



Transportation & Public Works Special Committee Meeting

Wednesday, March 7, 2018
4:30 pm to 6:00 pm
SeaTac City Hall – Riverton Room 128

Commenced: 4:32 pm
Adjourn: 5:58 pm

<u>Councilmembers:</u>	<u>Present</u>	<u>Absent</u>
Peter Kwon, Chair	X	
Rick Forschler	X	
Pam Fernald	X	

Other Council members present: Clyde Hill

Staff Coordinators: Will Appleton, Public Works Director; Florendo Cabudol, City Engineer
Other Staff Members Present: Don Robinett, Stormwater Compliance Manager; Mark Johnsen, Sr. Assistant City Attorney; Jeff Robinson, Community & Economic Development Director; Police Chief Carl Cole; Aleksandr Yeremeyev, Economic Development Strategist

ITEM	TOPIC	PROCESS	Notes
1	Call to order		
2	Public Comment	Please raise your hand if you'd like to speak. Public comments are limited to 10 minutes total and 3 minutes per individual speaker. Time may be reduced for each speaker in order to stay within the overall 10 minute time limit.	none
3	Use Vehicle Trip Rates in Calculating Stormwater Fees (John Ghilarducci, FCS Group)	<p>Introduction</p> <p>Staff introduced the topic and John Ghilarducci of FCS Group. John presented a strategy of considering vehicle trip rates as part of stormwater fee calculations. Currently this is in use only in Redmond, OR and is in the process of being reviewed by the City of Missoula, Montana.</p> <p>Presentation</p> <p>The City currently uses a traditional rate structure based on impervious surfaces to calculate stormwater fees.</p> <p>Regulatory requirements have driven up the cost of maintaining stormwater structures,</p>	

		<p>and have led to discussions of what basis stormwater rates should be developed from.</p> <p>It has been established that the biggest pollutant in the Puget Sound comes from stormwater runoff and vehicles produce the most pollutants. (Council asked for supporting data for this statement.)</p> <p>Since our stormwater rate study in 2013 determined what funds would be needed to maintain our stormwater structures, changing the rate structure to a trip-based structure would not necessarily increase revenue, but “slice the pie” differently as to which categories of citizens would pay what amounts within the city.</p> <p>The trip-based approach may be used to more equitably assess fees based on water quality impacts to the City storm system.</p> <p>Residents would most likely pay a smaller amount, and heavier trip-based businesses like a large discount store with high ADT counts would pay a larger portion than is currently assessed through our rate structure.</p> <p>Discussion Staff: SeaTac would be the first in Washington State to implement this style of fee structure.</p> <p>Council: Trip-based fees are where the industry is going, because it assigns fees based on water quality impacts.</p> <p>Several issues were raised by Council and staff, including:</p> <ul style="list-style-type: none">- Are there any legal issues with this approach?- A new SWM rate study would be required to develop this fee structure.- Trip-based fees would increase rates for commercial property owners such		
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		<p>as hotels, park and fly, and restaurants (high ADT).</p> <ul style="list-style-type: none"> - There may be complications in applying trip-based fees to the Port. - Industrial SWM fees would likely go down using this approach; however, they are often sources of water quality violations. - Given the complexity of the trip-based fee structure, would King County be willing to continue to handle billing for the City. <p>Next Steps if the Committee wants to pursue this approach:</p> <ul style="list-style-type: none"> - A new SWM rate study - Council and budget approval would be needed to proceed with the project - A public involvement process is required to develop new SWM rates. <p>Committee recommended that staff develop a scope of work to further study the potential for implementing trip-based stormwater fees and how the City might accomplish this switch.</p>		
4	2019 Municipal Stormwater Conference	<p>Discussion</p> <p>The City applied for and was awarded a \$155,252 grant to host a 2019 Stormwater Municon to be held on April 24 & 25, 2019 at the Hilton Conference Center in SeaTac. Pursuant to the proposed interagency agreement, the City will administer the grant, but Washington State University will perform much of the work of developing the courses, advertising, booking the venue (the Airport Hilton), and handling conference logistics.</p> <p>This will be the third Municon in the state. The first was in Puyallup in 2014 – attendance capped at 400. The second was in Yakima County in 2017.</p> <p>Benefits of the event include:</p>		

		<ul style="list-style-type: none"> - Approximately 400 attendees from around the state are expected to attend - Increase in revenues for the hotel/restaurant industry - Help the City meet its NPDES training requirements - Bring recognition to the City <p>The Committee unanimously recommended that the interagency agreement be approved and forwarded to Council on March 27th.</p>		
5	Through-Hauling and Weight Limits in Residential Areas	<p>Discussion</p> <p>Large vehicles in excess of 20,000 lbs (essentially, bigger than a large UPS-type truck) should not be in the residential neighborhoods on local streets, unless actually delivering.</p> <p>Our residential streets are not designed to handle large tractor trucks. They degrade the road and curb/gutter. Safety of people on those streets is also a concern.</p> <p>The committee was shown a sample ordinance, and would like to develop a draft ordinance to take to council.</p> <p>If approved, next steps would entail Public Works installing weight limit signage on neighborhood roads, and Police enforcement. Our Police Chief assured the committee that he has been involved in other jurisdictions where this type of program was in place, and stated that our planned increase in police force would be adequate to perform this type of enforcement.</p> <p>The committee recommended staff to craft a draft ordinance.</p>		
6	Adjourn			Chair