mayor's signature. to the Mayor

2 Mayor 11/26/2019 Signed

Action Text: The Council Bill (CB) was Signed.

2 Mayor 12/02/2019 returned City Clerk

Action Text: The Council Bill (CB) was returned. to the City Clerk

2 City Clerk 12/02/2019 attested by City Clerk

Action Text: The Ordinance (Ord) was attested by City Clerk.

CITY OF SEATTLE

ORDINANCE 125977

COUNCIL BILL 119687

AN ORDINANCE relating to transportation network company driver labor standards; concerning minimum compensation standards for transportation network company drivers; and adding a new Chapter 14.31 to the Seattle Municipal Code.

WHEREAS, the Washington Constitution provides in Article XI, Section 11 that “[a]ny county, city, town or township may make and enforce within its limits all such local police, sanitary and other regulations as are not in conflict with general laws”; and

WHEREAS, the state of Washington, in Revised Code of Washington (RCW) 46.72.001, has authorized political subdivisions of the state to regulate for-hire drivers and for-hire transportation services, which terms encompass the regulation of transportation network company (TNC) drivers, TNCs, and TNC services, to ensure safe and reliable TNC services; and

WHEREAS, TNCs provide application dispatch services that allow passengers to directly request the dispatch of drivers via the internet using mobile interfaces such as smartphone applications; and

WHEREAS, in 2018, the two largest TNCs accounted for over 24 million trips in the City; and

WHEREAS, at their peak in 2012, taxicabs in Seattle and King County provided about 5.2 million trips; and

WHEREAS, these two companies are also major hiring entities, accounting for most of the 31,676 TNC drivers issued permits by King County in 2018 as recorded by the King County Department of Licensing; and

1 WHEREAS, the City, TNC drivers, TNCs, and the public agree that TNC drivers should be
2 compensated fairly and earn at least the equivalent of the “hourly minimum wage”
3 established for Schedule 1 employers in Chapter 14.19 plus reasonable expenses; and

4 WHEREAS, the establishment of a minimum compensation standard better ensures that drivers
5 can perform their services in a safe and reliable manner and thereby promotes the welfare
6 of the people and is thus a fundamental governmental function; and

7 WHEREAS, the establishment of a minimum compensation standard for TNC drivers is a
8 subject of vital and imminent concern to the people of this City and requires appropriate
9 action by City Council to establish a minimum compensation standard within the City;

10 NOW, THEREFORE,

11 **BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:**

12 Section 1. Findings

13 A. In order to protect the public health, safety, and welfare, The City of Seattle is granted
14 express authority to regulate for-hire transportation services pursuant to chapter 46.72 RCW.
15 This authority includes regulating entry, requiring a license, controlling rates, establishing safety
16 requirements, and any other requirement to ensure safe and reliable transportation services.

17 B. In the pursuit of economic opportunity, many transportation network company (TNC)
18 drivers are immigrants and people of color who have taken on debt or invested their savings to
19 purchase and/or lease vehicles to provide TNC services.

20 C. Studies around the nation, including a 2018 study commissioned by the New York
21 City Taxi and Limousine Commission (NYC TLC) entitled *An Earnings Standard for New York*
22 *City’s App-based Drivers: Economic Analysis and Policy Assessment* and a 2018 nationwide
23 study by the Economic Policy Institute entitled *Uber and the Labor Market: Uber Drivers’*

1 *Compensation, Wages, and the Scale of Uber and the Gig Economy* (Economic Policy Institute
2 Study), have shown that many TNC drivers earn below the equivalent of the hourly minimum
3 wage rate established by Chapter 14.19 of the Seattle Municipal Code for Schedule 1 employers.

4 D. A 2018 JP Morgan Chase Institute study entitled *The Online Platform Economy in*
5 *2018* reported a decrease in TNC driver earnings nationwide between 2013 and 2017, a 2019
6 Seattle Times report showed a decrease in the percentage of the passenger fares collected by the
7 companies that drivers are paid, and Uber Technology, Inc.'s April 2019 Form S-1 filing with
8 the Securities and Exchange Commission states "we aim to reduce Driver incentives to improve
9 our financial performance."

10 E. The TNCs represent that their business models rely on TNC drivers being classified as
11 independent contractors and that they are exempt from minimum labor standards established by
12 federal, state, and local law.

13 F. TNC drivers receive unpredictable income due to the high variability of the rates of
14 compensation paid by TNCs.

15 G. The City of New York recently enacted an ordinance authorizing the NYC TLC to
16 study and set minimum driver pay, as well as transparency and data reporting standards, and the
17 NYC TLC promulgated rules establishing such standards.

18 H. There is a lack of localized research regarding TNC driver pay, working conditions,
19 reasonable expenses, and work hours.

20 I. Establishing a minimum compensation standard will help ensure that the compensation
21 that thousands of drivers who provide vital transportation services in Seattle every day receive
22 for their services is sufficient to alleviate undue financial pressure to provide transportation in an
23 unsafe manner by working longer hours than is safe, skipping needed breaks, or operating

vehicles at unsafe speeds in order to maximize the number of trips completed or to ignore maintenance necessary to the safe and reliable operation of their vehicles.

J. TNC drivers who have the protection of a minimum compensation standard will be more likely to remain in their positions over time, and to devote more time to their work as TNC drivers. Such experienced drivers will improve the safety and reliability of the TNC services provided by the TNCs to passengers and thus reduce safety and reliability problems created by frequent turnover in the TNC services industry.

Section 2. A new Chapter 14.31 is added to the Seattle Municipal Code as follows:

**CHAPTER 14.31 TRANSPORTATION NETWORK COMPANY DRIVERS MINIMUM
COMPENSATION**

14.31.010 Short title

This Chapter 14.31 shall constitute the “Transportation Network Company Driver Minimum Compensation Ordinance” and may be cited as such.

14.31.015 Declaration of policy

It is declared to be the policy of the City, in the exercise of its police powers for the protection of the public health, safety, and general welfare, and for the maintenance of peace and good government, to ensure that TNC drivers can perform their services in a safe and reliable manner by establishing minimum labor standards for the benefit of TNC drivers, including, but not limited to a minimum compensation standard for TNC drivers that is comprised of at least the equivalent of the “hourly minimum wage” established for Schedule 1 employers in Chapter 14.19 plus reasonable expenses.

14.31.020 Definitions

For the purposes of this Chapter 14.31:

1 “Agency” means the Department of Finance and Administrative Services and any
2 division therein;

3 “Application dispatch” means technology that allows consumers to directly request
4 dispatch of TNC drivers for trips and/or allows TNC drivers or TNCs to accept trip requests and
5 payments for trips via the internet using mobile interfaces such as, but not limited to, smartphone
6 and tablet applications;

7 “Available platform time” means the time a TNC driver is logged in to the driver
8 platform prior to receiving a trip request from a TNC;

9 “City” means the City of Seattle;

10 “Compensation” means payment owed to a TNC driver by reason of providing TNC
11 services;

12 “Director” means the Director of the Department of Finance and Administrative Services;

13 “Dispatch platform time” means the time a TNC driver spends traveling from dispatch
14 location to passenger pick-up location. Dispatch platform time ends when a passenger cancels a
15 trip, fails to appear for a trip, or enters the TNC driver’s vehicle;

16 “Driver platform” means the driver-facing application dispatch system software or any
17 online-enabled application service, website, or system, used by a TNC driver, that enables the
18 prearrangement of passenger trips for compensation;

19 “Operating in Seattle” means, with respect to a TNC, providing application dispatch
20 services to any affiliated driver at any time for the transport of any passenger for compensation
21 from or to a point within the geographical confines of the City;

22 “Passenger platform time” means the period of time commencing when a passenger
23 enters the TNC driver’s vehicle until the time when the passenger exits the TNC driver’s vehicle;

1 “Reasonable expenses” means (1) the per mile cost of operating a vehicle for purposes of
2 providing TNC services as determined by the Agency’s evaluation pursuant to Section 14.31.060
3 and (2) the non-mileage expenses incurred by TNC drivers to provide TNC services as
4 determined by the Agency’s evaluation pursuant to Section 14.31.060, which may include, but
5 are not limited to:

- 6 1. The amount of employer-side payroll taxes that TNC drivers must pay;
- 7 2. Business license fees that TNC drivers must pay;
- 8 3. Compensation for meal periods and rest breaks;
- 9 4. Compensation for paid sick and safe time;
- 10 5. Cost of worker’s compensation insurance;
- 11 6. Cost of unemployment insurance;
- 12 7. Cost of paid family medical leave insurance; and
- 13 8. Cost of medical, dental, and vision insurance;

14 “TNC services” means services related to the transportation of passengers that are
15 provided by a TNC driver while logged in to the driver platform, including services provided
16 during available platform time, dispatch platform time, and passenger platform time;

17 “Transportation network company” or “TNC” means an organization whether a
18 corporation, partnership, sole proprietor, or other form, licensed or required to be licensed under
19 Chapter 6.310, operating in Seattle that offers prearranged transportation services for
20 compensation using an online-enabled application or platform, such as an application dispatch
21 system, to connect passengers with drivers using a “transportation network company (TNC)
22 endorsed vehicle,” as defined in Chapter 6.310;

“Transportation network company driver” or “TNC driver” means a licensed for-hire driver, as defined in Chapter 6.310, affiliated with and accepting trips from a licensed transportation network company;

“TNC dispatched trip” or “trip” means the dispatch of a TNC driver to provide transportation to a passenger in a TNC endorsed vehicle through the use of a TNC’s application dispatch system.

14.31.030 TNC driver coverage

A TNC driver is covered by this Chapter 14.31 if the TNC driver provides TNC services within the geographic boundaries of the City for a TNC covered by this Chapter 14.31.

14.31.040 TNC coverage

A. TNCs that report greater than 1,000,000 trips that originate in the City per the most recent quarterly report under Section 6.310.540 are covered under this Chapter 14.31.

B. Separate entities that form an integrated enterprise shall be considered a single TNC under this Chapter 14.31. Separate entities will be considered an integrated enterprise and a single TNC under this Chapter 14.31 where a separate entity controls the operation of another entity. The factors to consider include, but are not limited to:

1. Degree of interrelation between the operations of multiple entities;
2. Degree to which the entities share common management;
3. Centralized control of labor relations; and
4. Degree of common ownership or financial control over the entities.

14.31.050 Minimum compensation

Following the completion of the evaluation by the Agency required in subsection 14.31.060.A and upon the effective date of the ordinance referenced in 14.31.060.E, TNCs shall pay TNC

drivers a minimum compensation standard that is comprised of at least the equivalent of the “hourly minimum wage” established for Schedule 1 employers in Chapter 14.19 plus reasonable expenses.

14.31.060 Evaluation of TNC driver minimum compensation

A. The Agency, in coordination with the Office of Labor Standards, shall conduct an evaluation to determine a minimum compensation standard for TNC drivers that is comprised of at least the equivalent of the “hourly minimum wage” established for Schedule 1 employers in Chapter 14.19 plus reasonable expenses. The Agency is authorized to consider a minimum compensation standard that provides compensation for available platform time, dispatch platform time, passenger platform time, and reasonable expenses.

B. In conducting its evaluation, the Agency shall consider the best available sources of data, which may include, but are not limited to: TNC driver surveys or interviews, data provided by TNCs, data provided by TNC drivers, data provided by passengers, data from other jurisdictions, data available through academic, policy, or community based organizations, public forums, academic research, and stakeholder interviews. The Agency shall coordinate with the Office of Labor Standards to determine the best available sources of data as well as to conduct outreach with and elicit input from relevant stakeholders. Areas of evaluation may include, but are not limited to:

1. The “hourly minimum wage” established for Schedule 1 employers in Chapter 14.19;

2. The number of TNC drivers who provide TNC services for more than one TNC and the frequency with which TNC drivers are available to provide TNC services for more than one TNC at the same time;

- 1 3. The average and mean number of trips per hour driven by TNC drivers;
- 2 4. The average and mean number of pick-ups per hour completed by TNC drivers;
- 3 5. The average and mean amount of available platform time, dispatch platform
- 4 time, and passenger platform time for TNC drivers;
- 5 6. The average and mean mileage driven by TNC drivers during available
- 6 platform time, dispatch platform time, and passenger platform;
- 7 7. The average and mean number of hours driven by TNC drivers each week;
- 8 8. Incentives for TNCs to reduce available platform time;
- 9 9. The impact of TNC drivers providing shared or pooled trips on TNC driver
- 10 earnings, work hours, or working conditions under any proposed minimum compensation
- 11 standard;
- 12 10. The reasonable expenses incurred by TNC drivers to provide TNC services,
- 13 including non-mileage expenses and mileage expenses. Mileage expenses may include, but are
- 14 not limited to:
- 15 a. Depreciation;
- 16 b. Lease payments;
- 17 c. Maintenance and repairs;
- 18 d. Tires;
- 19 e. Gasoline (including all taxes thereon);
- 20 f. Oil;
- 21 g. Insurance; and
- 22 h. License and vehicle registration fees;

1 11. The impacts of any proposed minimum compensation standard on TNCs,
2 TNC passengers, and TNC drivers, including TNC driver earnings and work hours;

3 12. The average and mean percentage of the passenger price that is retained by
4 TNCs on each trip, as compared to the percentage of passenger price that is retained by TNC
5 drivers on each trip; and

6 13. Access to benefits, such as medical, disability, and life insurance, retirement
7 benefits, paid leave, and other benefits for TNC drivers.

8 C. In conjunction with its evaluation, the Agency, in coordination with the Office of
9 Labor Standards, is authorized to contract with academic and/or policy researchers to conduct an
10 evaluation to recommend a minimum compensation standard for TNC drivers that is comprised
11 of at least the equivalent of the “hourly minimum wage” established for Schedule 1 employers in
12 Chapter 14.19 plus reasonable expenses.

13 D. The Agency shall complete its evaluation and, along with the Office of Labor
14 Standards, present its recommendations to the Mayor and Council by March 31, 2020.

15 E. After receipt of the Agency’s recommendation, the Mayor shall transmit to Council
16 proposed legislation implementing a minimum compensation standard for TNC drivers no later
17 than May 1, 2020.

18 F. If elements of the minimum compensation standard, considered and adopted by the
19 Council, are mandated for a TNC driver through federal or state law, or other applicable City
20 policy, the City intends to consider adjustments to the minimum compensation standard.

21 **14.31.250 Severability**

22 The provisions of this Chapter 14.31 are declared to be separate and severable. If any clause,
23 sentence, paragraph, subdivision, section, subsection, or portion of this Chapter 14.31, or the

1 application thereof to any TNC, TNC driver, or circumstance, is held to be invalid, it shall not
2 affect the validity of the remainder of this Chapter 14.31, or the validity of its application to
3 other persons or circumstances.

4 * * *

5 Section 3. No provision of this ordinance shall be construed as providing any
6 determination regarding the legal status of TNC drivers as employees or independent contractors.

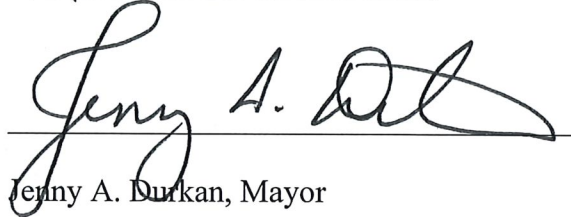
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20 Section 4. This ordinance shall take effect and be in force 30 days after its approval by
21 the Mayor, but if not approved and returned by the Mayor within ten days after presentation, it
22 shall take effect as provided by Seattle Municipal Code Section 1.04.020.

1 Passed by the City Council the 25th day of NOVEMBER, 2019,
2 and signed by me in open session in authentication of its passage this 25th day of
3 NOVEMBER, 2019.

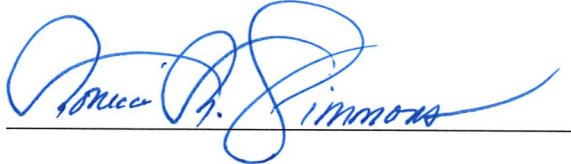
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5 President _____ of the City Council

6 Approved by me this 26th day of November, 2019.

7 
8 Jenny A. Durkan, Mayor

9 Filed by me this 2nd day of December, 2019.

10 

11 Monica Martinez Simmons, City Clerk

12 (Seal)



STATE OF WASHINGTON -- KING COUNTY

--SS.

380154

No.

CITY OF SEATTLE, CLERKS OFFICE

Affidavit of Publication

The undersigned, on oath states that he is an authorized representative of The Daily Journal of Commerce, a daily newspaper, which newspaper is a legal newspaper of general circulation and it is now and has been for more than six months prior to the date of publication hereinafter referred to, published in the English language continuously as a daily newspaper in Seattle, King County, Washington, and it is now and during all of said time was printed in an office maintained at the aforesaid place of publication of this newspaper. The Daily Journal of Commerce was on the 12th day of June, 1941, approved as a legal newspaper by the Superior Court of King County.

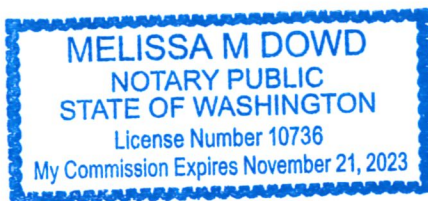
The notice in the exact form annexed, was published in regular issues of The Daily Journal of Commerce, which was regularly distributed to its subscribers during the below stated period. The annexed notice, a

CT:125971,975-126003

was published on

12/10/19

The amount of the fee charged for the foregoing publication is the sum of \$517.50.



A blue ink signature of the undersigned, written over a horizontal line.

Subscribed and sworn to before me on

12/10/2019

A blue ink signature of the notary public, written over a horizontal line.

Notary public for the State of Washington,
residing in Seattle

Affidavit of Publication

State of Washington, King County

City of Seattle

The full text of the following legislation, passed by the City Council on November 25, 2019, and published below by title only, will be mailed upon request, or can be accessed at <http://seattle.legistar.com>. For information on upcoming meetings of the Seattle City Council, please visit <http://www.seattle.gov/council/calendar>.

Ordinance 125971

Council Bill 119684

AN ORDINANCE relating to taxation; imposing a tax on transportation network companies; adding a new Chapter 5.39 to the Seattle Municipal Code; and amending Sections 5.30.010, 5.30.060, 5.55.010, 5.55.040, 5.55.060, 5.55.150, 5.55.165, 5.55.220, and 5.55.230 of the Seattle Municipal Code.

Ordinance 125975

Council Bill 119685

AN ORDINANCE relating to transportation network company fees; changing the per-ride fee amount for trips originating in Seattle; deleting obsolete provisions; and amending Section 6.310.150 of the Seattle Municipal Code.

Ordinance 125976

Council Bill 119686

AN ORDINANCE relating to transportation network company drivers; establishing deactivation protections for transportation network company drivers; amending Section 3.15.000 of the Seattle Municipal Code; and adding a new Chapter 14.32 to the Seattle Municipal Code.

Ordinance 125977

Council Bill 119687

AN ORDINANCE relating to transportation network company driver labor standards; concerning minimum compensation standards for transportation network company drivers; and adding a new Chapter 14.31 to the Seattle Municipal Code.

Ordinance 125978

Council Bill 119705

AN ORDINANCE appropriating money to pay certain audited claims for the week of November 11, 2019 through November 15, 2019 and ordering the payment thereof.

Ordinance 125979

Council Bill 119703

AN ORDINANCE relating to City employment; authorizing execution of a collective bargaining agreement between The City of Seattle and the United Association of Journeymen and Apprentices of the Plumbing & Pipe Fitting Industry Local 32; and ratifying and confirming certain prior acts.

Ordinance 125980

Council Bill 119667

AN ORDINANCE authorizing, in 2019, acceptance of funding from non-City sources; authorizing the heads of the Executive Department, Department of Education and Early Learning, Seattle Police Department, Seattle Department of Transportation, and the Seattle Fire Department, to accept specified grants, private funding, and subsidized loans and to execute, deliver, and perform corresponding agreements; and ratifying and confirming certain prior acts.

Ordinance 125981

Council Bill 119668

AN ORDINANCE amending Ordinance 125724, which adopted the 2019 Budget, including the 2019-2024 Capital Improvement Program (CIP); changing appropriations to various departments and budget control levels, and from various funds in the Budget; revising project allocations for certain projects in the 2019-2024 CIP; creating non-ex-

empt positions; and ratifying and confirming certain prior acts; all by a 3/4 vote of the City Council.

Ordinance 125982

Council Bill 119669

AN ORDINANCE relating to fees and charges for permits and activities of the Seattle Department of Construction and Inspections, related fees by other departments, and technical corrections; amending Sections 3.58.090, 15.04.074, 22.900B.010, 22.900B.020, 22.900C.010, 22.900D.010, 22.900D.070, 22.900D.090, 22.900D.100, 22.900D.110, 22.900D.140, 22.900D.145, 22.900D.150, 22.900D.160, 22.900E.020, 22.900E.030, 22.900E.040, 22.900E.050, 22.900E.060, 22.900F.010 and 22.900G.015 of the Seattle Municipal Code (SMC); and repealing Section 22.900G.080 of the SMC.

Ordinance 125983

Council Bill 119670

AN ORDINANCE relating to the Traffic Code; amending Sections 11.14.113, 11.23.030, 11.23.120, 11.31.121, and 11.72.220 of the Seattle Municipal Code (SMC); and repealing Section 11.23.032 of the SMC.

Ordinance 125984

Council Bill 119671

AN ORDINANCE relating to the Department of Parks and Recreation; establishing the 2019-2020 fee schedule for the use of park properties and other park and recreation facilities and services; and superseding previous park and recreation fee schedules.

Ordinance 125985

Council Bill 119672

AN ORDINANCE relating to the solid waste system of Seattle Public Utilities; revising rates and charges for solid waste services; revising credits to low income customers for solid waste services; and amending Sections 21.40.050, 21.40.060, 21.40.070, 21.40.080, 21.40.085, and 21.76.040 of the Seattle Municipal Code.

Ordinance 125986

Council Bill 119673

AN ORDINANCE relating to contracting indebtedness; authorizing and providing for the issuance and sale of limited tax general obligation bonds to pay all or part of the costs of various elements of the City's capital improvement program and for other City purposes approved by ordinance, and to pay the costs of issuance of the bonds; providing parameters for the bond sale terms including conditions, covenants, and other sale terms; creating the 2020 Multipurpose LTGO Bond Fund (Tax-Exempt) and 2020 Multipurpose LTGO Bond Fund (Taxable); amending Ordinance 124924 and Ordinance 125715; and ratifying and confirming certain prior acts.

Ordinance 125987

Council Bill 119674

AN ORDINANCE relating to the electric system of The City of Seattle; adopting a system or plan of additions and betterments to and extensions of the existing municipal light and electric power generation, transmission, and distribution system of the City; authorizing the issuance and sale of municipal light and power revenue bonds for the purposes of providing funds to pay part of the cost of carrying out that system or plan, providing for the reserve fund requirement (if any), and paying the costs of issuance of the bonds; providing parameters for the bond sale terms including conditions, covenants, and other sale terms; describing the lien of the bonds and authorizing their issuance as either senior lien parity bonds or junior lien bonds; and ratifying and confirming certain prior acts.

Ordinance 125988

Council Bill 119675

AN ORDINANCE relating to the financing of Cable Television Franchise Fund

programs; authorizing the loan of funds in the amount of \$2,000,000 from the Information Technology Fund to the Cable Television Franchise Fund to support Seattle Information Technology programs; and providing for the repayment thereof.

Ordinance 125989

Council Bill 119676

AN ORDINANCE relating to the financing of Equitable Development Implementation Plan projects; amending Ordinance 125462 to extend the term of an interfund loan.

Ordinance 125990

Council Bill 119677

AN ORDINANCE relating to the financing of the Central Waterfront Improvement Program; amending Ordinance 123761 to extend the duration of the existing interfund loan to the Central Waterfront Improvement Fund; changing the lending fund from the Move Seattle Fund to the REET I Capital Project Fund; and reducing the amount of the existing interfund loan.

Ordinance 125991

Council Bill 119678

AN ORDINANCE relating to the financing of the Central Waterfront Improvement Program; authorizing the loan of funds in the amount of \$19,000,000 from the REET I Capital Project Fund to the Local Improvement District (LID) No. 6751 Fund ("Waterfront LID Fund") to pay the costs of LID Improvements in anticipation of the issuance of LID Bonds.

Ordinance 125992

Council Bill 119679

AN ORDINANCE relating to the financing of the Mercer West project; amending Ordinance 125466 to extend the term of an interfund loan.

Ordinance 125993

Council Bill 119680

AN ORDINANCE relating to the financing of the Seattle Streetcar operations; amending Ordinance 125716 to extend an interfund loan from the Move Seattle Levy Fund to the Seattle Streetcar Operations Fund.

Ordinance 125994

Council Bill 119699

AN ORDINANCE relating to the Traffic Code; amending Section 11.23.150 of the Seattle Municipal Code to amend the fee schedule for the free-floating car sharing program.

Ordinance 125995

Council Bill 119681

AN ORDINANCE relating to Sweetened Beverage Tax revenues; creating a cash balance reserve in the Sweetened Beverage Tax Fund to offset future revenue shortfalls and maintain program expenditures; and amending Section 5.53.055 of the Seattle Municipal Code.

Ordinance 125996

Council Bill 119682

AN ORDINANCE relating to the business license tax; repealing business license standards for periods prior to 2008; amending apportionment provisions to reflect amendments to the model business license tax ordinance and other state amendments; amending Sections 5.45.081, 5.45.082, and 5.45.090 of the Seattle Municipal Code; and repealing Section 5.45.080 of the Seattle Municipal Code.

Ordinance 125997

Council Bill 119683

AN ORDINANCE relating to taxation; updating tax return and payment dates; and amending Section 5.55.040 of the Seattle Municipal Code.

Ordinance 125998

Council Bill 119688

AN ORDINANCE relating to an employee giving program for City employees; retitling Chapter 3.124, amending Sections 3.124.010, 3.124.020, and 3.124.040, and repealing Sections 3.124.030 and 3.124.050 of the Seattle Municipal Code.

Ordinance 125999

Council Bill 119690

AN ORDINANCE relating to interfund loans; retiring obsolete interfund loan authorizations; and repealing Ordinances 121179, 124652, and 125202.

Ordinance 126000

Council Bill 119689

AN ORDINANCE adopting a budget, including a capital improvement program and position modifications, for The City of Seattle for 2020; and creating positions exempt from civil service; all by a 2/3 vote of the City Council.

Ordinance 126001

Council Bill 119691

AN ORDINANCE relating to the levy of property taxes; fixing the rates and/or amounts of taxes to be levied, and levying the same upon all taxable property, both real and personal, in The City of Seattle, to finance the departments and activities of City government and to provide for the general obligation bond interest and redemption requirements for the year beginning on the first day of January 2020; and ratifying and confirming certain prior acts.

Ordinance 126002

Council Bill 119692

AN ORDINANCE authorizing the levy of regular property taxes by The City of Seattle for collection in 2020, representing an increase above the regular property taxes levied for collection in 2019; and ratifying and confirming certain prior acts.

Ordinance 126003

Council Bill 119704

AN ORDINANCE relating to the Seattle Streetcar; authorizing execution of a new interlocal agreement with King County for operation and maintenance of the Seattle Streetcar system; and ratifying and confirming certain prior acts.

Date of publication in the Seattle Daily Journal of Commerce, December 10, 2019.

12/10(380154)