

PUBLIC SAFETY & COMMUNITY HEALTH COMMITTEE MEETING
AGENDA FOR MONDAY, September 10, 2018
10:30 a.m. – City Council Briefing Center

The Spokane City Council's Public Safety & Community Health Committee meeting will be held at **10:30 a.m. on September 10, 2018** in City Council Briefing Center –Lower Level City Hall, 808 West Spokane Falls Boulevard, Spokane, Washington.

The meeting will be conducted in a standing committee format. Because a quorum of the City Council may be present, the standing committee meeting will be conducted as a committee of the whole council.

The meeting will be open to the public, with the possibility of moving or reconvening into executive session only with the members of the City Council and the appropriate staff. No legislative action will be taken. No public testimony will be taken and discussion will be limited to appropriate officials and staff.

AGENDA

- I. **Call to Order at 10:30 a.m.**
- II. **Approval of Minutes**
 - [July 30, 2018 PSCHC Meeting](#)
- III. **Monthly Reports/Updates – Briefing Papers Only, No Discussion**
 1. [OPO Monthly Update – July 2018](#)
 2. [Photo Red Update – June & July \(SPD\)](#)
 3. [Sit and Lie Update – June & July \(SPD\)](#)
 4. [Strategic Initiatives Update \(SPD\)](#)
- IV. **Consent Agenda – Briefing Papers Only, No Discussion**
 1. [WTSC – DUI AG-1942 Enforcement Grant \(SPD\)](#)
 2. [WTSC – Target Zero Priorities Agreement \(SPD\)](#)
 3. [WTSC – LEL Program Agreement \(SPD\)](#)
 4. [WTSC – PSZ Agreement \(SPD\)](#)
 5. [Spokane County JAG 17 Sub-recipient Agreement \(SPD\)](#)
 6. [Byrne JAG 17 Grant Purchase \(SPD\)](#)
 7. [Budget Transfer for Confidential Funds \(SPD\)](#)
 8. [County/City RSO Agreement](#)
 9. [Idaho Bureau of Homeland Security Grant \(SPD\)](#)
 10. [SBO for Firing Range \(SPD\)](#)
 11. [Emergency Justification for Heavy Apparatus Body Repair \(SFD\)](#)
 12. [Haz-Mat Executive Summary of Program and Services \(SFD\)](#)
- V. **Strategic Plan Session**
 1. Strategic Priority: Integrated 911/Dispatch
 - NONE
 2. Strategic Priority: Integrated Response
 - Integrated Social Services Pilot Update – Alex Reynolds (10 minutes)
 3. Strategic Priority: Criminal Justice Reform
 - NONE

4. Strategic Priority: City-Wide Clean & Safe
 - SPD Crime Statistics Update – Chief Meidl (10 minutes)

VI. Discussion Items (as needed)

1. Staff Requests

- [Elevator Code Amendments](#) – Duane Leopard (10 minutes)
- SPD Quarterly Performance Measures Update – Major Olsen (10 minutes)
- [SPD Unmanned Aerial Systems Resolution](#) – Asst. Chief Lundgren (10 minutes)

2. Council Requests

- [Uber/Lyft Ordinance](#) – CM Stratton (10 minutes)
- Assistance to SPD NROs for Homeless Camps along River – CM Stratton (10 minutes)

VII. Adjournment

Next Committee meeting will be October 1, 2018

AMERICANS WITH DISABILITIES ACT (ADA) INFORMATION: *The City of Spokane is committed to providing equal access to its facilities, programs and services for persons with disabilities. The Spokane City Council Chamber in the lower level of Spokane City Hall, 808 W. Spokane Falls Blvd., is wheelchair accessible and also is equipped with an infrared assistive listening system for persons with hearing loss. Headsets may be checked out (upon presentation of picture I.D.) at the City Cable 5 Production Booth located on the First Floor of the Municipal Building, directly above the Chase Gallery or through the meeting organizer. Individuals requesting reasonable accommodations or further information may call, write, or email Human Resources at 509.625.6363, 808 W. Spokane Falls Blvd, Spokane, WA, 99201; or msteinolfson@spokanecity.org. Persons who are deaf or hard of hearing may contact Human Resources through the Washington Relay Service at 7-1-1. Please contact us forty-eight (48) hours before the meeting date.*

Public Safety & Community Health Committee

Meeting Minutes – July 30, 2018

Call to Order: 1:15 PM

Attendance:

PSCHC Members Present: PSCHC Chair CM Kinnear

Staff/Others Present: Attendance not available.

Approval of May 7, 2018 minutes: The committee approved the minutes for June 4, 2018 unanimously.

CONSENT AGENDA ITEMS

OPO Monthly Report – April 2018

Photo Red Update (SPD)

Sit and Lie Update (SPD)

Strategic Initiatives Monthly Update (SPD)

AOT False Alarm Program (SPD)

Galls Contract for Police Uniforms, Alterations, and Repairs (SPD)

Purchase of Central #2 Well Station Pump (Public Works)

Non-Federally Funded Right of Way Acquisition Services (Asset Management)

Sunset Blvd. Grind & Overlay (Public Works) – CM Mumm asked Dan Buller a clarifying question about the grind & overlay work and compatibility with City long-term connectivity and transport plans. Dan said he can report back. Theresa Sanders asked about the specifics of the project, and Dan described in detail the lane changes that are set to occur.

STRATEGIC PLANNING SESSION

Strategic Priority: Integrated 911/Dispatch

NONE

Strategic Priority: Integrated Response

Integrated Social Services Pilot Update – Alex Reynolds

Mr. Reynold's provided his customary update, which centered on location and the service providers involved.

Strategic Priority: Criminal Justice Reform

NONE

Strategic Priority: City-Wide Clean & Safe

SPD Property Crime & Vehicle Prowling Update – Asst. Chief Lundgren

Asst. Chief Lundgren provided an update on the data surrounding property crime and vehicle prowling in Spokane. Automobile thefts per capita have dropped. This downward trend in Spokane contrasts with rising auto-theft trends in similar-sized cities such as Salt Lake City and Tacoma. In responding to a council member question regarding SPD's goal, Asst. Chief Lundgren cited a nationwide goal of 300 MSAs.

DISCUSSION ITEMS

Staff Requests:

Maple Street Gateway Project Overview – Omar Akkari

Mr. Akkari gave an overview of the City's next gateway project, which involves the Maple gateway block between Maple and Walnut Streets and includes work in two large areas. An internal concept plan is in place and an outside consultant, AHBL, Inc., has been hired for the first phase of project implementation. The purpose of the gateway is to improve the city's appearance from the perspective of motorists driving on the freeway, or exiting the freeway into the city. Additionally, the project aims to improve the pedestrian experience in the area as well, improving safety and comfort. The Maple Street Gateway's theme will be "Parks & Boulevards." CM Mumm asked whether any talks had occurred regarding pedestrian safety on the southwest portion of the Monroe Street exit. Mr. Akkari responded that this exit may receive pedestrian safety improvements in the future, as more resources become available. Various neighborhood groups and citizen advisory boards selected the project sites for the Gateway concept. CM Kinnear indicated her preference to see pedestrian safety improvements included in the work under the first phase of such projects. Heather Trautman, Director of Planning & Neighborhood Services, explained that the City will seek funding from WSDOT as well as pursuing other funding sources, as PAC funding is currently being used. CP Stuckart asked for an update at the next Finance & Administration Committee meeting regarding what the status of the SIP loan is. CM Mumm also indicated her view that pedestrian safety needs to occupy a higher priority in the planning of future projects, including the Green Wall project on 4th Ave. between Lincoln and Wall Streets, which Mr. Akkari overviewed. CM Mumm stated that pedestrian safety needed to be planned out before any money for future projects is allocated, so that initial work on a project will never have to be redone at a later phase. Mr. Akkari responded that projects must be vetted so as to not obstruct future pedestrian safety improvements and that the PAC has recommended that Council commit \$750,000 towards the Maple Gateway and the Living Green Wall projects. Council will vote on appropriating these funds in the future. Finally, Mr. Akkari noted that the masterplan for the Maple Street Gateway was nearly finished, and that he would distribute an electronic copy of his presentation to committee members.

Council Requests:

DSP Request for Surveillance Camera Grant Program – CM Kinnear & Mark Richard

The aim of this program would be to support private businesses that desire to install surveillance cameras at their places of business. Mr. Tom Hicks, the Chairman of the Downtown BID Board, explained that the BID would help facilitate a grant for up to half the price of the surveillance system for a business, or for a surveillance system upgrade, in coordination with the tenants of buildings and the

business owners involved. The cameras would only be installed to surveil public places, where the privacy expectation of citizens does not apply. CM Mumm raised her concern over whether two-party consent was needed or not for citizens to be under video surveillance. Mr. Hicks responded that the private security cameras were essential in quickly identifying the Boston Marathon bombing suspect quickly, which led to his capture. Last year the DSP Board unanimously approved \$35,000 in funding as seed money for the project. Council would need to approve the program itself, which would provide the opportunity for a public process. CP Stuckart asked what would happen to systems installed under this program when the property involved changes ownership. CM Kinnear then asked if there were ways in place to protect the cameras from vandalism, to which Mr. Richard suggested annual camera checks. CM Kinnear also asked whether there was any research to show that surveillance cameras actually reduce crime or increase the perception of public safety. Some reviews of crime data do apparently suggest that crime rates have reduced in certain areas after the installation of such cameras. SPD will have access to the camera footage resulting from this program, which can play a vital role as video evidence in solving and prosecuting criminal cases.

Probation Electronic Home Monitoring (EHM)/Jail Alternative Contract – CM Beggs & Howard Delaney

The objectives of this contract are to support alternatives to incarceration for offenders convicted of property crimes, DUIs, domestic violence, and other crimes. There are two new positions through the Civil Service created under the contract. The benefits of this contract are that it increases supervision over domestic violence and property crime offenders by offering a surety of punishment, EHM sentences, versus a costly but more severe punishment. In order to improve the effectiveness of EHM, there is a need to expand the scope of monitoring, where certain violations warrant more severe monitoring practices on the offender. EHM sentences also offer the benefit of allowing more cases to be adjudicated in a more expeditious manner. In addition to EHM, access to services for offenders should also be considered. House arrest parameters under EHM are set by the distance the monitoring unit may travel from its radio frequency unit. There are exceptions to this during certain hours of the day allotted for various visits to the grocery store, doctor, etc. up to a certain distance. CM Beggs and CP Stuckart both stressed that all EHM services need to make budget sense. The three levels of supervision include alcohol monitoring, monitoring of property crime offenders, and the highest being reserved for domestic violence offenders. In addition to this contract, the McArthur Grant provides funds for pretrial release services. The question remains, how best to provide pretrial monitoring services, if at all? The monitoring and clerk positions under this grant need to be clarified by HR and Civil Service. There may need to be another position depending on the amount of field work involved.

ADMINISTRATION REQUESTS:

NONE

Action Items: NONE

Adjournment: The meeting was adjourned at 2:45 PM. The next PSCHC meeting will be held Monday, September 10, 2018.

Attachments/Briefing Papers:

PSCHC Meeting Minutes – May 7, 2018

OPO Monthly Report – April 2018

Photo Red Update (SPD)

Sit and Lie Update (SPD)
AOT False Alarm Program (SPD)
Galls Contract for Police Uniforms, Alterations, and Repairs (SPD)
Purchase of Central #2 Well Station Pump (Public Works)
Non-Federally Funded Right of Way Acquisition Services (Asset Management)
Sunset Blvd. Grind & Overlay (Public Works)

Respectfully submitted by:

Jacob Fraley, Legislative Aide to Council Member Lori Kinnear (PSCHC Chair)
Anna Everano, Legislative Aide to Council Member Mike Fagan (PSCHC Vice-Chair)

Committee Chair Approval

Lori Kinnear

Spokane City Council – District 2



Office of the Police Ombudsman

808 W. Spokane Falls Blvd.
Spokane, WA 99201
509.625.6742 / spdombudsman.org

July 14, 2018

Public Safety & Community Health Committee Report

Reporting Period: July 1-31, 2018

Snapshot of Activities		Monthly	Year to Date
Community Outreach			
OPO	Total Community Events and Meetings	7	75 ¹
OPOC	Community Outreach / Activities	2	56
Commendations		0	2
Complaints			
	Received Complaints	13	33
	Referred Complaints	3	23
Contacts		135	894
Case Review			
	Request for Further Clarification	0	3
	Investigations Certified / Concurred	8	17
	Closed Investigations	0	1
	Declined Certifications	0	1
	Special Cases Reviewed	17	99
Interviews			
	OPO Interviews	24	114
	IA Interviews	10	74
Training		3	24
Critical Incidents		0	1
Mediations		0	1
	Conducted	0	0
	Declined	0	1
Recommendations		0	3
Other Activities			
SPD Related	Meetings / Contacts	36	142
	Review Boards	0	23

¹ This number will be adjusted to reflect updated yearly numbers in the August report

1. Community Outreach

a. Community Events

- i. Leadership Spokane Bar B Que (7/8)
- ii. Leadership Spokane Epilepsy Fundraiser (7/19)
- iii. Julyamsh Powwow (7/21)
- iv. Chief Garry Park Neighborhood Day & Night Out (7/28)

b. Other

- i. Meeting with Chief Meidl, UOF Policy (7/13)
- ii. Housewarming Event with Kitara Johnson (7/21)
- iii. Leadership Spokane Gala Planning (7/26)
- iv. Spokane Hope Meeting (7/30)

OPOC Actions – Commissioners attended the following events, some events were attended by multiple Commissioners:

- c. Spokane Youth Music & Movement (7/9-7/26)
- d. Spokane International Academy SIA Meeting (7/10)
- e. Meeting with the Arc of Spokane Program Mgr. (7/13)
- f. Ribbon Cutting Ceremony – Fresh Soul Restaurant (7/19)
- g. Board Meeting with Spokane International Academy (7/23)
- h. STEM Field Trip with Youth (7/23)
- i. Conducted Cultural Training for the City of Spokane Mgrs. & Supervisors (7/26)
- j. The Zone Meeting with administration (7/27)
- k. Pros and Cons of having officers in Schools Training (7/31)

2. Commendations / Complaints

a. **Received**

- i. **OPO 18-19 – Demeanor/Assault:** Complainant stopped by officer while riding bike. Complainant believed she was being harassed by the officer. Complainant alleges the officer hit her bike helmet while she was wearing it.
- ii. **OPO 18-23 - Inadequate Response/Demeanor:** Complainant – Called numerous times to report a harassing neighbor, no officer response. Demeanor based on officers pounding on her door to take reports around 2:30am and had the wrong address, never apologized.
- iii. **OPO 18-24 - Excessive Force/Demeanor:** Passenger in vehicle pulled from vehicle when he was found to have a bench warrant. Initially refused to give his identification. Officer allegedly called complainant a “constitutionalist”.
- iv. **OPO 18-25 - Inadequate response:** Owns a business and has people drinking, doing drugs & loitering. Has called numerous times and nothing has been done.
- v. **OPO 18-26 – Demeanor:** Complainant’s son was hit by a vehicle while crossing the street, responding officer allegedly stated he shouldn’t stand in the road.

- vi. **OPO 18-27 - Unlawful Seizure:** Complainant's husband was a passenger in a vehicle pulled over. He wasn't arrested but the complainant's keys were allegedly confiscated.
- vii. **OPO 18-28 – Demeanor:** Complainant requested assistance during a DV situation. While explaining the situation to officers, one officer allegedly acted inappropriately.
- viii. **OPO 18-29 - Inadequate response:** Complainant was asked to leave a location due to his service animal. Complainant states that the officer didn't investigate and just said he had to leave the premise.
- ix. **OPO 18-30 - Inadequate response:** Complainant has called crime check 7 days in a row and there has been no response from SPD.
- x. **OPO 18-31 - Inadequate response:** Complainant did the leg work for his stolen vehicle. He found his vehicle with the alleged thief inside, and called the police. When the police showed up they said they didn't have enough evidence to arrest the thief.
- xi. **OPO 18-32 - Demeanor:** Complainant was passing out flyers on the street and was told by an officer that if he damaged his vehicle he was going to jail. Complainant approached 2 other officers across the street and they allegedly stated it wasn't a threat it was a promise.
- xii. **OPO 18-33 – Demeanor:** Complainant alleges that officers who asked him to move his protest to the street were not neutral in politics as they has initially stated.
- xiii. **OPO 18-34 – Demeanor:** Complainant called public safety to get some information for her son. When she spoke with an officer he was allegedly rude and said that her son should be calling him not her and that it was none of her business.

b. Referred

- i. **ER 18-23-** Sit and Lie referred to City Council
- ii. **ER 18-24-** Marijuana use in the city referred to City Council.
- iii. **ER 18-25-** Camper parked by a fire hydrant referred Code Enforcement

3. Case Review

- a. C18-011 – Certified
- b. C18-020 – Certified
- c. C18-034/ OPO #18-17 - Certified
- d. C18-002 – Certified
- e. C18-035 / OPO #18-12 – Case Suspended – No response from Complainant
- f. C18-024 – Certified
- g. C18-032 / OPO #18-15 – Certified
- h. C18-045 / OPO #18-25 – Certified

4. Special Cases Reviewed

- i. **4** Use of Force
- ii. **4** Pursuit
- iii. **7** Collision
- iv. **2** K9 Deployment

5. Training

- a. Security in Churches Seminar (7/10)
- b. Field in Service Training SPD (7/11)
- c. Implicit Bias Training (7/16)

6. Other Activities

- a. OPO staff members participated/engaged in the following other activities:
 - i. Bart Logue on vacation (6/17-7/6)
 - ii. Review of training material provided by Daigle IA Class (7/2)
 - iii. OPO Police related case law Database being created (7/2 – ongoing)
 - iv. Letters drafted to the Guild (7/3)
 - v. Reviewed Copiers Northwest Lease Agreement (7/24)
 - vi. Review of the Chicago consent decree (7/31)
- b. SPD related
 - i. 22 meetings/contacts with IA
 - ii. 47 meetings/contacts with SPD
- c. OPO met with/had contact with OPO Commissioners/Staff:
 - i. Commissioner Smith on 7/5
 - ii. Commissioner Smith on 7/10
 - iii. OPOC via email on 7/12
 - iv. Commissioner Kelley on 7/16
 - v. Commissioner Kelley on 7/17
 - vi. Commissioner Wilburn on 7/17
 - vii. OPOC via Email on 7/17
 - viii. Commissioner Wilburn on 7/18
 - ix. Commissioner Smith on 7/19
 - x. Commissioner Smith on 7/23
 - xi. Commissioner Kelley on 7/30
 - xii. OPOC via email on 7/31
- d. OPO met with/had contact with City Council members/staff:
 - i. Council Member Fagan 7/25
 - ii. Council Member Beggs 7/17
 - iii. Council Member Beggs 7/18
 - iv. Council Member Beggs 7/25

7. Next Steps

- a. Use of Force Round Table update
- b. Summer Outreach – Unity in the Community, Gathering at the Falls
- c. United States Ombudsman Association Conference – Portland, OR
- d. NACOLE Annual Conference – Tampa, FL

Briefing Paper (Committee Name)

Division & Department:	Police Department / Traffic Unit
Subject:	Photo Red / Speed
Date:	Aug 24, 2018
Contact (email & phone):	Craig Bulkley 835-4565 cbulkley@spokanepolice.org
City Council Sponsor:	
Executive Sponsor:	
Committee(s) Impacted:	Public Safety
Type of Agenda item:	<input type="checkbox"/> Consent <input type="checkbox"/> Discussion <input type="checkbox"/> Strategic Initiative
Alignment: (link agenda item to guiding document – i.e., Master Plan, Budget , Comp Plan, Policy, Charter, Strategic Plan)	
Strategic Initiative:	
Deadline:	
Outcome: (deliverables, delivery duties, milestones to meet)	
Background/History: Report for Public Safety meeting September 2018. Statistic for Photo Speed / Red for the time frame of June 16, 2018 thru July 15, 2018 and July 16, 2018 thru Aug 15, 2018.	
Executive Summary: Photo RED <ul style="list-style-type: none"> There were 2,649 violations on the photo red system from June 16 thru Aug 15, 2018. That is 1,071 less violations than we had for the same time period in 2017. There were 1,303 violation from June to July and 1,346 violation from July to Aug. Freya and Third was the highest with 465 violations. Thor and Second was second highest with 366 violations. Maple and Second was third highest with 346 violations. Hamilton and Mission was fourth highest with 299 violations. <p>Summary: Photo Speed there were no speed violation during this time frame, June 16 thru Aug. 15th. ATS, now known as Verra Mobility is working with Signal and Lighting on getting the three additional photo speed cameras in place.</p>	
Budget Impact: Approved in current year budget? <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A Annual/Reoccurring expenditure? <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A If new, specify funding source: Other budget impacts: (revenue generating, match requirements, etc.)	
Operations Impact: Consistent with current operations/policy? <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A Requires change in current operations/policy? <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A Specify changes required: Known challenges/barriers:	

Sit and Lie Arrests (Redacted)

Name	DOB	Date of Offense	Time of Offense	Cite/Released or Booked
[REDACTED]	[REDACTED]	3/11/2014	18:17	Booked
[REDACTED]	[REDACTED]	4/30/2014	12:24	Cite/Release
[REDACTED]	[REDACTED]	4/30/2014	12:24	Cite/Release
[REDACTED]	[REDACTED]	4/30/2014	12:24	Cite/Release
[REDACTED]	[REDACTED]	5/1/2014	11:47	Cite/Release
[REDACTED]	[REDACTED]	5/7/2014	12:49	Cite/Release
[REDACTED]	[REDACTED]	5/16/2014	13:25	Booked
[REDACTED]	[REDACTED]	5/16/2014	19:20	Booked
[REDACTED]	[REDACTED]	5/18/2014	22:22	Cite/Release
[REDACTED]	[REDACTED]	5/22/2014	14:31	Cite/Release
[REDACTED]	[REDACTED]	5/22/2014	14:31	Cite/Release
[REDACTED]	[REDACTED]	5/26/2014	11:29	Cite/Release
[REDACTED]	[REDACTED]	5/27/2014	10:39	Cite/Release
[REDACTED]	[REDACTED]	5/28/2014	11:05	Cite/Release
[REDACTED]	[REDACTED]	5/30/2014	21:42	Cite/Release
[REDACTED]	[REDACTED]	6/1/2014	18:13	Cite/Release
[REDACTED]	[REDACTED]	6/1/2014	20:04	Booked
[REDACTED]	[REDACTED]	6/1/2014	16:44	Cite/Release
[REDACTED]	[REDACTED]	6/1/2014	20:07	Booked
[REDACTED]	[REDACTED]	6/2/2014	19:00	Cite/Release
[REDACTED]	[REDACTED]	6/3/2014	14:30	Cite/Release
[REDACTED]	[REDACTED]	6/4/2014	19:27	Booked
[REDACTED]	[REDACTED]	6/6/2014	20:45	Cite/Release
[REDACTED]	[REDACTED]	6/6/2014	20:49	Cite/Release
[REDACTED]	[REDACTED]	6/8/2014	15:20	Cite/Release
[REDACTED]	[REDACTED]	6/13/2014	19:43	Booked
[REDACTED]	[REDACTED]	6/15/2014	20:01	Booked
[REDACTED]	[REDACTED]	6/20/2014	10:32	Cite/Release
[REDACTED]	[REDACTED]	6/23/2014	16:19	Booked
[REDACTED]	[REDACTED]	6/24/2014	11:30	Booked
[REDACTED]	[REDACTED]	6/25/2014	11:24	Cite/Release
[REDACTED]	[REDACTED]	7/1/2014	12:50	Cite/Release
[REDACTED]	[REDACTED]	7/2/2014	8:45	Cite/Release
[REDACTED]	[REDACTED]	7/6/2014	16:40	Cite/Release
[REDACTED]	[REDACTED]	7/6/2014	15:00	Cite/Release
[REDACTED]	[REDACTED]	7/8/2014	19:17	Booked
[REDACTED]	[REDACTED]	7/8/2014	16:50	Cite/Release

		7/13/2014	15:20	Cite/Release
		7/26/2014	22:56	Cite/Release
		8/22/2014	18:36	Cite/Release
		8/29/2014	18:51	Cite/Release
		9/2/2014	16:30	Cite/Release
		9/8/2014	12:30	Cite/Release
		9/9/2014	17:15	Cite/Release
		9/9/2014	17:10	Cite/Release
		9/9/2014	17:10	Booked
		9/16/2014	21:02	Cite/Release
		9/29/2014	19:39	Cite/Release
		10/28/2014	11:04	Cite/Release
		2/11/2015	12:16	Booked
		3/2/2015	16:10	Cite/Release
		3/2/2015	16:10	Cite/Release
		3/7/2015	14:25	Booked
		3/22/2015	12:48	Cite/Release
		5/19/2015	9:00	Booked
		5/19/2015	9:00	Booked
		5/31/2015	13:21	Cite/Release
		6/1/2015	15:18	Cite/Release
		6/7/2015	15:52	Cite/Release
		6/10/2015	11:38	Cite/Release
		6/17/2015	12:04	Booked
		6/18/2015	15:15	Cite/Release
		6/25/2015	17:18	Booked
		8/1/2015	15:42	Cite/Release
		8/17/2015	12:46	Booked
		8/22/2015	17:54	Cite/Release
		8/25/2015	14:16	Cite/Release
		9/20/2015	18:54	Cite/Release
		9/21/2015	15:21	Cite/Release
		9/21/2015	15:21	Cite/Release
		9/22/2015	10:51	Cite/Release
		10/3/2015	16:45	Cite/Release
		10/11/2015	13:21	Cite/Release
		10/18/2015	8:28	Cite/Release
		1/1/2016	11:25	Cite/Release
		2/16/2016	12:43	Cite/Release
		3/2/2016	16:20	Cite/Release
		3/11/2016	13:17	Cite/Release

		4/18/2016	13:03	Cite/Release
		5/18/2016	12:38	Cite/Release
		5/18/2016	12:30	Cite/Release
		6/25/2016	7:44	Cite/Release
		7/11/2016	14:15	Cite/Release
		7/23/2016	12:33	Cite/Release
		8/1/2016	14:00	Cite/Release
		8/19/2016	7:15	Cite/Release
		8/23/2016	17:36	Cite/Release
		8/28/2016	16:15	Cite/Release
		8/28/2016	16:15	Cite/Release
		9/26/2016	11:11	Cite/Release
		10/21/2016	13:33	Cite/Release
		10/24/2016	7:45	Cite/Release
		11/21/2016	9:54	Cite/Release
		12/10/2016	13:15	Booked
		12/28/2016	9:13	Cite/Release
		12/28/2016	9:13	Cite/Release
		12/28/2016	14:33	Cite/Release
		12/29/2016	8:58	Cite/Release
		2/2/2017	7:42	Booked
		4/9/17	7:59	Cite/Release
		7-8-17	1144	Cite/Release
		8-1-17	1508	Cite/Release
		8-16-17	0944	Booked
		8-22-17	1247	Booked
		8-29-17	0739	Booked
		9-24-17	1535	Booked
		9-27-17	0911	Cite/Release
		9-29-17	1743	Booked
		9-30-17	0930	Booked
		10-12-17	1435	Cite/Release
		10-12-17	1438	Cite/Release
		10-16-17	1142	Booked
		10-9-17	1139	Cite/Release
		10/7/17	1532	Cite/Release
		10/18/17	0914	Booked
		10/17/17	0904	Cite/Release
		10/18/17	1232	Booked
		10/20/17	0703	Cite/Release
		10/3/17	0748	Booked

		10/21/17	0742	Booked
		10/23/17	0812	Booked
		10/27/17	1919	Cite/Release
		10/28/17	1007	Cite/Release
		10/29/17	0722	Cite/Release
		10/29/17	0744	Booked
		10/29/17	1415	Cite/Release
		11/2/17	0835	Cite/Release
		11/4/17	1016	Cite/Release

		11/4/17	1037	Cite/Release
		11/4/17	1153	Cite/Release
		11/15/17	0938	Cite/Release
		11/17/17	1023	Booked
		11/17/17	1029	Booked
		11/19/17	0958	Cite/Release

		11-22-17	1023	Cite
		11-22-17	1041	Cite
		11-23-17	0711	Cite
		11-23-17	0721	Cite
		11-23-17	0854	Cite
		11-23-17	0856	Cite
		11-23-17	0858	Cite
		11-23-17	1001	Cite
		11-23-17	1007	Booked
		11-24-17	1054	Cite
		12-1-17	1106	Cite
		12-2-17	0918	Cite
		12-3-17	1230	Cite
		12-4-17	0920	Cite
		12-5-17	1149	Cite
		12-8-17	1207	Cite
		12-9-17	0812	Cite
		12-13-17	0810	Cite
		12-13-17	0917	Booked
		12-13-17	1541	Cite
		12-14-17	0914	Cite
		12-21-17	1028	Cite
		12-23-17	1138	Cite
		12-29-17	0920	Cite
		12-29-17	1737	Cite

		12-30-17	1003	Cite
		12-30-17	1658	Cite
		1-1-18	1357	Cite
		1-1-18	1408	Cite
		1-1-18	1417	Cite
		1-4-18	0836	Cite
		1-4-18	0841	Cite
		1-5-18	0805	Cite
		1-5-18	1040	Cite
		1-8-18	1010	Cite
		1-8-18	1152	Cite
		1-9-18	0947	Cite
		1-11-18	1017	Cite
		1-13-18	0725	Cite
		1-13-18	0731	Cite
		1-13-18	0738	Cite
		1-14-18	0815	Cite
		1-18-18	1008	Cite
		1-18-18	1021	Cite
		1-21-18	1404	Cite
		1-25-18	1222	Cite
		1-30-18	0914	Cite
		1-31-18	1413	Cite
		1-31-18	1421	Cite
		2-1-18	0848	Cite
		2-3-18	1319	Cite
		2-3-18	1330	Cite
		2-3-18	1442	Cite
		2-4-18	1613	Cite
		2-5-18	0735	Cite
		2-5-18	0746	Cite
		2-5-18	0858	Cite
		2-5-18	1034	Cite
		2-5-18	1123	Cite
		2-5-18	1348	Cite
		2-5-18	1418	Cite
		2-6-18	1131	Cite
		2-7-18	0734	Cite
		2-7-18	0936	Cite
		2-8-18	0906	Cite
		2-8-18	0908	Cite

		2-15-18	1212	Cite
		2-23-18	0911	Cite
		2-24-18	1340	Cite
		2-26-18	0739	Cite
		2-26-18	0742	Cite
		2-26-18	0801	Cite
		2-26-18	0905	Cite
		2-26-18	1222	Cite
		2-26-18	1413	Cite
		3-3-18	1532	Cite
		3-3-18	1533	Cite
		3-5-18	1224	Cite
		3-14-18	1517	Cite
		3-18-18	0917	Cite
		3-18-18	1052	Cite
		3-24-18	0911	Cite
		3-29-18	1336	Cite
		3-30-18	0921	Cite
		3-30-18	0923	Cite
		4-1-18	0729	Cite
		4-2-18	0735	Cite
		4-2-18	0757	Cite
		4-2-18	1117	Cite
		4-2-18	1207	Cite
		4-5-18	1830	Cite
		4-6-18	0728	Cite
		4-7-18	0730	Cite
		4-7-18	0732	Cite
		4-12-18	0911	Cite
		4-12-18	1610	Cite
		4-13-18	1430	Booked
		4-14-18	1157	Cite
		4-21-18	1142	Cite
		4-21-18	1148	Cite
		4-25-18	0806	Cite
		4-25-18	0934	Cite
		4-26-18	1201	Booked
		4-27-18	1227	Cite
		4-27-18	1438	Cite
		4-30-18	1054	Cite
		5-1-18	0926	Cite

		5-1-18	0930	Booked
		5-2-18	0927	Cite
		5-2-18	0929	Cite
		5-3-18	0920	Cite
		5-3-18	0922	Cite
		5-3-18	0937	Cite
		5-3-18	1655	Booked
		5-5-18	0844	Cite
		5-8-18	0843	Cite
		5-8-18	1200	Booked
		5-9-18	0958	Cite
		5-10-18	0909	Cite
		5-12-18	0912	Cite
		5-12-18	1231	Cite
		5-13-18	0945	Cite
		5-16-18	1144	Cite
		5-19-18	1054	Cite
		5-20-18	0917	Cite
		5-20-18	0940	Cite
		5-20-18	1129	Cite
		5-20-18	1736	Cite
		5-22-18	1013	Cite
		5-22-18	1015	Cite
		5-22-18	1201	Cite
		5-26-18	1012	Cite
		5-26-18	1130	Cite
		5-27-18	1016	Booked
		5-28-18	1005	Cite
		5-28-18	1256	Cite
		5-28-18	1354	Cite
		5-29-18	0941	Cite
		6-1-18	0738	Cite
		6-1-18	0923	Cite
		6-1-18	0926	Cite
		6-10-18	0947	Cite
		6-15-18	0952	Cite
		6-16-18	1207	Cite
		6-16-18	1426	Cite
		6-18-18	1057	Cite
		6-18-18	1059	Cite
		6-21-18	0754	Cite

		6-21-18	0800	Cite
		6-24-18	1221	Booked
		7-5-18	1122	Cite
		7-5-18	1124	Cite
		7-7-18	0754	Cite
		7-7-18	1100	Cite
		7-11-18	1117	Cite
		7-13-18	0925	Cite
		7-13-18	1049	Cite
		7-13-18	1107	Cite
		7-14-18	1051	Cite
		7-14-18	1150	Cite
		7-15-18	1506	Cite
		7-15-18	1526	Cite
		7-23-18	0740	Cite
		7-23-18	0749	Cite
		7-23-18	1001	Cite
		7-25-18	1205	Cite
		7-25-18	1208	Cite
		7-25-18	1341	Cite
		7-26-18	1214	Cite
		7-26-18	1327	Cite
		7-27-18	0914	Cite
		7-27-18	0914	Cite
		7-27-18	1035	Cite
		7-27-18	1036	Cite
		7-27-18	1157	Cite
		7-27-18	1418	Cite
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		8-1-18	1029	Cite
		8-2-18	0952	Cite
		8-4-18	0806	Cite
		8-4-18	0952	Cite
		8-4-18	1022	Cite
		8-4-18	1024	Cite
		8-6-18	1116	Booked
		8-6-18	1130	Cite
		8-6-18	1235	Cite
		8-8-18	0829	Cite
		8-11-18	0955	Booked
		8-11-18	1201	Cite

			8-13-18	1530	Cite
			8-15-18	0717	Cite
			8-15-18	0720	Cite
			8-15-18	1506	Cite
			8-19-18	0744	Cite
			8-19-18	0800	Cite
			8-19-18	1004	Cite
			8-22-18	0941	Cite
			8-22-18	0943	Cite
			8-22-18	0945	Cite
			8-22-18	0947	Cite
			8-24-18	1137	Cite
			8-25-18	1204	Cite



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Strategic Initiatives
September 2018 Report

Public Safety and Community Health Committee Briefing
September 10, 2018

Public Safety Building • 1100 W. Mallon Avenue • Spokane, Washington 99260-0001





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Selected Excerpts of Officer Commendation Letters

Officer [Winston] Brooks and Officer [Scott] Lesser were instrumental in a recent successful prosecution. A jury found the individual guilty of Attempt to Elude with the enhancement of endangering others and Possession of a Stolen Motor Vehicle. This was not a simple case, as the suspect was not located on the night of the incident. Both officers are a pleasure to work with, their reports are thorough and complete, they answered their phones or promptly returned calls when needed and they never hesitated to get additional information when asked to do so. The guilty conviction would not have been possible without their diligent investigation, hard work, their professional testimony and their commitment to justice.

-Stephanie J. Olsen, Deputy Prosecuting Attorney, Spokane County Prosecutor's Office.

Our Case Manager shared that **Officer [Ron] Voeller** was able persuade one of our tenants to go to the hospital effortlessly. She has been struggling and recently got out of a 3-week stay in stabilization due to her mental health symptoms/drug use. A few days ago, she began talking incoherently again and increasing in agitation, so we followed her Least Restrictive Alternative (LRA) plan and contacted Frontier Behavioral Health. They came out three times in the last 24 hours to try and meet with her. We have had the unfortunate luck to see situations like this go the opposite direction and I wanted to take a second to acknowledge how much the increased training of police officers has helped our folks. Officer Voeller treated our resident with all of the dignity and respect she deserves while making it clear her safety and ability to care for herself was a growing concern. We could not be more thankful for a tactful and respectful approach from officers when they work with our folks as we all know they have commonly not had the best of experiences. Officer Voeller was instrumental in getting the tenant the care she needs and we are incredibly thankful.

- Fawn Schott, President & CEO, Volunteers of America

I recently had two vehicles stolen at the same time. I would like to thank the two officers involved, **Officer Paul Mead** and **Sergeant Kurt Vigesaa**. They are two assets to the department. Very caring and professional. They left a great impression.

-P.W.

Thank you so much for letting me ride with **Officer [Cory] Lyons**. Fantastic officer and I learned more in 10 hours with him and his colleagues than I ever thought possible. There are a lot of similarities between law enforcement and nurses. I couldn't have asked for a better way to spend my day off.

-D. M.





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Internal Affairs Unit Update

January 1 through July 31, 2018 Commendations and Complaints

Commendations Received: **Total: 75**

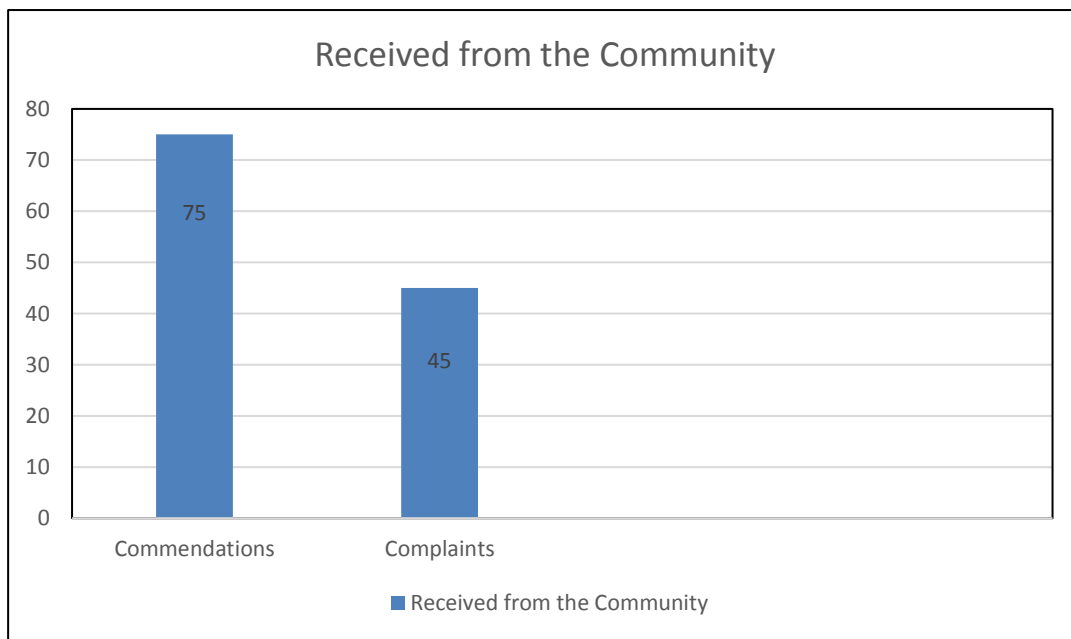
Complaints Received: **Total: 60 (45 from community)**

Closed Out as Inquiries: 3 (As of July 31, 2018)

An inquiry is an initial complaint about employee conduct which, even if true, would not qualify as a personnel complaint and may be handled informally by a department supervisor and shall not be considered complaints.

Source of 2018 Complaints*

Received by the Office of Police Ombudsman	Total: 31
Received by the Spokane Police Department	Total: 29
Internally Generated by the SPD	Total: 15
Generated by the Community	Total: 45





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Use of Force Update

2018 Non-Deadly Reportable Use of Force Incidents

From January 1-July 31, 2018, there were 66 non-deadly use of force incidents, including 16 K9 contacts and 50 other (e.g., TASER, neck restraint). In 2017 during this period, there were 62 non-deadly use of force incidents.

2018 Deadly Use of Force Incidents

From January 1-May 31, 2018, there was one deadly force incident. In 2017 during this period, there were three deadly use of force incidents.

Officer-Involved Shooting Incidents Update (through July 31, 2018)

2018

Incident 2018-20045627 (Under SIRR investigation)

Incident 2018-20045627 occurred on March 12, 2018, in the 5300 block of North Regal. The Spokane Investigative Regional Response Team (SIRR) is currently investigating.

2017

Incident 2017-20197756 (Pending Deadly Force Review Board-DFRB)

Incident 2017-20197756 took place on 10/4/2017, in the 2300 block of West Wellesley. The Spokane Investigative Regional Response Team (SIRR) completed the criminal investigation. The Prosecutor ruled the shooting was justified. The SPD internal investigation is completed. A DFRB is the next step.

Incident 2017-20235296 (Pending Administrative Review Panel)

Incident 2017-20235296 took place on 11/28/2017 in the 2900 block of East Rowan. The Spokane Investigative Regional Response Team (SIRR) completed the criminal investigation. The Prosecutor ruled the shooting was justified. The SPD internal investigation is completed.

Incident 2017-20253538 (Pending Administrative Review Panel)

Incident 2017-20253538 took place on 12/26/2017 in the area of Monroe/Sharp. The Spokane Investigative Regional Response Team (SIRR) completed the criminal investigation. The Prosecutor ruled the shooting was justified. The SPD internal investigation is completed.





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Items of Interest

Partners in Justice Award

Detective Tony Lamanna with the Special Victims Unit won the Partners in Justice Award in the Law Enforcement category. His nomination reads, "Detective Lamanna consistently displays the utmost genuine care for survivors of sexual violence. His empathy and compassion are unwavering. Detective Lamanna is friendly, kind, and authentic when working with survivors and community partners. His approachable demeanor instantly puts those around him at ease. His patience and understanding enables survivors to feel safe in sharing details of their stories. When working with survivors, Detective Lamanna goes at their desired pace. He stresses to survivors that he believes them. In turn, survivors leave interactions with Detective Lamanna feeling heard and seen. His exceptional care and steadfast commitment to survivors truly makes a positive impact. Thank you, Detective Lamanna!"

Gonzaga Prep Companion Award

Gonzaga Prep President Dougherty recognized **Captain Dave Richards** with a Companion Award, given to those individuals who have helped Gonzaga Prep in unique and meaningful ways. Captain Richards' award reads, "Throughout this year he has been a great source of support for our community, always responsive, and proactive. We are grateful for the partnership and service of the Spokane Police Department."

Precinct Highlights

North Precinct Highlights

Significant Arrests

\$10,000.00 in Damage at Northside Apartment Complex: At the beginning of July, a group of four juveniles broken to a vehicle in the area of Morton and Westview Court. They stole spray paint cans out of this vehicle and then proceeded to vandalize the apartment complexes in the area and numerous vehicles. SPD patrol officers did a great job catching them but were unable to identify and link all of the cases together at the time of the initial arrest. **Detective Jeff Harvey** contacted numerous victims listed in multiple reports. He was able to link the reports to the four juveniles and determine that damage was upwards of \$10,000.00. He then worked with the prosecutor's office to make sure all of the damage estimates and video evidence were submitted so that the juveniles would be charged with 1st degree Malicious Mischief-- a felony rather than a misdemeanor charge.

Mail Theft Organized Crime Case: **Detective Crystal Jolley** started working cases involving individuals who would drive around neighborhoods and steal mail that people had put out for the mail carrier. The victims would later learn their mail had been stolen as the checks were cashed at area banks. Detective Jolley learned of many more cases of mail theft and that other agencies were working cases on those same suspects. Detective Jolley worked with the Postal Inspector and Spokane County Detective Meyer to put





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together the cases. Detective Harvey also assisted Detective Jolley with information from his case which involved one of the suspects. With the information from Detective Harvey's case, Detective Jolley was able to put together a case against the suspect for Leading Organized Crime. Detective Jolley also conducted interviews and obtained a full confession from one of the other suspects.

National Night Out Parties on the Northside



On National Night Out, the North Precinct attended every party listed for the north side of Spokane. At least two officers and/or supervisors went to every party. Precinct staff feel this is fun event where everyone connects with their neighbors to get to know each other and talk about watching out for each other. The idea is to know your neighbors well enough to know when something isn't right and to call in suspicious activity in the neighborhood. The National Night Out parties were very successful.

North Precinct Involvement in Spokane Police Activities League (PAL)

PAL is a perfect opportunity for Neighborhood Resource Officers (NROs) to connect with the children in their neighborhoods. Three Northwest NROs assisted with West Central PAL at AM Cannon Park on Tuesdays. Three Northeast NROs assisted with Hillyard Neighborhood PAL at Salk Middle School.

At left: **Officer Sandi McIntyre** at a National Night Out event

Downtown Precinct Highlights

Kudos to Downtown Precinct Employees on Community Court Collaboration:

On one particular case, Downtown Precinct officers received commendations from both the Public Defender and Prosecutor's Office for their work in helping a client in Community Court. Public Defender wrote Chief Meidl about **Officers Ben Maplethorpe, John O'Brien, Steven Perry, and Sergeant Jason Hartman.**

Mubarak Abdur Raheem, Assistant City Prosecutor with the Spokane City Prosecutor's Office, wrote: "Chief Meidl, I wanted to let you know of the amazing job **Officer [Ben] Maplethorpe** did for us. In my opinion, he went above and beyond on this case. I continually receive amazing support from everyone downtown from **Captain [Dave] Singley, Sgt. [Jason] Hartman** and all of the officers downtown. I really appreciate the hard work they all provide."





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News Coverage: Stolen bike found by Spokane Police

<https://www.kxly.com/news/stolen-bike-found-by-spokane-police/776501688>

Officer Casey Jones is assigned to the Downtown Patrol Unit and often responds to reports of stolen property, especially bicycles. So, it was no shock when Officer Jones received a report that 18-year-old David Stanley's bike was stolen. But David's stolen bicycle meant more to him than a loss of recreational fun. Without his bike, David had lost part of his freedom. After following up with David about his stolen property, Officer Jones learned that David has learning disabilities and that his bike is his only means of transportation in order to run household errands for his physically disabled father.

When Officer Jones learned of the circumstances surrounding this incident, he dedicated extra time and effort to locate the bike, searching various websites that sold the same kind of bicycle. But all efforts were unsuccessful. On August 1, Officer Jones observed a male riding a bike downtown that matched the description of David's bike. He stopped the male and discovered it was in fact David's. The bike was recovered and the male has been charged for the theft.

Officer Jones met with David's father to return the bike. Through tears, David Sr. told Officer Jones that his efforts "meant the world" to his son.

Outreach Update

Police Activities League (PAL) Program

This summer, area youth participated in the 6th season of the Spokane Police Activities League. Spokane PAL engages participating youth in positive athletic and academic programs, including gang and drug intervention and prevention. PAL also bridges the gap between Spokane Police Officers and potential at-risk youth. PAL was offered at no cost to participants at West Central at AM Cannon Park, in Hillyard at Shaw Middle School, and East Central at Liberty Park. Activities included STEM, Basketball, Track, Baseball, Flag Football, Golf, and Soccer.



Officer Jenn DeRuwe has coordinated the PAL program since its inception. She is pictured above with Chief Meidl. The partnership with the City Library continued this year with the PAL After Park program.



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PAL Community Volunteers Phillip, Jaime, Katy, and Acecia



Chief Meidl with PAL Volunteer Bishop Shon Davis, OPO Commissioner James Wilburn, and PAL Volunteer William Davis at the end of season celebration.

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PAL Survey Results

95 youth completed surveys about their experience with PAL.

Positive Perception of Police

After participating in the program, youth indicated a positive perception of Spokane Police with an average score of 4.33 out of a possible 5 (87% out of 100).

Program Success

Participants were asked, "How much did you enjoy the PAL program?" and gave an average score of 4.51 out of 5 (90%).

PAL Builds Trust

Survey results show that the program is effective in building trust in law enforcement: 55% of participating youth indicated that the PAL program increased how much they trust the police. 38% of youth reported no change. Returning participants often report that they already trust the police.

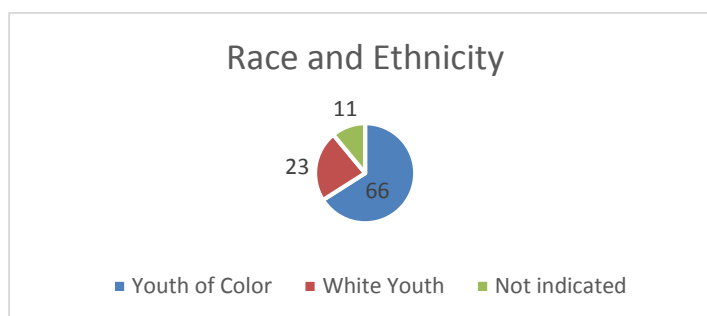
Survey Demographics

Average Age: 10

Gender: The majority of youth (70%) did not answer this question. This question is in the upper corner of the survey and is easily missed. Of the 28 youth who did, 11 reported female and 17 reported male.

We served a very diverse group of kids at the three parks.

- Respondents of color: 66%
- White respondents: 23%
- Not filled out: 11%





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NATIVE Project Summer Program Graduation

Officer Graig Butler represented the Community Outreach Unit at the Native Project's summer camp graduation on August 10. The youth had participated in PAL as part of their summer program experience. He presented each child with a Police Activities League (PAL) t-shirt. He thanked them for playing with the police officers who volunteered their time this summer in our city parks.



PAL Lunch with an Officer

One of the PAL participants won a prize of a lunch with an officer, provided by Spokane Parks Foundation. Yousef picked **Sergeant Mike Carr** and the Golden Corral for his special lunch.

Community Outreach Unit Summary

- World Relief Orientation for New Refugees- 7/6
- Spokane C.O.P.S. Mounted Patrol community event – 7/14
- Fighting Hate Crime in the LGBTQ Community – 7/20
- Spokane Indians Baseball game with YPI grads and PAL participants -7/30
- Public Safety Building Tour for at-risk youth – 8/6
- Parks Foundation Open House- 8/7
- NATIVE Project Summer program Graduation – 8/10
- Junior Police Academy – 8/11
- Evergreen Club (Mental Health Clubhouse) presentation – 8/15
- Refugee Tour of Public Safety Building- 8/16
- Unity in the Community – 8/18
- Cops and Kids Car Show – 8/18
- Coordination of Services Presentation at Juvenile Court – 8/20
- Shop with a Cop at Target – 8/21
- Backpack Stuffing at Sheridan Elementary – 8/22
- First Responder Appreciation Day at Avalon Care Center – 8/22
- Back to School Fair at Martin Luther King Center – 8/25





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Shop with a Cop at Target

Spokane Police Department and Spokane County Sheriff's Office participated in Shop with a Cop, a partnership of Salvation Army and Target, August 20, 2018. Participating youth pick out new clothes and shoes for school, with the help of a police officer or sheriff's deputy.



SPD Employees Pictured Above: Chief Craig Meidl, Detective Stacey Carr, Lieutenant Mike McNab, Officer Deanna Storch, Captain Tom Hendren, Assistant Chief Justin Lundgren



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Noteworthy News

Spokane drops out of top 15 cities for vehicle thefts in the nation

Spokane has fallen out of the top 15 for vehicle thefts in the nation. In fact, the city fell way off that list, dropping from 11th place in 2016 to 36th place in 2017.

The city credits the creation of a new auto theft task force with bringing the numbers down. Spokane Police Officer John O'Brien says driver education has also helped. He says people are locking their car doors much more regularly, which may sound obvious, but it's made a real difference.

<http://www.khq.com/story/38843162/spokane-drops-out-of-top-15-cities-for-vehicle-thefts-in-the-nation>

Police officer rescues young boy in north Spokane

The Spokesman Review wrote a heartwarming story about **Officer Brad Lewis's** rescue of five-year-old Keenan Woods.

<http://www.spokesman.com/stories/2018/aug/03/police-officer-rescues-young-boy-in-north-spokane/>

"Donut Boy" delivers sweets to Spokane law enforcement

Spokane law enforcement had a sweet start to their week, thanks to a special delivery from fifth grader Tyler Carach, known as "Donut Boy." The 10-year-old boy from Florida has made it his mission to thank every police officer in the country and has been using his school breaks and summer vacation to make that goal possible. Tyler has visited 39 states so far.

<https://www.kxly.com/news/-donut-boy-delivers-sweets-to-spokane-police/778187916>



Briefing Paper

PSCH Committee Meeting 9/10/18

Division & Department:	Spokane Police Department
Subject:	DUI AG-1942 WTSC Enforcement Grant
Date:	8/16/2018
Contact (email & phone):	Sgt. John Griffin 835-4587
City Council Sponsor:	
Executive Sponsor:	
Committee(s) Impacted:	Public Safety
Type of Agenda item:	<input checked="" type="checkbox"/> Consent <input type="checkbox"/> Discussion <input type="checkbox"/> Strategic Initiative
Alignment: (link agenda item to guiding document – i.e., Master Plan, Budget , Comp Plan, Policy, Charter, Strategic Plan)	
Strategic Initiative:	
Deadline:	9/30/18
Outcome: (deliverables, delivery duties, milestones to meet)	<p><u>Action</u></p> <p>2019 WTSC grant. The performance period runs from 10/1/18 to 9/30/19.</p> <p><u>Funding</u></p> <p>50% of approved budget will come from the grant. The grant requires a 50% match which will be paid out of the general fund through reassignment of an existing FTE.</p>
Background/History:	
<p>The Spokane Police Department applied for and received a grant with WTSC-DUI AG-1942 in FY17-18 & would like to continue in FY18-19 in a continued effort to reduce instances of DUI serious injury and fatality collisions in the City of Spokane. The grant requests funding to pay for one full time officer's salary, benefits and anticipated job related overtime for the purpose of dedicated enforcement of DUI laws that pursue Target Zero goals and objectives. Upon acceptance of the grant, the Spokane Police Department will provide an additional full time officer that is also dedicated to DUI enforcement. Two officers will allow for 7 day per week coverage of dedicated DUI patrols.</p>	
Executive Summary:	
<p>Washington Traffic Safety Commission grant focused on DUI enforcement pursuing Target Zero goals and objectives.</p> <p>The goal of the grant is to reduce instances of DUI serious injury and fatality collisions in the City of Spokane. These DUI officers will provide 7 day per week coverage of dedicated DUI patrols. The increased presence and enforcement will reduce the number of DUI serious injury and fatality collisions in the City of Spokane.</p>	
Budget Impact:	
Approved in current year budget? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	

Annual/Reoccurring expenditure? ☒ Yes ☐ No ☐ N/A

If new, specify funding source: Federal Funding – Department of Justice

Other budget impacts: (revenue generating, match requirements, etc.)

Operations Impact:

Consistent with current operations/policy? ☒ Yes ☐ No ☐ N/A

Requires change in current operations/policy? ☐ Yes ☒ No ☐ N/A

Specify changes required:

Known challenges/barriers:

Briefing Paper

PSCH Committee Meeting 9/10/18

Division & Department:	Spokane Police Department
Subject:	WTSC – Target Zero Priorities – DUI, Seatbelt, DD, & Speed-Flex
Date:	8/16/2018
Contact (email & phone):	Sgt. John Griffin 835-4587
City Council Sponsor:	
Executive Sponsor:	
Committee(s) Impacted:	Public Safety
Type of Agenda item:	<input checked="" type="checkbox"/> Consent <input type="checkbox"/> Discussion <input type="checkbox"/> Strategic Initiative
Alignment: (link agenda item to guiding document – i.e., Master Plan, Budget, Comp Plan, Policy, Charter, Strategic Plan)	
Strategic Initiative:	
Deadline:	9/30/18
Outcome: (deliverables, delivery duties, milestones to meet)	<p><u>Action</u> Interagency agreement between SPD & WTSC. The performance period runs from 10/1/18 to 9/30/19.</p> <p><u>Funding</u> Projected amount \$22,000.00.</p>
<p><u>Background/History:</u></p> <p>The goal is to reduce traffic related deaths and serious injuries through multi-jurisdictional HVE patrols that focus on DUI impaired driving, compliance with seatbelt use, distracted driving & speeding. The past funding in FY17-18 was \$22,000.00 for employee salaries & benefits for the period 10/1/17-9/30/18.</p>	
<p><u>Executive Summary:</u></p> <p>Interagency agreement between Spokane Police Department and Washington Traffic Safety Commission (WTSC) to provide funding for Target Zero Priorities through multi-jurisdictional HVE patrols that focus on DUI impaired driving, compliance with seatbelt use, distracted driving & speeding.</p> <p>The DUI impaired driving-focused patrols will be deployed at locations where an analysis of the data indicates that the most traffic safety benefit can be realized through enforcement and emphasis patrols.</p> <p>The seatbelt-focused patrols will be conducted as part of the National Click-it or Ticket Campaign. Whenever possible these patrols shall occur in the areas with the lowest seatbelt use.</p> <p>The distracted driving-focused patrols will be conducted as part of National Campaigns and wherever possible these patrols shall occur in areas with the highest number of distracted driving violations.</p> <p>The speed-flex-focused patrols provide the local agencies flexibility to conduct HVE patrols on any of the following: impaired driving, seatbelt, distracted driving, or speeding patrols during the contract period with dates that may not coincide with statewide patrol periods.</p>	

Interagency agreement between Spokane Police Department and Washington Traffic Safety Commission (WTSC) to provide funding for Target Zero Priorities – DUI, Seatbelt, Distracted Driving, & Speed-Flex for the period 10/1/18-9/30/19.

Budget Impact:

Approved in current year budget? ☒ Yes ☐ No ☐ N/A

Annual/Reoccurring expenditure? ☒ Yes ☐ No ☐ N/A

If new, specify funding source: Federal Funding – Department of Justice

Other budget impacts: (revenue generating, match requirements, etc.)

Operations Impact:

Consistent with current operations/policy? ☒ Yes ☐ No ☐ N/A

Requires change in current operations/policy? ☐ Yes ☒ No ☐ N/A

Specify changes required:

Known challenges/barriers:

Briefing Paper

PSCH Committee Meeting 9/10/18

Division & Department:	Spokane Police Department
Subject:	WTSC – LEL – Law Enforcement Liaison Program
Date:	8/16/2018
Contact (email & phone):	Sgt. John Griffin 835-4587
City Council Sponsor:	
Executive Sponsor:	
Committee(s) Impacted:	Public Safety
Type of Agenda item:	<input checked="" type="checkbox"/> Consent <input type="checkbox"/> Discussion <input type="checkbox"/> Strategic Initiative
Alignment: (link agenda item to guiding document – i.e., Master Plan, Budget, Comp Plan, Policy, Charter, Strategic Plan)	
Strategic Initiative:	
Deadline:	9/30/18
Outcome: (deliverables, delivery duties, milestones to meet)	<p><u>Action</u></p> <p>Interagency agreement between SPD & WTSC. The performance period runs from 10/1/18 to 9/30/19.</p> <p><u>Funding</u></p> <p>Projected amount \$2,000.00.</p>
Background/History:	
<p>The scope of work to include soliciting law enforcement agencies to participate in High Visibility Mobilizations, assist WTSC in developing new programs, and provide WTSC with statistics & quarterly related reports related to the mobilizations as it relates to grant reimbursements. Costs for the work to be provided include employee salaries & benefits. The past funding in FY17-18 was employee salaries & benefits of \$1,000.00 & travel \$1,000.00 with total funding of \$2,000.00 from the period 10/1/17-9/30/18.</p>	
Executive Summary:	
<p>Interagency agreement between Spokane Police Department and Washington Traffic Safety Commission (WTSC) to provide funding for related expenses for the Law Enforcement Liaison Program (LEL) for the period 10/1/18-9/30/19.</p>	
Budget Impact:	
<p>Approved in current year budget? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A</p> <p>Annual/Reoccurring expenditure? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A</p> <p>If new, specify funding source: Federal Funding – Department of Justice</p>	

Other budget impacts: (revenue generating, match requirements, etc.)

Operations Impact:

Consistent with current operations/policy? ☒ Yes ☐ No ☐ N/A

Requires change in current operations/policy? ☐ Yes ☒ No ☐ N/A

Specify changes required:

Known challenges/barriers:

Briefing Paper

PSCH Committee Meeting 9/10/18

Division & Department:	Spokane Police Department
Subject:	WTSC – PSZ – 2424-AG 1861 - Pedestrian Safety Zone
Date:	8/16/2018
Contact (email & phone):	Sgt. John Griffin 835-4587
City Council Sponsor:	
Executive Sponsor:	
Committee(s) Impacted:	Public Safety
Type of Agenda item:	<input checked="" type="checkbox"/> Consent <input type="checkbox"/> Discussion <input type="checkbox"/> Strategic Initiative
Alignment: (link agenda item to guiding document – i.e., Master Plan, Budget, Comp Plan, Policy, Charter, Strategic Plan)	
Strategic Initiative:	
Deadline:	9/30/18
Outcome: (deliverables, delivery duties, milestones to meet)	<p><u>Action</u></p> <p>Interagency agreement between SPD & WTSC. The performance period runs from 10/1/18 to 9/30/19.</p> <p><u>Funding</u></p> <p>Projected amount \$13,000.00.</p>
Background/History:	
<p>The pedestrian safety zone projected-focused patrols use precise locations that have been identified through data-analysis of pedestrian fatal and serious injury crashes, selecting locations with the highest number of incidents in recent years. The past funding in FY17-18 was \$13,000.00 for employee salaries & benefits for the period 10/1/17-9/30/18.</p>	
Executive Summary:	
<p>Interagency agreement between Spokane Police Department and Washington Traffic Safety Commission (WTSC) to provide funding for PSZ-2424-AG 1861 – Pedestrian Safety Zone for the period 10/1/18-9/30/19.</p>	
Budget Impact:	
<p>Approved in current year budget? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A</p> <p>Annual/Reoccurring expenditure? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A</p> <p>If new, specify funding source: Federal Funding – Department of Justice</p> <p>Other budget impacts: (revenue generating, match requirements, etc.)</p>	
Operations Impact:	

Consistent with current operations/policy? ☒ Yes ☐ No ☐ N/A

Requires change in current operations/policy? ☐ Yes ☒ No ☐ N/A

Specify changes required:

Known challenges/barriers:

Briefing Paper

Public Safety Community Health

Division & Department:	Police
Subject:	Spokane County JAG 17-Subrecipient agreement
Date:	8/27/18
Contact (email & phone):	Jennifer Isaacson 625-4056
City Council Sponsor:	Na
Executive Sponsor:	Na
Committee(s) Impacted:	Na
Type of Agenda item:	<input checked="" type="checkbox"/> Consent <input type="checkbox"/> Discussion <input type="checkbox"/> Strategic Initiative
Alignment: (link agenda item to guiding document – i.e., Master Plan, Budget , Comp Plan, Policy, Charter, Strategic Plan)	
Strategic Initiative:	Alignment with resources
Deadline:	9/30/2018
Outcome: (deliverables, delivery duties, milestones to meet)	Approve Sub-Recipient Contract with Spokane County.
Background/History: Every year the City of Spokane and Spokane County apply for the Edward Byrne JAG grant. The 2017 JAG award was granted a late acceptance due to stay placed in the 7 th Circuit Court and was lifted June 26 th . This sub recipient agreement for the JAG 2017 grant is for \$64,572 to the County for funding prosecution and court programs by utilizing staff and for the Sheriff's office for purchasing additional equipment. The County on their own split the money in half by \$32,286 to both the Prosecutor's office and the Sherriff's office.	
Executive Summary: <ul style="list-style-type: none"> <i>Sub recipient contract with Spokane County in the amount of \$64,572 to split between the Sherriff's office and Prosecutor's office for \$32,286 each.</i> 	
Budget Impact: Approved in current year budget? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A Annual/Reoccurring expenditure? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A If new, specify funding source: Other budget impacts: (revenue generating, match requirements, etc.)	
Operations Impact: Consistent with current operations/policy? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A Requires change in current operations/policy? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A Specify changes required: Known challenges/barriers:	

Briefing Paper

Public Safety & Community Health

Division & Department:	Police
Subject:	3D Leica Scanner
Date:	8/30/18
Contact (email & phone):	Jennifer Isaacson
City Council Sponsor:	N/a
Executive Sponsor:	N/A
Committee(s) Impacted:	Public Safety
Type of Agenda item:	<input checked="" type="checkbox"/> Consent <input type="checkbox"/> Discussion <input type="checkbox"/> Strategic Initiative
Alignment: (link agenda item to guiding document – i.e., Master Plan, Budget , Comp Plan, Policy, Charter, Strategic Plan)	
Strategic Initiative:	
Deadline:	9/10/18
Outcome: (deliverables, delivery duties, milestones to meet)	Notification of upcoming large RFP using JAG funds and subsequent approval of vendor.
Background/History: <p>In 2017, SPD applied and was recently awarded \$78,921 for the JAG 17 which requested funding for the purchase of a 3D Scanner for mapping crime scenes digitally for prosecution and potentially exceeding best practices in court presentations. The total estimate for the 3D Scanner is approximately \$150,000.</p> <p>SPD will be sending out an RFP and asking for approval of the vendor in order to purchase the 3D scanner from an approved vendor. The briefing is compiled in advance of the RFP because of the timing of subsequent budget requests to the DOJ and also because of the potential timing on the RFP. The FRP should be sent out and received potentially by the date of this meeting.</p> <p>SPD has recently requested a budget change from DOJ on the JAG 15 funds and is still pending approval for part of the budget on the Scanner. If given permission, SPD can use approximately \$30,000 for additional funding toward this purchase. If SPD is not given permission, the remainder of the funding of the scanner will be purchased using Capital funds. The deadline to purchase if JAG 15 funds are used is 9/30/18. JAG 17 was written with the knowledge knowing that the capital fund would pick up the balance of the purchase.</p> <p>The timing delay on hearing back from DOJ is due to a backlog on the Federal side from JAG 17 award acceptances and a concurrent JAG 18 application.</p> <p>The total purchase will come to City council for approval.</p>	

Executive Summary:

- Notice give of an upcoming JAG funded and Capital funded proposal to purchase a Leica 3D Scanner for mapping crime scenes digitally for prosecution and potentially exceeding best practices in court presentations. The total estimate for the 3D Scanner is approximately \$150,000.
- Approval of vendor will come in the form of a Council meeting, due to potential time frame issues on the purchase.

Budget Impact:

Approved in current year budget? ☒ Yes ☐ No ☐ N/A

Annual/Reoccurring expenditure? ☐ Yes ☒ No ☐ N/A

If new, specify funding source:

Other budget impacts: (revenue generating, match requirements, etc.)

Operations Impact:

Consistent with current operations/policy? ☒ Yes ☐ No ☐ N/A

Requires change in current operations/policy? ☐ Yes ☒ No ☐ N/A

Specify changes required:

Known challenges/barriers:

Briefing Paper

(Public Safety & Community Health Committee)

Division & Department:	Police
Subject:	Budget transfer of forfeiture funds
Date:	9/10/2018
Contact (email & phone):	Eric Olsen eolsen@spokanepolice.org 835-4505
City Council Sponsor:	
Executive Sponsor:	
Committee(s) Impacted:	Public Safety & Community Health
Type of Agenda item:	<input checked="" type="checkbox"/> Consent <input type="checkbox"/> Discussion <input type="checkbox"/> Strategic Initiative
Alignment: (link agenda item to guiding document – i.e., Master Plan, Budget, Comp Plan, Policy, Charter, Strategic Plan)	
Strategic Initiative:	
Deadline:	
Outcome: (deliverables, delivery duties, milestones to meet)	Approval to increase confidential fund budget from \$105,000 to \$116,408
Background/History: Investigations and its various teams use confidential funds to pay for informants, information sources, as well as the purchase of illegal narcotics, firearms and other stolen property.	
Executive Summary: <ul style="list-style-type: none"> <i>Confidential funds are a critical component of many criminal investigations of all crime types. They can be used to procure information pertinent to serious crimes and wanted subjects. The funds can also be used to pay for the controlled purchase of narcotics, illegal and stolen firearms, or stolen property.</i> <i>Budget transfer would move funds currently reserved for supplies into the Confidential Funds line item – type code 54922</i> <i>Overall Forfeiture budget would not be increased</i> <i>Total amount to be moved is \$11,408</i> 	
Budget Impact: Approved in current year budget? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A Annual/Reoccurring expenditure? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A If new, specify funding source: Other budget impacts: (revenue generating, match requirements, etc.)	
Operations Impact: Consistent with current operations/policy? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A Requires change in current operations/policy? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A Specify changes required: Known challenges/barriers:	

Briefing Paper

PSCH Committee Meeting 09/10/2018

Division & Department:	Spokane Police Department
Subject:	Registered Sex Offender (RSO) Program 2018-2019
Date:	08/28/2019
Contact (email & phone):	Jennifer Isaacson – jisaacson@spokanepolice.org 509-625-4056
City Council Sponsor:	
Executive Sponsor:	
Committee(s) Impacted:	Public Safety Community Health Committee
Type of Agenda item:	<input checked="" type="checkbox"/> Consent <input type="checkbox"/> Discussion <input type="checkbox"/> Strategic Initiative
Alignment: (link agenda item to guiding document – i.e., Master Plan, Budget, Comp Plan, Policy, Charter, Strategic Plan)	
Strategic Initiative:	
Deadline:	
Outcome: (deliverables, delivery duties, milestones to meet)	- Contract with Spokane County Sheriff's Office to receive funding from Washington Association of Sheriffs and Police Chiefs (WASPC) for the Registered Sex Offender Address and Residency Verification Program.
<p>Background/History: The Spokane County Sheriff's Office in collaboration with the City of Spokane Police Department submitted a request for funding for a joint proposal under the sex and kidnapping offender address and residency verification program. The requirement of this program is for face-to-face verification of a registered sex offender's address at the place of residency.</p>	
<p>Executive Summary:</p> <ul style="list-style-type: none"> • Operations- Maintain statistics and provide ongoing reporting to SCSO in accordance with the established format of the RSO program. • Fiscal- Grant supports Salaries and benefits in the amount of \$57,000.00 until June 30, 2019. The grant's budget also includes \$3,000.00 for travel and training. Total grant award is \$60,000.00 	
<p>Budget Impact:</p> <p>Approved in current year budget? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A</p> <p>Annual/Reoccurring expenditure? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A</p> <p>If new, specify funding source: Federal Funding – Department of Justice</p> <p>Other budget impacts: (revenue generating, match requirements, etc.)</p>	
<p>Operations Impact:</p> <p>Consistent with current operations/policy? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A</p> <p>Requires change in current operations/policy? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A</p> <p>Specify changes required:</p> <p>Known challenges/barriers:</p>	

Briefing Paper

Public Safety & Community Healthy Committee 09/10/2018

Division & Department:	Spokane Police Department
Subject:	Application for Idaho Bureau of Homeland Security Grant Funds FY 2018 (09/01/2018 – 08/31/2021)
Date:	08/28/2018
Contact (email & phone):	Sgt. Rob Dashiell – rdashiell@spokanepolice.org / 509-835-4549
City Council Sponsor:	
Executive Sponsor:	
Committee(s) Impacted:	Public Safety Community Health Committee
Type of Agenda item:	<input checked="" type="checkbox"/> Consent <input type="checkbox"/> Discussion <input type="checkbox"/> Strategic Initiative
Alignment: (link agenda item to guiding document – i.e., Master Plan, Budget, Comp Plan, Policy, Charter, Strategic Plan)	
Strategic Initiative:	
Deadline:	
Outcome: (deliverables, delivery duties, milestones to meet)	Additional funding for Spokane Explosives Disposal Unit to purchase equipment - \$10,000.

Background/History:

Spokane EDU is the regional bomb squad for Eastern Washington and Northern Idaho. The unit covers ten counties in Eastern Washington and ten counties in Central and Northern Idaho providing render-safe operations during explosives incidents, supporting special events through the use of preventative explosives sweeps, assisting area tactical teams with robotic capabilities, and assisting agencies with explosives related investigations and education.

The number of Spokane EDU responses to these regions have remained high with 104 incidents and details in 2015, 121 incidents and details in 2016, and 99 incidents and details in 2017. In recent years Spokane EDU has been striving to educate public safety agencies in the region in order to enhance safety and provide an overview of the team's capabilities.

Executive Summary:

Spokane EDU obtains the majority of its funding for equipment through state and federal grants. Idaho BHS has provided grant funds to the team for several years, ranging from \$5000 to nearly \$22,000 in some years.

The Idaho BHS 2018 grant award will be \$10,000. Furthermore, there is frequently potential for additional unused funds as the grant period ends. Receipt of these grant funds allows the EDU to maintain and enhance its current capabilities to continue to provide a high level of service to the region.

Budget Impact:

Approved in current year budget? ☒ Yes ☐ No ☐ N/A

Annual/Reoccurring expenditure? ☒ Yes ☐ No ☐ N/A

If new, specify funding source: Federal Funding – Idaho Department of Homeland Security

Other budget impacts: (revenue generating, match requirements, etc.)

Operations Impact:

Consistent with current operations/policy? ☒ Yes ☐ No ☐ N/A

Requires change in current operations/policy? ☐ Yes ☒ No ☐ N/A

Specify changes required:

Known challenges/barriers:

Briefing Paper

(Public Safety & Community Health Committee)

Division & Department:	Police
Subject:	SBO for Police Firing Range
Date:	9/10/2018
Contact (email & phone):	Jacqui MacConnell jmacconnell@spokanepolice.org 625-4109
City Council Sponsor:	
Executive Sponsor:	
Committee(s) Impacted:	Public Safety & Community Health
Type of Agenda item:	<input checked="" type="checkbox"/> Consent <input type="checkbox"/> Discussion <input type="checkbox"/> Strategic Initiative
Alignment: (link agenda item to guiding document – i.e., Master Plan, Budget, Comp Plan, Policy, Charter, Strategic Plan)	
Strategic Initiative:	
Deadline:	
Outcome: (deliverables, delivery duties, milestones to meet)	Recognition of unbudgeted revenues and increased expenditure budget for the SPD Firing Range in order to cover costs of repair and maintenance.
Background/History: The City of Spokane owns and operates a firing range located at the Police Academy. Other law enforcement agencies pay for use of the range.	
Executive Summary: <ul style="list-style-type: none"> <i>Rental fees are charged to external agencies for use of the SPD Firing Range</i> <i>Revenue received to date is \$24,400 and was not included in the 2018 adopted budget</i> <i>Due to increased usage, accelerated deterioration of the sand berm has required additional maintenance in order to guarantee safe operation of the Range</i> <i>Requested SBO would recognize \$25,000 in rental revenues while being offset by \$25,000 in additional expenditures</i> 	
Budget Impact: Approved in current year budget? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A Annual/Reoccurring expenditure? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A If new, specify funding source: Other budget impacts: (revenue generating, match requirements, etc.)	
Operations Impact: Consistent with current operations/policy? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A Requires change in current operations/policy? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A Specify changes required: Known challenges/barriers:	

Briefing Paper (Public Safety and Community Health)

Division & Department:	Fire, Logistics Division
Subject:	Emergency Justification for Heavy Apparatus Body Repair
Date:	23 August 2018
Author (email & phone):	dstockdill@spokanecity.org , 435-7080
City Council Sponsor:	CM Kinnear
Executive Sponsor:	Brian Schaeffer
Committee(s) Impacted:	Public Safety and Community Health
Type of Agenda item:	<input checked="" type="checkbox"/> Consent <input type="checkbox"/> Discussion <input type="checkbox"/> Strategic Initiative
Alignment: (link agenda item to guiding document – i.e., Master Plan, Budget, Comp Plan, Policy, Charter, Strategic Plan)	Capital Improvement Plan, FD Strategic Plan Goal #7 <i>Provide a high state of readiness of apparatus and equipment to ensure response to the needs of our customers in a safe and efficient manner.</i>
Strategic Initiative:	Public Safety and Community Health
Deadline:	As soon as possible.
Outcome: (deliverables, delivery duties, milestones to meet)	Repair to apparatus body so that it can be returned to service with minimum delay.
<p>Background/History: Engine 16 was involved in a significant motor vehicle accident on 15 August 2018 which resulted in the apparatus being placed out of service until body repairs can be completed. Due to the specialized nature of aluminum welding and additional demands of large truck repair, SFD utilizes Fleet Painting Inc. at 3105 E. Alki as the sole vendor for body repair on heavy apparatus. Since December 2017, SFD has twice used the Sole Source Justification process for Fleet Painting Inc. to repair (2) damaged apparatus, totaling \$43,338. This current estimate of \$22,433 for repair to E-16 will exceed the \$50,000 threshold which requires Council approval. Due to the upcoming Labor Day Holiday, the next opportunity to present to the Public Safety and Community Health Committee is not until Monday, 10 September. In the interest of public safety, SFD must complete the necessary repairs ASAP in order to return this apparatus to service with minimum delay. In order to obtain Council approval, SFD will brief this Emergency Justification at the 10 September Committee meeting.</p>	
<p>Executive Summary:</p> <ul style="list-style-type: none"> • Emergency Justification – Needed in order to return the apparatus to service with minimum delay. • Year to date (since Dec 2017) expenditure for heavy apparatus body repair - \$43,338. • Cost to repair Engine 16 – Estimated at \$22,433 including tax. Requesting approval for a not-to-exceed amount of \$30,000 in case additional damage is noted once repair work is commenced. • SFD, in conjunction with Purchasing and Fleet Services, is initiating an RFP for a Master Heavy Truck Body Repair Contract for future body repairs to minimize future use of Sole Source Justification/Emergency Justification for body repair. 	
<p>Budget Impact:</p> <p>Approved in current year budget? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>Annual/Reoccurring expenditure? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p> <p>If new, specify funding source:</p> <p>Other budget impacts: (revenue generating, match requirements, etc.) None</p>	
<p>Operations Impact:</p> <p>Consistent with current operations/policy? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>Requires change in current operations/policy? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p> <p>Specify changes required: None</p> <p>Known challenges/barriers: None</p>	



SPOKANE FIRE DEPARTMENT HAZ-MAT EXECUTIVE SUMMARY, PROGRAM AND SERVICES

Chief Schaeffer, August 2018

EXECUTIVE SUMMARY

The Spokane Fire Department's Hazardous Material Response Team (Haz-Mat Team) plays a key role in maintaining our public's safety in the event of a major chemical, biological, radiological, or nuclear hazardous materials release—events most likely to occur during a train derailment, over-the-road industrial accident, or terrorist attack. The mission of the Haz-Mat Team is to protect life, environment, and property in the event of a hazardous materials release and to stabilize the incident. The Fire Department's Haz-Mat Team consists of a 13-person crew strategically located at three centrally-located fire stations (Stations 1, 7, and 9) within the City of Spokane. The Haz-Mat Team responds to an average of one call per week. Additionally, the Haz-Mat Team maintains mutual-aid partnerships with state and local emergency management agencies to provide joint preparedness groups capable of handling large scale incidents. The Haz-Mat Team is funded through the City of Spokane taxpayer dollars as well as through state and federal grant funding.

PROGRAM STAFFING AND QUALIFICATIONS

Currently there is no minimum staffing requirement for the Haz-Mat Team. This means that we may or may not have a fully staffed Team on a given day, and we must rely on the call back system and on mutual aid should the need arise. To make an entry, sending Haz-Mat Team members into an "immediately dangerous to life and health" atmosphere, requires a minimum staffing of 13 members who are properly trained to function in a given assigned role.

In addition to basic hazmat training, we have several positions on the Haz-Mat Team that require Specialist training. Plus, the command staff of the Haz-Mat Team requires training beyond

Specialist. This training is required by the State of Washington, OSHA regulations, Spokane Fire Department standards, and the National Fire Protection Agency's recommendations.

PROGRAM PARTNERSHIPS

Because of a good economy, and the fact that Spokane is a regional hub for economic activity, there are thousands of potential hazardous materials threats in “fixed facility” operations, such as chemical depots, bulk petroleum storage, and manufacturing that utilize all manner of hazardous materials. We have been working diligently to provide pre-incident planning as well as on-site tours of our highest risk fixed facilities to reduce potential impact should an incident occur. In general, the Spokane business and industry leaders in our community have embraced these proactive measures and have partnered with the Spokane Fire Department in joint risk reduction and planning efforts. This planning committee—the Local Emergency Planning Committee (LEPC)—is comprised of elected officials, first responders, and business leaders in the community with the purpose of spearheading hazardous materials incident contingency planning, awareness, and education for the community. The Haz-Mat Team has a seat on this committee as well.



At the county level, the Haz-Mat Team has mutual aid agreements with all Spokane County Fire Districts and several counties outside of Spokane County, including Kootenai County in Northern Idaho. These have proven to be a successful partnership as the team has responded to incidents as far west as the Cascades, as far north as the Canadian border, and as far south as the Oregon border. Additionally, the Haz-Mat Team has a mutual aid agreement with Fairchild Air Force Base.

In addition to these mutual aid relationships, the Haz-Mat Team has assisted Spokane County fire districts in educating hundreds of fire service personnel through joint training exercises dedicated solely to hazardous materials response, reinforcing the county's ability to respond and stabilize these highly complex incidents. In the spring of 2018, every fire agency (including Fairchild Air Force Base) in Spokane County participated in a large-scale hazmat exercise with the purpose of improving response to large scale incidents on a regional level.

PROGRAM TRAINING CURRICULUM

Currently the Haz-Mat Team is working to become International Fire Service Accreditation Congress (IFSAC) certified, which is a nationally recognized hazardous materials handling certification program that maintains more stringent standards than required at the state level. (Currently, Washington State only requires a minimum of 24 hours of training for a Hazardous Materials Technician.) This intensive certification program relies on the voluntary participation of fire service professionals to serve as test evaluators, senior evaluators, and test control officers. All test administration personnel must be certified as an IFSAC Fire Instructor 1 and must also be certified at the level of the test they are conducting.

Each Haz-Mat Team member must complete 120 hours of IFSAC training on handling hazardous materials in order to become IFSAC certified. The IFSAC certification exceeds the requirement for Washington State Technician hazardous materials responder.

Following the IFSAC 120-hour hazardous materials training, members must complete an additional 80-hour, in-depth, hands-on class covering the various disciplines within the hazmat scope. This is a high level skill set, recognized by the Washington State Fire Marshal, allowing the Haz-Mat Team as a whole to handle high risk hazardous material situations that can lead to mass casualties, large loss of life, and severe environmental and economic impact if handled improperly.

It is important to note that the level of training required to become an IFSAC-certified Haz-Mat specialist is commensurate with the level of training required to become a structural firefighter—it is intensely comprehensive. We ensure our Haz-Mat Team members are trained in the full range of specialized courses, including hazmat incident commander, hazmat safety officer, tox medic, crude by rail specialist, nuclear emergency specialist, biological specialist, and weapons of mass destruction specialist. Plus, our Haz-Mat Team travels across the country participating in the very best training to gain the knowledge base needed to stay current with national best practices for handling hazardous materials incidents. All of this effort is put forth to provide Spokane and its citizens with an appropriate, highly trained tactical response team that can act quickly and decisively.

Due to the high-risk, yet low-frequency nature of hazardous materials incidents—they do not happen often, but when they do, they can be catastrophic—this initial and ongoing training is paramount to ensuring our Haz-Mat Team can meet the demands of protecting life, property, and the environment in the event of a disaster. As such, we are in continual need of funding to ensure we can provide initial training for new members as well as continuing education for existing members.

IMMEDIATE PUBLIC SAFETY CONCERNS

Chemical and Biological Attacks

As Spokane is a host to large events such as Bloomsday, Hoopfest, skating championships, et cetera, we have to be prepared for the possibility of terrorist attacks. These events provide a desirable soft target for delivery of weapons of mass destruction in the form of chemical and biological attacks. As evidenced by the attempted pipe bomb attack on the Martin Luther King Jr. Memorial March in January of 2011, Spokane is not immune.



Covert and improvised devices can release chemical or biological agents, causing mass injuries and loss of life. The Haz-Mat Team is equipped and trained to respond throughout the region to these threats, and works closely with local, state, and federal law enforcement to prepare for such situations. In addition, the Spokane Haz-Mat Team is ready to respond to industrial chemical spills—chemicals such as anhydrous ammonia, chlorine, peroxides, alpha, beta, gamma radiological sources, acids/bases, and petroleum products—whether transported over roadways, railways, or water.

Oil Spills

While the Spokane Haz-Mat Team is trained to handle hazardous materials incidents of all types, one of the Haz-Mat Team's focus is on the Bakken crude oil that is shipped both by rail and over the road through downtown Spokane. On average, 500 tank cars carrying 30,000 gallons of oil per car move through Spokane each day. This equates to 15 million gallons of volatile crude oil. (This crude oil has more in common with gasoline, regarding volatility, than it does with traditional crude oil.) A derailment would have devastating effects on Spokane if the incident could not be mitigated quickly. Although there have been multiple derailments resulting in loss of life and severe economic impact, to date, there has not been a major derailment of a Bakken Unit Train in a major metropolitan area, nor a derailment on an elevated track system like we have in downtown Spokane. Yet, the threat is real, and we must be prepared.

The fact that the train tracks are elevated through much of downtown Spokane and emergency access is poor complicates the matter in that proper placement of firefighting apparatus is

inherently difficult. In addition, the natural slope of the land will quickly direct the flow of oil and firefighting run-off directly into the Spokane River as well as subterranean compartments within buildings in the downtown core. As a result, two major regional hospitals, the I-90 corridor, one high school, and the entire business district would be dramatically impacted, as well as all communities located downstream of the spill. As the Lac-Mégantic train derailment shows, the decontamination process after a major derailment can take years and cost hundreds of millions of dollars—not to mention the emotional cost to the community when large, needless casualties occur.

Gas Spills and Leaks

Hazardous materials incidents do not need to be intentional to have devastating effects. Accidental and negligent releases can be caused by private citizens, construction accidents, and failing infrastructure. Gas spills, whether natural, chlorine, ammonia, or carbon dioxide, can quickly spread and affect neighboring communities with potentially deadly results. In what should be a more controlled mitigation effort, accidental or negligent releases can become exponentially more dangerous if companies do not properly train and prepare their employees on how to respond to internal incidents and do not communicate effectively with emergency responders. This is evident in the repeatedly disorganized emergency responses by the Johanna Beverage Company to ammonia leaks in its factory. Washington's Department of Labor and Industries fined Johanna Beverage \$154,000 for failing to develop written emergency plans, failing to provide an ammonia alarm system, and failing to ensure the use of respirators by employees was done safely.



PROGRAM CHALLENGES

The Haz-Mat Team is a specialty within the fire service. While firefighters may all look the same to the untrained eye, we are not. Unlike a fire, where everyone on scene is trained to the same standard to extinguish a fire, there are relatively few members on the Spokane Fire Department who can provide the specialized service that hazardous materials technicians and specialists provide. In fact, it would be in breach state and federal law to send untrained personnel into a known hazardous materials incident for which they are not specifically trained. Should we have an incident that goes wrong, the Team must rely on itself to rescue its members. The Haz-Mat Team does not have the built-in redundancy that the rest of the fire service can rely on.

In addition to being small and self-reliant, the Spokane Fire Department Haz-Mat Team is the only municipal hazardous materials team in Eastern Washington. At last count, in the greater Seattle area there are at least seven. Should our mutual aid partners be unable to respond, for whatever reason, it would take hours to receive help from western Washington. Hence, we must be able to function as a sole emergency response resource until additional help can arrive. Recent changes to the Washington Fire Mobilization Act, including hazmat, are a direct result of the I-90 incident that the Haz-Mat Team was directly involved in as well as the Oso mud slide incident. While this will make it easier at a bureaucratic level to initiate and fund a response, it does little to shorten the time in which hazardous materials aid will arrive on this side of the state.

Although incidents involving hazardous materials are less frequent than routine medical/fire calls, hazardous materials have the greatest potential for loss of life per incident. Additionally, the consequences carry lasting effects on the environment and devastating economic impact that could last months to years depending on the severity of the incident and the nature of the release of materials. This vital protection for our citizens does come at a cost. This includes specialized chemical protection suits, equipment for monitoring all manner of hazardous materials, containment equipment, and technology specific to certain kinds of releases prevalent in our area. All these are necessary to have an effective Haz-Mat Team and none of it is inexpensive, but it is all mandatory to provide an effective response.



CONCLUSION

The most critical part of any hazmat team is the well-trained people that staff it. Without adequate staffing and training, the equipment is useless. Put simply, the Haz-Mat Team is an expensive insurance policy for public safety, as is the fire service in general. Fire departments are one of the remaining public services that a citizen can call on in an emergency and have an immediate, effective, well-trained response within minutes. The women and men of the Spokane Fire Department are willing to risk much to save many.

I have provided links to the following articles and websites to help further educate you on incidents that have occurred across the nation and Spokane to illustrate the consequences of hazardous materials releases.

- [Washington Department of Ecology Spills Maps](#)
- [Washington Department of Ecology Oil Transportation Data and Studies](#)
- [Lac-Mégantic, Montreal Oil Car Derailment Remediation](#)
- [Lac-Mégantic, Montreal Oil Car Derailment](#)
- [Spokane, WA Haz-Mat Team Responds to Natural Gas Leak](#)
- [Spokane, WA Eight Critically Hurt in Chlorine Leak at Recycling Plant](#)
- [Spokane, WA Pacific Steel Worker Poisoned by 2015 Chlorine Gas Accident in Spokane Files Lawsuit](#)
- [Spokane, WA MLK Parade Bomb Scare](#)
- [Spokane, WA Spokane Valley Firefighters Respond to Natural Gas Leak](#)
- [Spokane, WA Eight Injured in Industrial Park Chlorine Gas Leak](#)
- [Liberty Lake, WA Port of Entry Anhydrous Trimethylamine Leak](#)
- [Spokane, WA Johanna Beverage Company Ammonia Leak](#)
- [Spokane, WA Spokane Business Fined More Than \\$150K for Exposing Employees to Ammonia Leaks](#)
- [Spokane, WA Riverfront Park Ice Ribbon Ammonia Leak](#)
- [Spokane County Courthouse Paper Terrorism](#)

Briefing Paper

(Public Safety & Community Health)

Division & Department:	Neighborhood and Business Services
Subject:	Elevator Code Amendments -
Date:	September 10, 2018
Contact (email & phone):	Duane Leopard, dleopard@spokanecity.org , ext. 6182
City Council Sponsor:	TBD
Executive Sponsor:	N/A
Committee(s) Impacted:	Public Safety & Community Health
Type of Agenda item:	<input checked="" type="checkbox"/> Consent <input type="checkbox"/> Discussion <input type="checkbox"/> Strategic Initiative
Alignment: (link agenda item to guiding document – i.e., Master Plan, Budget, Comp Plan, Policy, Charter, Strategic Plan)	
Strategic Initiative:	N/A
Deadline:	Council Action anticipated no earlier than late summer, 2018
Outcome: (deliverables, delivery duties, milestones to meet)	Proposed amendments to the City's Elevator and related codes include locally codified witnessed inspection requirements and minor edits to clarify both industry terminology and previously adopted code.
<p><u>Background/History:</u> Provide brief history e.g. this is the 3rd and final 5 year extension of the contract which was put in place in 2007.</p> <p>The state of Washington allows for random witnessed testing for elevators, escalators and other conveyance systems; however, witnessed testing is being refused even with written and verbal notice of these requirements.</p> <p>Witnessed testing conducted by conveyance inspectors have found that approximately 30% of conveyance systems are not being maintained due to improperly adjusted escalator safety switches and devices and elevator overspeed valves (valves that prevent elevator freefall).</p> <p>To ensure proper and safe operation of conveyance systems, inspections during annual testing and cleaning of equipment are critical.</p> <p><u>Executive Summary:</u></p> <ul style="list-style-type: none"> • Provide details in bullet format <p>Proposed amendments to the City's Elevator and related codes include locally codified witnessed inspection requirements and minor edits to clarify both industry terminology and previously adopted code. The proposed text amendment includes the following:</p> <ul style="list-style-type: none"> • Codifies the City's authority regarding witnessed testing of conveyance systems. • Revises elevator permit and inspection fees. • Add penalties for failure to comply with inspection and decommissioning of conveyances. • Includes minor text edits related to common industry terms. • Clarifies permitting process including requirements to meet other adopted codes. • Adds specific reference to the City's adoption of the International Building Code of the City's Adopted Elevator code including. 	

Budget Impact:

Approved in current year budget? ☐ Yes ☐ No ☒ N/A

Annual/Reoccurring expenditure? ☐ Yes ☐ No ☒ N/A

If new, specify funding source:

Other budget impacts: (revenue generating, match requirements, etc.)

Operations Impact:

Consistent with current operations/policy? ☐ Yes ☐ No ☒ N/A

Requires change in current operations/policy? ☐ Yes ☐ No ☒ N/A

Specify changes required:

Known challenges/barriers:

Attachments/Links:

- Existing Elevator Code and related code and table
 - [Table 1.05.150](#), Civil Infraction System, Penalty Scheduled – Building Construction
 - [08.02.033](#) Fees and Charges, Building and Construction Permits, Elevator Code.
 - [17F.060\(.010-.100\)](#) – Construction Standards, Elevator Code
 - [17F.080.120](#) Construction Standards, Fire Code, Elevator Shafts, Equipment Rooms, Machine Spaces, and Lobbies
- Proposed text changes to above listed codes and table

SMC 1.05.150 Penalty Schedule – Building Construction		
Infraction		Violation Class
Chapter 14 IFC	Failure to Provide Fire Safety During Building Construction, Demolition, or Alteration	3
IFC 105 SMC 17F.080.050 SMC 17G.010.140 SMC 17G.010.150	Failure to Provide Plans/Specifications for Department Review	2
IFC 105 SMC 17F.080.060	Failure to Obtain Required Permit	2
IFC 111 SMC 17G.010.080	Working in Disregard of Stop-work Order	1
IFC 605.9	Use of Temporary Wiring in an Unapproved Manner	1
IFC 3801.2	Installation of LPG Equipment Without Permit	2
IMC 106.2 SMC 17F.090.030	Lack of Permit Required by IMC 106.1	1
SMC 10.26.010(A)	Relocate Building Without Permit	2
SMC 10.29.010(B)	Blasting Without Permit	1
SMC 10.29.032	Excess Heating Apprentices on Job	3
SMC 10.29.040	Unsupervised Plumbing Apprentice	2
SMC 11.08.030 SMC 17F.090.030	Install, Alter, Replace System Actively Using Solar Energy Without Building, Mechanical, or Combination Permit	3
SMC 11.17.050 - SMC 11.17.330	Violation of Sign Code	2
SMC 13.03.0330	Connection to Sewer Without Permit	1
SMC 17F.030.040	Install Boiler, Pressure Vessel Without Installation Permit	1
SMC 17F.030.100	Repair, Alter Boiler, Pressure Vessel Without Repair Permit	1
SMC 17F.040.020	Grading Without Permit (Adopted Appendix of the International Building Code: SMC 8.02.031)	1
IBC 105	Construction Without Building Permit	2

SMC 1.05.150 Penalty Schedule – Building Construction		
Infraction		Violation Class
IRC 105 IEBC 105		
SMC 17F.040.075	Must Use City Solid Waste Collection/Disposal as Condition of Building/Demolition Permit	1
SMC 17F.040.190 SMC 17F.050.140 SMC 17F.090.070 SMC 17F.100.040	Failure to Take Corrective Action	2
SMC 17F.050.020	Work Without Electrical Permit	1
SMC 17F.050.040	Improper or Unapproved Electrical Material or Equipment	1
SMC 17F.060.020	Work Without Elevator Installation Permit	1
<u>SMC 17F.060.030</u>	<u>Failure to have City Inspector witness required conveyance tests</u>	<u>1</u>
<u>SMC 17F.060.040</u> <u>SMC 08.02.033</u>	<u>Failure to De-Commission a Conveyance</u>	<u>1</u>
SMC 17F.080.050 SMC 17F.080.140	Install, Alter, Repair Fire Protection/Extinguishing Equipment Without Permit	1
SMC 17F.100.020	Plumbing Without Permit	2
SMC 17G.010.100(C)(2)	Installation/Repair of Gas- or Oil-fueled HVAC Equipment Without Permit	1

Title 08 Taxation and Revenue

Chapter 08.02 Fees and Charges

Article III. Building and Construction Permits

Section 08.02.033 Elevator Code

A. New Installation Permit Fees – All Conveyances (permit fee includes one new installation inspection).

1. Elevators, Escalators, and Moving Walks.

2. a. Valuation of one dollar to five thousand dollars: Two hundred fifty dollars.

A. b. Valuation over five thousand dollars: Two hundred fifty dollars plus four dollars for each one thousand dollars in valuation over five thousand dollars.

2. Stair climbers, platform lifts: Eighty eight-dollars (Plan Review Fees not required.)

3. Dumbwaiters, material lifts: One hundred seventy-seven dollars.

4. Temporary Personnel Hoist (construction lift): Two hundred fifty dollars (includes initial semiannual operating permit).

B. Annual Operating Permit Fees.

1. Hydraulic elevators: One hundred seventy-seven dollars plus twenty-two dollars each additional stop over two.
2. Cable elevators: Three hundred fifty-three dollars plus twenty-two dollars each additional stop over two.
3. Escalators and ~~material lifts~~ Moving Walks: ~~One hundred seventy-seven dollars.~~ Three hundred fifty-three dollars.
4. ~~Dumbwaiters/, platform lifts/, limited use/stair climbers/wheelchair lifts/, material lifts:~~ Eighty-eight dollars.

C. Alterations /Repairs/Modernizations/Permit Fees – All Conveyances.

1. Valuation of one dollar to five thousand dollars: Two hundred fifty dollars.

2. Valuation over five thousand dollars: Permit fee is two hundred fifty dollars plus four dollars for each one thousand dollars in valuation over five thousand dollars.

D. Processing Fee.

~~In addition to the above fees,~~ The processing fee for each permit is twenty-five dollars.

E. Reinspections.

The fee for reinspections for work that was not ready, or corrections previously identified, or site not accessible is:

1. Hydraulic elevators: Eighty-eight dollars plus twenty-two dollars per stop over two.
2. Electric elevators: One hundred seventy-seven dollars plus twenty-two dollars per stop over two.
3. All others: Seventy-five dollars.

F. Inspections Outside Normal Inspector Working Hours.

The fee for inspections outside normal inspector working hours is three hundred fifty-three dollars and is payable at the time the request is made and before an inspection can be scheduled.

G. Work Done Without Permit Fees.

Where work has commenced without first obtaining the required permit(s), a “work- without-permit penalty fee” equal to the required permit fee will be added to the permit application and must be paid prior to the issuance of the permit(s).

H. Uncorrected Deficiencies.

The fee for operating a conveyance permit with uncorrected deficiencies is one hundred seventy-seven dollars. Fees will be assessed at the following intervals from the date of inspection:

1. Ninety days,
2. One hundred twenty days, and
3. One hundred fifty days.

I. Document replacement fee: Twenty-five dollars.

J. Temporary Personnel Hoist (construction lift) semiannual inspection and operator's permit renewal.

Following a successful semi-annual inspection, temporary personnel hoists are eligible for a renewal of a semi-annual operator's permit.

1. Semiannual inspections or jump inspection: One hundred seventy-seven dollars.
2. Semiannual Operating Permit: One hundred seventy-seven dollars.

~~JK~~. Temporary operating permit fee: One hundred dollars plus fifteen dollars per stop over two.

~~KL~~. Plans review fees for new installations, major alterations (modernizations), and repairs: Eighty-eight dollars.

~~LM~~. Variance request fees with site visit: One hundred seventy-seven dollars plus eighty-eight dollars per hour after two hours.

~~MN~~. Variance request fees via desk evaluation only and not requiring a site visit: Eighty-eight dollars.

~~NO~~. Technical advice site visit fee: One hundred seventy-seven dollars plus eighty-eight dollars per hour after two hours.

~~OP~~. Decommissioning of conveyance fee: One hundred seventy-seven dollars.

~~PQ~~. Re-commissioning fee of conveyance fee: One hundred seventy-seven dollars plus eighty-eight dollars per hour after two hours.

~~QR~~. Operating a Conveyance without an Operator's Permit.

1. Failure to renew an ~~operators~~operator's permit within thirty days of due date: A penalty fee of one hundred sixty-four dollars will be added to the operating permit fee and paid prior to issuing an operator's permit.
2. If an ~~operators~~operator's permit has lapsed one hundred twenty days or more, a conveyance may be removed from service by the inspector.

RS. Annual Fee Adjustment.

Effective January 1, 2012, and the first of January of each year thereafter, the various elevator code fees set forth above shall be adjusted by the City of Spokane building official for an amount equal to the consumer price index adjustment of the previous July - July U.S. All City Average (CPI-U and CPI-W). The newly determined amount shall be rounded up to the nearest dollar. In addition, the adjusted fees shall be presented to the city council for approval and a copy of the approved fees filed with the city clerk and city building official before becoming effective.

Title 17F Construction Standards

Chapter 17F.060 Elevator Code

Section 17F.060.010 Adoption of Standard Code

- A. Chapter 70.87 RCW, Chapter 30 of the International Building Code, and the most current Washington State adopted version of chapter 296-96 WAC and their amendments, as applicable, are the elevator code of the City.
- B. Exceptions:
 - 1. All fees shall be determined by the City of Spokane and referenced in [SMC 8.02.033](#).
 - 2. 296-96-01000 WAC – Permit Process.
 - 3. 296-96-01070 WAC – Violation Penalty Fees.

Section 17F.060.020 Installation Permit

- A. No person may construct, erect, place, install, or alter any elevator, dumb waiter, escalator, ~~man~~ temporary personnel hoist (construction hoist), platform lift, stair climber, material lift or moving walk or related equipment without first securing a permit from the building services department.
- B. The applicant for a permit must file with the inspector a copy of the plans and specifications showing details of the new installation or addition to an existing installation. Submitted plans are also reviewed by City of Spokane Plans Reviewers for compliance with other adopted codes.

Section 17F.060.030 Inspection

The elevator inspector inspects and, as necessary, tests:

- A. each installation before the operating permit is issued for initial use; and

- B. each temporary personnel hoist semiannually. All other conveyances annually, except those in private residences.
- C. On a random basis, witness testing of conveyances to ensure that testing is being completed according to current codes adopted.
- D. Witness all Category 5 hydraulic elevator testing and apply a City of Spokane Seal to all overspeed valves (seismic valves) and pressure relief valves.
- E. Witness all Category 1 testing and cleaning of all escalators.
- F. Failure to arrange to have City Inspector witness the tests shall result in a Class I Civil Infraction.

Section 17F.060.040 Requirements

- A. All new and existing elevators, dumb waiters, escalators, stair climbers, platform lifts, and temporary personnel hoists (construction hoists), material lifts and moving walks and alterations must conform to this code.
- B. A sidewalk elevator, or hoist, or a freight elevator, which does not rise above the ground floor must have doors and gates so constructed that the car cannot move until they are closed. A sidewalk hoist must be equipped with safety rods so that it cannot be started until the sidewalk doors are open.
- C. Lock boxes for machine room access may be required by conditions.
- D. Conveyances with uncorrected deficiencies are subject to additional inspections and fees. An elevator inspector may revoke an operating permit and red-tag the conveyance if deficiencies remain uncorrected for one hundred fifty days.
- E. Elevators no longer used or deemed to be unsafe may be ordered to be decommissioned by the City Inspector.
- F. Conveyances to be decommissioned must occur by permit and inspections according to the requirements of ASME 17.1. Failure to

decommission a conveyance as directed by the elevator inspector shall result in a class I civil infraction.

Section 17F.060.050 Operating Permit

- A. No person may maintain or operate any elevator, dumb waiter, escalator, ~~material~~temporary personnel hoist, stair climber, platform lift, material lift, or moving walk in the City unless there be in effect an operating permit.
- B. The owner of the conveyance ~~may~~shall display the current operating permit in the cab of the elevator or the elevator machine room.
Operating permits for material and stair lifts shall be posted in-sight and near the conveyance.
- C. Fees for conveyance operating permits are to be paid annually except for temporary personnel hoists. Temporary personnel hoists are addressed in 17F.060.050(D). The annual inspection may or may not occur at the time of billing for the operating permit.
- D. Operating permit fees for temporary personnel hoist are paid semiannually. Semiannual operating permits will be issued if six-month inspections are current.

Section 17F.060.060 Dangerous Conveyances

- A. Whenever the elevator inspector finds a conveyance or part dangerous or unsafe, the owner must immediately repair, replace or otherwise correct the danger.
- B. No person may:
 - 1. remove, conceal or deface any notice of condemnation posted on a conveyance by the inspector; or
 - 2. operate a conveyance until it has been inspected and approved for operation by the inspector.

Section 17F.060.070 REPEALED (Modernization)

Section 17F.060.080 Elevator Inspector

The elevator inspector is the building official or a state-qualified employee designated by the building official.

Section 17F.060.090 Functions of Elevator Inspector

The elevator inspector is responsible to:

- A. ensure all conveyances are maintained, inspected, and safety tested at least once a year (except temporary personnel hoists which are safety inspected semiannually), according to the guidelines of this chapter and the standards adopted by the state per chapter 70.87 RCW and WAC 296-96;
- B. review and approve plans for construction, installation, and alteration of ~~elevators~~conveyances except stair climbers;
- C. conduct inspections and tests of ~~elevators~~conveyances;
- D. issue, suspend, and revoke operating permits;
- E. make and promulgate rules, regulations, and interpretations of the elevator code;
- F. initiate proceedings, including prosecutions, to enforce the elevator code;
- G. maintain records of all permits issued and of all inspections made.

Section 17F.060.100 Appeals

Resolutions of disputes will be settled through the procedures set forth in RCW 70.87.205 as prescribed for municipalities having their own elevator code.

Title 17F Construction Standards

Chapter 17F.080 Fire Code

Section 17F.080.120 Elevator Shafts, Equipment Rooms, Machine Spaces, and Lobbies

- A. Elevator shafts and elevator equipment rooms are not required to be provided with automatic sprinklers only if:
 - 1. they are of non-combustible construction; and
 - 2. they meet the fire resistance ratings required by the International Building Code.
- B. Elevator shafts, lobbies, machine space, and elevator equipment rooms shall be provided with smoke detection that will:
 - 1. notify the building's fire alarm system; and
 - 2. activate the recall operation of the elevator(s).
- C. Existing elevators having a travel distance of ~~less~~more than twenty-five feet and with recall capabilities in buildings with a fire alarm system will be connected to the building fire alarm system to activate the recall function. At a minimum, Phase 1 recall is required to be provided with primary and alternate recall floors.
- D. Fire Service Access elevators will be activated by any fire alarm activation device that is activated in the building.

Briefing Paper

Public Safety and Community Health Committee

Division & Department:	Police
Subject:	Authorization for the use of Unmanned Aircraft to support safe and efficient police operations
Date:	August 18, 2018
Contact (email & phone):	Justin Lundgren, jclundgren@spokanepolice.org
City Council Sponsor:	
Executive Sponsor:	Chief Craig Meidl
Committee(s) Impacted:	PSCH
Type of Agenda item:	<input type="checkbox"/> Consent <input checked="" type="checkbox"/> Discussion <input type="checkbox"/> Strategic Initiative
Alignment: (link agenda item to guiding document – i.e., Master Plan, Budget, Comp Plan, Policy, Charter, Strategic Plan)	The authorized use of Unmanned Aircraft Systems is in support of the City of Spokane's Strategic Plan Safe and Healthy initiative.
Strategic Initiative:	Safe and Healthy
Deadline:	
Outcome: (deliverables, delivery duties, milestones to meet)	The authorization for utilizing UAV technology to increase operational safety and efficiency to aid in crime scene photography and mapping, searching for missing people, searching for fleeing criminal suspects, locating reported camping sites, and providing a safe observation capability during tactical situations.

Background/History:

The Spokane Police Department is responsible to provide a wide variety of public safety services to the Spokane community. At times, officers respond to situations that are dangerous for the public and personnel, emergent in nature, and/or disruptive to vehicular and pedestrian traffic. Utilizing UAS technology to support operations is a relatively inexpensive way to accelerate service delivery, photograph and record crime scene information, and increase the level of safety to officers and the public.

The use of UAS technology by law enforcement agencies for these purposes has grown extensively over the last few years with an increasing number of law enforcement agencies employing a UAS program. The Spokane County Sheriff's Office acquired two UAS systems within the last month as a part of their regional Air Support Unit (ASU). The SPD is currently a member of the regional ASU with two officers serving as Tactical Flight Officers in support of the helicopter program. The new ASU drones are equipped with forward-looking infrared (FLIR) capability allowing the operator to find people during low-light operations. Additionally, the SCSO has purchased PIX4D mapping software capable of documenting collision and crime scenes from the air. The UAS's and software were purchased by the SCSO using grant funding to support regional public safety. Undersheriff Ellis has offered the use of these tools by our agency without cost, upon approval.

The UAS will be operated by only approved department members. All operators will be certified through an FAA-approved course before operating and will be required to complete and maintain a flight log for all operational usage. SPD operators will maintain their certifications and recertify at the necessary two-year interval. Only those with a current certification will be permitted to operate a UAS.

The SPD will deploy this technology to employ a safer and more efficient response to the following

types of incidents:

Crime Scene Investigation: Record, photograph, and/or map aerial crime scenes in the course of a criminal investigation. A UAS can record an outdoor crime scene more quickly than other current methods. The PIX4D software allows for the mapping of a collision scene in approximately 20 minutes. This will reduce the length of road closures during the investigation of serious motor vehicle collisions.

Missing People: Conduct aerial searches for missing people, when beneficial. Factors such as terrain, drowning risk, cognitive level of the missing person, level of darkness, and other relevant factors will help to determine the need for an aerial search.

Locating Reported Camping sites: The SPD is responsible for responding to reported campsites in areas where camping is prohibited. These locations are often remote and difficult to locate from the ground. Officers spend a considerable amount of time hiking in and searching for campsites that are commonly concealed by terrain features and foliage. The use of a UAV to locate these campsites will save considerable staff time and make the process safer for officers.

Officer Safety Tactical Operations: Deployment in an effort to protect officers from unnecessary exposure to danger and minimize the risk of injury to bystanders, officers and suspects, and enhance the likelihood of bringing peaceful resolutions to potentially deadly incidents. Use of the UAS for these safety purposes should be limited to incidents involving suspects believed to be armed, situations with a heightened possibility of violent resistance, or those who demonstrate an emotional or mental state indicating they are a threat to themselves or others. Examples of these types of incidents include, but are not limited to, armed barricaded suspects, armed suicidal suspects, high risk search warrants, high risk violent offender apprehension, hostage situations, and incidents involving suspected explosives or improvised explosive devices.

Prohibited Uses: Use of a UAS to conduct random surveillance activities or to conduct any type of personal business will be strictly prohibited.

All UAS deployments will be at the direction of and with the prior approval of the Shift Commander or another department member of the rank of Lieutenant or higher.

Executive Summary:

- *Provide details in bullet format*

Budget Impact:

Approved in current year budget? ☐ Yes ☐ No ☐ N/A

Annual/Reoccurring expenditure? ☐ Yes ☐ No ☐ N/A

If new, specify funding source:

Other budget impacts: (revenue generating, match requirements, etc.)

Operations Impact:

Consistent with current operations/policy? ☐ Yes ☐ No ☐ N/A

Requires change in current operations/policy? ☐ Yes ☐ No ☐ N/A

Specify changes required:

Known challenges/barriers:

RESOLUTION 2018-XXXX

A resolution permitting the use of unmanned aerial systems by the Spokane Police Department to safely and efficiently record and document crime scenes, search for missing people, locate reported campsites, and for officer safety tactical applications.

Whereas, the Spokane Police Department is responsible for providing public safety services to the community and is dedicated to implementing methods to increase the safety and efficiency of these operations; and

Whereas, the Spokane Police Department responds to incidents that may involve danger to the community and responding officers and that this risk could be mitigated by the appropriate use of unmanned aerial systems; and

Whereas, the Spokane Police Department emphasizes the use of time, distance, and cover by officers to decrease the likelihood of injury or use of force and a UAS can help to accomplish this objective; and

Whereas, searches for missing children and vulnerable adults can be very personnel intensive and also involve a level of urgency until resolved; and

Whereas, reports of missing people, including children and vulnerable adults, are investigated by the Spokane Police Department and UAS provide an aerial vantage point with night vision capability during hours of darkness to speed the locating of these individuals; and

Whereas, the Spokane Police Department is tasked with responding to reported campsites in prohibited areas that are remote and difficult to locate and access. UAS support would save considerable staff time and make the approach safer for officers.

Whereas, only FAA certified members of the SPD authorized by the appropriate department authority will operate a UAS; and

Whereas, the SPD will operate any UAS in compliance with SMC Chapter 18.04, Department Policy, and FAA regulations; and

Whereas, a search warrant will be obtained prior to any flight that requires one and when no lawful exception to the warrant requirement exists.

NOW, THEREFORE, be it Resolved that the Spokane Police Department is authorized to use Unmanned Aircraft Systems to assist in crime scene investigation, the search for missing people, locating reported campsites, and for officer safety tactical operations.

ADOPTED by the City Council this _____ day of _____, 2018.

Briefing Paper

Division & Department:	City Council
Subject:	For-Hire Vehicle regulations
Date:	September 10, 2018
Author (email & phone):	Karen Stratton (kstratton@spokanecity.org) 625-6291 Mike Fagan (mfagan@spokanecity.org) 625-6257
City Council Sponsor:	Mike Fagan Karen Stratton
Executive Sponsor:	None
Committee(s) Impacted:	Public Safety and Community Health
Type of Agenda item:	<input checked="" type="checkbox"/> Consent <input type="checkbox"/> Discussion <input checked="" type="checkbox"/> Strategic Initiative
Alignment: (link agenda item to guiding document – i.e., Master Plan, Budget , Comp Plan, Policy, Charter, Strategic Plan)	Strategic Plan
Strategic Initiative:	Develop Spokane's Transportation Choices
Deadline:	Will file for Council consideration following committee meeting.
Outcome: (deliverables, delivery duties, milestones to meet)	Repeal of chapter 10.34, SMC; replace with new chapter 10.34A, SMC, which creates a unified regulatory framework for the operation of for-hire vehicles in the city of Spokane (taxis and TNCs).
Budget Impact: Approved in current year budget? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Annual/Reoccurring expenditure? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If new, specify funding source: Other budget impacts: (revenue generating, match requirements, etc.) The City will realize revenue from license fees.	
Operations Impact: Consistent with current operations/policy? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Requires change in current operations/policy? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Specify changes required: Known challenges/barriers: Requires administration of a different framework for regulation of for-hire vehicles.	

ORDINANCE NO. C-_____

An ordinance regarding for-hire vehicle regulations; repealing chapter 10.34; enacting a new chapter 10.34A; amending sections 08.02.0210 and 07.08.300; and enacting a new chapter 12.11 of the Spokane Municipal Code.

WHEREAS, Washington law (RCW 46.72.160) specifically recognizes that cities may “license, control, and regulate all for-hire vehicles operating within their respective jurisdictions”; and

WHEREAS, while Spokane’s taxi regulations have stood essentially still, the for-hire transportation market has undergone a seismic shift in recent years, due to the emergence of “transportation network companies” (“TNCs”) such as Lyft and Uber; and

WHEREAS, the City of Spokane intends to update its for-hire vehicle regulations to ensure that the travelling public in Spokane have the benefit of baseline safety and consumer protection rules and provide common treatment for both taxis and TNCs.

NOW THEREFORE, the City of Spokane does ordain:

Section 1. That chapter 10.34 of the Spokane Municipal Code is hereby repealed in its entirety.

Section 2. That there is enacted a new chapter 10.34A of the Spokane Municipal Code to read as follows:

Chapter 10.34A For-Hire Transportation
Section 10.34A.010 Purpose; Intent.

This chapter is enacted in the exercise of the City of Spokane’s police power to safeguard the health, safety, and welfare of people in the city of Spokane and pursuant to the specific recognition of the city’s authority to regulate all for-hire vehicles operating within its jurisdiction pursuant to RCW 46.72.160.

Section 10.34A.020 Definitions

- A. “Active” means a for-hire vehicle which is in use, connected to, or shown as either active on a transportation network company’s digital network or application, or publicly shown to be in use or available for use by or for a taxi operator.
- B. “Affiliated” means a commercial, contractual, or employment relationship between a for-hire driver and a for-hire operator for the provision of for-hire transportation services.

- C. "Compensation" means remuneration or anything of economic value that is provided, promised, or donated primarily in exchange for for-hire transportation services rendered.
- D. "Complaint" means an allegation, made by any person and received by the license officer, a law enforcement officer, or a for-hire operator that this chapter may have been violated, but does not include a digital network rating or comments made in connection therewith.
- E. "Controlled substances" has the same meaning as stated in RCW 69.50.101(e).
- F. "Digital network" means any online-enabled technology application service, web site, or system, offered or used by a for-hire operator, that enables the prearrangement of passenger rides for compensation.
- G. "Electric vehicle" means a vehicle which is powered at least partially by battery power and recharged from the electric grid.
- H. "For-hire driver" means a natural person who drives a for-hire vehicle in affiliation with a for-hire operator for compensation on the streets of the city of Spokane.
- I. "For-hire operator" means an entities or individual, such as taxi operators, taxi associations, and transportation network companies, which affiliate with for-hire drivers to provide for-hire transportation services.
- J. "For-hire vehicle" means a vehicle used for the transportation of passengers for compensation upon the streets of the City of Spokane; provided, this definition does not include:
 - 1. buses operating under a City franchise;
 - 2. hearses and vehicles used exclusively for carrying pallbearers;
 - 3. ambulances and other emergency medical transport vehicles regulated by chapter 10.47 SMC;
 - 4. medical cars or medical transports as defined in this chapter;
 - 5. vehicles operating on regularly scheduled routes to points outside the City;
 - 6. vehicles used to provide courtesy transportation at no charge to and from parking lots, hotels, rental offices, and airports;
 - 7. ride-sharing vehicles under chapter 46.74 RCW;
 - 8. vehicles used by nonprofit transportation providers for elderly or handicapped persons and their attendants under chapter 81.66 RCW;
 - 9. vehicles used by auto transportation companies licensed under chapter 81.68 RCW;
 - 10. vehicles used by charter party carriers of passengers and excursion service carriers licensed under chapter 81.70 RCW; or

11. limousine carriers licensed under chapter 46.72A RCW.

- K. "Individual driver records" means records collected or maintained by a for-hire operator concerning an affiliated driver to ensure compliance with this chapter.
- L. "Individual trip records," "trip reports," and "trip sheets" are used interchangeably to mean a record, for each ride, provided by each for-hire driver of:
 - 1. The ride date, time, origin and destination ZIP codes, and distance;
 - 2. Whether the trip was declined by the driver or canceled by the passenger.
- M. "Licensee" means an individual or entity holding a license required by this chapter.
- N. "License officer" means the City's chief financial officer or designee, who is the designated license officer for purposes of chapter 04.04, SMC.
- O. "Prearranged" means a ride in a for-hire vehicle that is scheduled and confirmed prior to passenger pick-up, whether by phone, radio, computer, or digital network.
- P. "Ride miles" means the total number of miles driven in a calendar year by all drivers affiliated with a transportation network company and originating within the Spokane city limits.
- Q. "Surge pricing" and "demand pricing" are used interchangeably to mean a premium rate charged for for-hire transportation services during periods of high demand.
- R. "Taxicab," "cab," and "taxi" are used interchangeably to mean a for-hire vehicle held out to the public as providing transportation for passengers and/or articles for compensation and:
 - 1. where the route traveled or destination is controlled by the customer;
 - 2. that carries signs or indicia of a "taxi," "taxicab," or "cab" and is equipped as described in SMC 10.34A.090;
 - 3. where the fare is based on an amount recorded and indicated on a taximeter or by a special contract rate; and
 - 4. where the vehicle is dispatched by radio or cel phone, or the ride is obtained by the use of a street hail.
- S. "Taxi Association" means a person or entity that represents, owns, or operates multiple taxicabs under common branding in the city of Spokane.
- T. "Transportation network company" or "TNC" means an individual or entity that operates in the city of Spokane either on its own behalf or through affiliated for-

hire drivers, and exclusively uses a digital network to connect passengers with transportation network company drivers to prearrange rides for compensation.

- U. "Transportation network company driver" or "TNC driver" means a for-hire driver who:
1. Is dispatched via a transportation network company's digital network; and
 2. Uses a transportation network company vehicle to offer or provide a prearranged ride to passengers or articles through a digital network controlled by a transportation network company for compensation.
- V. "Transportation network company services" means services provided by a transportation network company driver while logged in to a transportation network company's digital network or providing a prearranged ride. The term does not include local public passenger transportation service as described in RCW 35.58.250 or services provided either directly or under contract with a political subdivision or other entity exempt from federal income tax under 26 U.S.C. 115 of the Internal Revenue Code of 1986, as amended.
- W. "Taximeter" means a device by which the charge for the hire of a taxicab is mechanically measured or calculated based upon a combination of mileage traveled and time elapsed.
- X. "Waiting time" means all times when a taxicab is:
1. standing at the direction of a person who has engaged it; and
 2. not in motion or traveling at such a slow speed that the time rate exceeds the mileage rate.
- Y. "Work shift" means the amount of time a for-hire driver is on duty to operate a for-hire vehicle. A single work shift shall not exceed twelve (12) consecutive driving hours and work shifts shall be separated by a minimum break of six (6) hours.

Section 10.34A.030 Scope and Applicability

This chapter applies to all drivers and operators of for-hire vehicles, by whatever name, description, or method of operation, engaged in providing or facilitating for-hire transportation services in the city of Spokane; provided, that for-hire transportation services provided at Spokane International Airport are covered by regulations promulgated by, or agreements with, the Spokane Airport Board.

Section 10.34A.040 For-Hire Transportation Activities Requiring License

- A. It is unlawful to act as a for-hire driver or for-hire operator within the city of Spokane without first obtaining a license to do so as required by this chapter.

- B. Applications for licenses required by this chapter shall be made to the licensing officer with payment of the required fee as stated in SMC 08.02.0210.
- C. Upon receipt of such application and fee, the licensing officer shall, if such application be in proper form and there are no grounds for denial, issue a license authorizing the applicant to act as a for-hire driver or for-hire operator in the city of Spokane.
- D. Each for-hire operator licensed under this chapter shall annually certify to the licensing officer that each for-hire driver affiliated or associated with the for-hire operator meets all certification and operating requirements of this chapter; provided, that each TNC licensed under this chapter shall annually certify that it has notified all for-hire drivers affiliated with it who are independent contractors of the requirement to obtain business licenses as required by this chapter.

Section 10.34A.050 For-Hire Driver Requirements and Background checks

- A. All for-hire operators shall conduct, on its own or through a third party, a background check on each person seeking to become affiliated with the for-hire operator prior to allowing such person to provide for-hire driver services in affiliation with such for-hire operator.
- B. Background check providers (or the for-hire operator itself, if it conducts the background checks “in-house”) must be audited and accredited by the Background Screeners Certification Council of the National Association of Professional Background Screeners.
- C. Each background check required by this section must include:
 - 1. Verification of the applicant’s identity;
 - 2. A search of a multistate and multi-jurisdiction criminal records locator or other similar commercial nationwide database with validation, of the applicant’s past seven (7) years of criminal history (unless Washington state or federal law imposes a shorter time limit), with the following convictions deemed disqualifying:
 - a. misdemeanor assault or battery;
 - b. domestic violence offense;
 - c. driving under the influence of alcohol or drugs;
 - d. a felony involving fraud or dishonesty;
 - e. more than three (3) moving violations in the prior five (5) years;
 - f. Attempting to elude police vehicle (RCW 46.61.024);
 - g. Reckless driving (RCW 46.61.500);
 - h. Driving while driver’s license suspended or revoked (RCW 46.20.342 or 46.20.345);
 - i. Negligent driving – first degree (RCW 46.61.5249);

- j. any class A or B felony defined in Title 9A, RCW;
 - k. any violent offense (RCW 9.94A.030(55)) or serious violent offense (RCW 9.94A.030(46));
 - l. Any most serious offense (RCW 9.94A.030(33));
 - m. Driving under the influence, hit and run, or any other driving-related crime (RCW 46.61.500 through 46.61.540); or
 - n. Any sex offense (RCW 9.94A.030(47)).
- D. If the background check conducted as required by this section indicates that a prospective driver may have a conviction on the disqualifying list of offenses in SMC 10.34A.050(C)(2), and the for-hire operator still wishes to affiliate with or employ such applicant, the for-hire operator must obtain a further criminal history and background check report, at its expense, to include (i) a Washington State Patrol fingerprint-based criminal history report and (ii) a Federal Bureau of Investigation fingerprint background check (FBI Identity History Summary). No for-hire operator shall employ or affiliate with an applicant for whom a fingerprint-based criminal history report confirms a conviction on the list of disqualifying offenses listed in SMC 10.34A.050(C)(2).
- E. The for-hire operator with which the driver is affiliated shall maintain records of all background checks conducted within the past two (2) and shall provide such records to the licensing officer upon request with the audit process provided for in SMC 10.34A.170.

Section 10.34A.060 Vehicle inspections

- A. All for-hire vehicles shall be inspected annually by an ASE-certified mechanic with inspection records provided to the affiliated for-hire operator. Each inspection shall include the following components:
- 1. Foot brakes;
 - 2. Parking brakes;
 - 3. Steering mechanism;
 - 4. Windshield;
 - 5. Rear window and other glass;
 - 6. Windshield wipers;
 - 7. Headlights;
 - 8. Taillights;
 - 9. Brake lights;
 - 10. Front seat adjustment mechanism;
 - 11. Doors;
 - 12. Turn signal lights;
 - 13. Horn;
 - 14. Speedometer;
 - 15. Bumpers;
 - 16. Muffler and exhaust system;

17. Tires, including tread depth;
18. Interior and exterior mirrors; and
19. Safety belts.

- B. The for-hire operator with which the vehicle is affiliated shall maintain records of all inspections for the past three (3) years and shall provide such records to the licensing officer upon request within the audit process provided for in SMC 10.34A.170.

Section 10.34A.070 For-Hire Operator Licenses

- A. Applications for for-hire operator licenses shall be made to the license officer with payment of the required fee, as provided in SMC 08.02.0210.
- B. Upon receipt of a complete application and the required fee, and unless there are grounds for denying such license application as stated in SMC 10.34A.070(C), the license officer shall issue a license authorizing the applicant to act as a for-hire operator in the city of Spokane. Such license shall be displayed in a conspicuous place in the principal place of business of the owner.
- C. The license officer may deny a for-hire operator license application or license renewal application based on the following:
1. Failure to provide file proof of liability or property damage insurance with the license officer;
 2. Prior denial or revocation of a for-hire operator license in any jurisdiction for cause; or
 3. Failure to obtain a city business license.

Section 10.34A.080 For-Hire Driver Licenses

- A. Application for a for-hire driver license shall be made to the license officer with payment of the required fee as stated in SMC 08.02.0210. In addition to the requirements of SMC 4.04.030, an applicant for a for-hire driver license must attest, under penalty of perjury, to the following:
1. Applicant's name, date of birth, and address;
 2. whether the applicant was previously licensed as a for-hire driver and, if so, the jurisdiction and dates of licensure and the license number, as well as the current status of such license;
 3. that the applicant is a licensed driver, at least twenty (20) years old, and with at least twelve (12) months' driving history;
 4. that the applicant has not been convicted of more than three (3) moving violations within the previous twelve (12) consecutive months and has no pending charge for failure to appear;

5. that the applicant has passed a background check as required by SMC 10.34A.050;
 6. that the applicant either (i) has a current City business license, or (ii) identifies a licensed for-hire operator by whom the applicant is employed; and
 7. the make, model, year, license plate number, and vehicle identification number, of each vehicle the applicant will use for for-hire transportation services.
- B. Applications must also provide two (2) recent color photographs to be incorporated into the applicant's license.
- C. The license officer may deny a for-hire driver license or renewal of such license to any person who does not comply with each provision of SMC 10.34A.080(A). When determining whether to deny a for-hire driver license, the license officer may consider the following factors:
1. the nature and severity of any offense(s) for which the applicant has been convicted;
 2. the amount of time elapsed since the conviction(s), if any;
 3. the number and type of passenger complaints, if any, within the twelve (12) months preceding the application for a license renewal and the type and character of the complaints; and
 4. any information related to the individual's rehabilitation or other mitigating factors post-conviction, if applicable.
- D. If the license officer denies a for-hire driver license application or renewal application, the license officer must immediately inform the applicant and the for-hire operator with whom the applicant is, or is to be, affiliated of the denial decision, pursuant to SMC 04.04.050, and shall provide the applicant an opportunity to request a hearing to respond to the notice and introduce any evidence to refute or mitigate the denial. If the applicant requests a hearing pursuant to SMC 04.04, the applicant may (for renewal applications) continue to provide for-hire transportation services pending a final decision by the license officer. Appeals of licensing decisions under this chapter are conducted pursuant to SMC 04.04.100.

Section 10.34A.090 Vehicle Requirements - Taxis

- A. Each taxi operator shall provide annual certification to the license officer, for each affiliated vehicle, of:
1. The name and address of the owner of the vehicle;
 2. The make, model, year of manufacture, color, motor or vehicle identification number, and state motor vehicle license number of the vehicle;

3. An insurance binder for the vehicle, naming the City as an additional insured, providing coverage for the term of the license applied for, in the minimum amounts of:
 - a. One hundred thousand dollars (\$100,000) for any recovery for death or personal injury by one person;
 - b. Three hundred thousand dollars (\$300,000) for aggregate personal injuries or deaths in any one occurrence; and
 - c. Twenty-five thousand dollars (\$25,000) for damage to property.

The insurance liability limits herein shall be subject to automatic increase if the minimum coverage required by state law is increased for state for-hire vehicle permits, pursuant to chapter 46.72 RCW. Such policy shall provide minimum thirty (30) days' written notice to the City of the cancellation of the policy or change in the liability limits;

4. A certificate of a satisfactory emissions test conducted by the department of ecology;
5. Compliance with the vehicle inspection requirements of SMC 10.34A.060; and
6. Current and valid taxi meter registration.

B. Each taxi must have the following equipment and identification:

1. The for-hire vehicle number in non-removable figures at least two (2) inches high and of a color which contrasts with the vehicle color on both rear quarter panels and on the right side of the rear trunk. The vehicle number shall also be placed on the inside of the passenger compartment so as to be clearly visible to the passenger;
2. The name of the for-hire operator licensee with which the vehicle is affiliated printed in letters at least two and one-half (2 ½) inches high on both sides;
3. The current year license decal on the left side of the rear window, or if a license plate is used, installed on the left side of the rear trunk;
4. The schedule of rates of fare conspicuously on the exterior of the vehicle and on a notice typewritten upon a contrasting background in at least twenty-four-point type posted in the passenger compartment. Where more than one rate is charged, both the interior and exterior notices must clearly specify when and/or under what conditions the respective rates will apply and must be clearly visible at all times;
5. A contact telephone number for complaints;

6. A taxi meter mounted so as to be clearly readable by passengers which is sealed and accompanied by proof of registration in accordance with this chapter and regulations adopted by the Washington state department of agriculture;
7. proper and serviceable seat belts for every passenger;
8. Identical logo or trade name identification for all vehicles affiliated with the same taxi operator, though the vehicles need not be the same color; and
9. a top light that clearly indicates when the taxi is in service, with an on/off switch that can be controlled by the driver.

Section 10.34A.100 Vehicle Requirements - TNCs

- A. Each TNC shall provide annual certification to the licensing officer, for each affiliated vehicle, of:
 1. The name and address of the owner of the vehicle;
 2. Valid vehicle registration and licensing;
 3. A successful vehicle inspection as required by SMC 10.34A.060;
 4. The make, model, year of manufacture, color, and motor or vehicle identification number;
 5. An insurance binder, naming the City as an additional insured, and which meets the requirements of chapter 48.177, RCW, as amended from time to time; and
 6. A certificate of a satisfactory emissions test conducted by the department of ecology.
- B. The trade dress or color scheme for all vehicles affiliated with the same TNC must be identical and must be visible to the public.

Section 10.34A.110 Rates and Charges

- A. All for-hire rates and charges shall be clearly stated to the passenger, either by posting on the vehicle in a conspicuous location or by notifying the passenger via a TNC's digital network, prior to the passenger entering a for-hire vehicle.
- B. If a taxi association or taxi driver charges for the following services, such charges shall be disclosed to passengers prior to entering the vehicle:
 1. Waiting time, on an hourly basis;
 2. Initial drop on all trips including the first tenth of a mile;
 3. Distance based on uniform increments of one-tenth of a mile;
 4. Each additional passenger;

5. Additional baggage, per piece, not including baggage which can be carried on by the passenger; and
 6. any separate rates for service charged, with a clear statement of when and under what conditions the respective rates will apply.
- C. Whenever a TNC implements surge or demand pricing, it shall notify each potential passenger using the TNC's digital network prior to entering the vehicle or ordering the ride that the rate to be charged is subject to surge pricing.

Section 10.34A.120 Trip Reports and Receipts.

- A. Each for-hire driver is required to maintain trip reports and provide them to the for-hire operator with which the driver is affiliated at least as often as the end of each work shift. Each for-hire operator must retain all trip reports for one (1) year after the trip.
- B. The trip report shall show all trips in an accurate and legible manner as each trip occurs and shall include the following:
 1. Driver's name and for-hire license number;
 2. For-hire operator name and license number;
 3. Odometer reading corresponding to the beginning and end of the trip;
 4. Beginning and ending time of each shift;
 5. Date, time, place of origin, and end location for each trip;
 6. Fare collected;
 7. Number of passengers; and
 8. No-show trips.
- C. For TNCs, within eight (8) hours of the completion of a trip, the TNC must transmit an electronic receipt to the passenger on behalf of the TNC driver stating:
 1. The date and time of the trip;
 2. The origin and destination of the trip;
 3. The total time and distance of the trip;
 4. Driver and vehicle identification; and
 5. The total fare paid, itemizing all charges and fees, including whether surge or demand pricing was in effect at the time of the trip.

Section 10.34A.130 TNC Per-Trip Surcharge

- A. Each TNC shall be assessed a ten cent (\$0.10) per-trip passenger surcharge for each prearranged ride provided by a TNC driver originating in the city of Spokane and using the TNC's digital network.
- B. Per-trip surcharge payment shall be made to the licensing officer no later than the tenth (10th) day of the month following the end of each calendar quarter.

Section 10.34A.140 License Issuance; Expiration; Non-Transferability; Disclosure and Display

- A. Upon issuance of a for-hire driver license, the license officer causes one of the applicant's photographs to be incorporated into the license along with licensee's name and assigns a number to the license. The other photograph is kept on file by the licensing officer.
- B. All for-hire licenses required by this chapter are valid from for one (1) year from the date of issuance.
- C. For-hire licenses issued under this chapter is not transferable.
- D. Every holder of a for-hire license issued under this chapter shall display such license in a conspicuous place such as (for drivers) inside the vehicle and clearly visible from the passenger compartment at all times or (for operators) at the principal place of business or on the licensee's web site.
- E. For TNCs, the TNC's digital network and/or web site must display the name and photograph of the TNC driver and the license plate number of the TNC vehicle to the potential passenger before the passenger enters the vehicle.
- F. All for-hire drivers must, at all times in which the driver is providing for-hire transportation services or (in the case of TNCs) active on the TNC's system, display in a manner that is visible to the passengers, a copy of the for-hire driver license.

Section 10.34A.150 License Suspension

The regulatory licenses issued to for-hire drivers and operators under this chapter shall be suspended by the licensing officer if the licensee does not maintain a required current business license issued by the city of Spokane or if there is clear evidence of willful or intentional violation of the requirements of this chapter. Providing for-hire transportation services with a suspended license is a violation of this chapter.

Section 10.34A.160 Required Records

- A. Every holder of a license issued under this chapter shall maintain all licenses and documents required by this chapter for at least three (3) years and make them available for inspection by the licensing officer upon demand.
- B. Every licensee will maintain a telephone number and email address by which they can be contacted during normal business hours.
- C. Each for-hire operator licensed under this chapter shall maintain Individual trip records, Individual driver records, and vehicle inspection reports for at least three (3) years.

Section 10.34A.170 Audits

- A. To ensure compliance with this chapter, the licensing officer may, no more than four (4) times per calendar year, conduct audits to inspect records concerning up

to twenty-five (25) drivers selected by the licensing officer who are affiliated with, associated with, or employed by the for-hire operator and who have provided rides originating within the city of Spokane within the last ninety (90) days.

- B. To comply with this section, within twenty (20) calendar days of receiving a written request from the licensing officer to review records required to be kept by this chapter, the for-hire operator receiving the request must transmit the requested records to the licensing officer via a secure delivery method, which may, at the for-hire operator's discretion, include the use of electronically encrypted delivery or a secure commercial delivery service.
- C. If the licensing officer requires the services of a third party auditor to conduct an audit pursuant to this section, the licensing officer may charge the cost of the audit to the for-hire operator which is subject to the audit.
- D. Notwithstanding the restrictions of SMC 10.34A.170(A), the City (whether through the licensing officer or law enforcement) may require a for-hire operator to produce records directly related to an active investigation or a specific complaint or allegation of a violation of this chapter, pursuant to applicable law.
- E. Noncompliance with this section is sufficient cause for the licensing officer to suspend the operator's license until the operator comes into compliance.
- F. With the exception of reports of crimes against or by drivers, all records furnished by a for-hire operator to the licensing officer for audit purposes shall exclude information that would personally identify specific passengers.

Section 10.34A.180 Parking

- A. Unless otherwise noted in this chapter, for-hire vehicles parking on city streets shall comply with chapters 12.11 and 16A.61, SMC; provided that all for-hire vehicles licensed under this chapter may utilize, on terms and conditions identical to vehicles not used for for-hire services, ten-minute loading zones.
- B. For-hire vehicles operating at the Spokane International Airport shall comply with all parking terms and conditions prescribed by the airport board pursuant to SMC 12.03.0508 and 10.34A.030.

Section 10.34A.190 Non-Motorized Vehicles

- A. All provisions of this chapter apply to non-motorized vehicles except those that by their nature can have no application.
- B. If a non-motorized for-hire operator fixes rates and charges for carriage on some basis other than a combination of mileage traveled and time elapsed, the non-motorized vehicle is not required to be equipped with a taximeter.

- C. The chief of police may impose special requirements on non-motorized for-hire operator licenses, including without limitation prohibiting travel on certain arterials, restricting the hours of operation on certain streets, or prohibiting operation during hours of darkness or times of low visibility.
- D. Although non-motorized vehicles are subject to all traffic laws applicable to vehicles operating on the public ways, the licensing officer may approve specific routes, such as on parkways, squares, and other places not normally accessible to motor vehicles.

Section 10.34A.200 Driver Conduct; Non-Discrimination and Zero Tolerance Policies

- A. Each for-hire operator licensed under this chapter must maintain and implement a zero tolerance drug and alcohol policy and a nondiscrimination policy regarding its affiliated drivers. The non-discrimination policy shall prohibit all forms of discrimination as the same is defined in SMC 18.01.030(D).
- B. Copies of the zero tolerance and nondiscrimination policies must be provided by the for-hire operator to the licensing officer and each driver and must be accessible via a dedicated web page, on the TNC's digital network, and at the for-hire operator's principal place of business.
- C. Each for-hire operator licensed under this chapter shall provide notice to passengers of the zero tolerance and nondiscrimination policies, as well as procedures to report a complaint about a driver whom the passenger reasonably suspects was under the influence of drugs or alcohol during the course of the trip or violated the nondiscrimination policy.
- D. If a for-hire operator determines that a driver has violated the zero tolerance or nondiscrimination policy, the for-hire operator must take appropriate action against the driver, which action may include suspending or removing the driver from the TNC's digital network or the taxi operator's dispatch service until the for-hire operator determines that the driver is in compliance with the zero tolerance and nondiscrimination policy.
- E. Each for-hire operator's zero tolerance policy shall include provisions for appropriate random and for-cause alcohol and drug testing.
- F. Each for-hire operator and driver licensed under this chapter shall comply with all applicable laws relating to the transportation of service animals.
- G. No individual or entity holding a license under this chapter may impose additional charges for providing services to persons with disabilities because of those disabilities.

Section 10.34A.210 Law Enforcement Investigations

- A. If a for-hire operator is notified by the licensing officer or a law enforcement officer or agency that an affiliated for-hire driver has violated or is violating this chapter, the for-hire operator must immediately investigate the alleged violation. If the for-hire operator finds that the for-hire driver is in violation of this chapter, the for-hire operator must take reasonable and appropriate corrective action.
- B. If the licensing officer or a law enforcement officer notifies the for-hire operator of a specific complaint alleging that any affiliated driver or any passenger may have engaged in criminal conduct during the provision of for-hire transportation services in affiliation with that for-hire operator, the for-hire operator must provide information requested by the licensing officer or a law enforcement officer or agency investigating the complaint. Failure to comply with such a request may be grounds for suspension or revocation of a license issued under this chapter.
- C. For-hire drivers must report arrests, charges, convictions, and collisions with which they are directly involved to the affiliated for-hire operator and to the licensing officer within forty-eight (48) hours of the incident. Delay in reporting, absent good cause, may be grounds for license suspension or revocation.

Section 10.34A.220 Violations

- A. A violation of this chapter is a Class 1 civil infraction. A fourth or subsequent violation of SMC 10.34A.220(C)(13) is a misdemeanor.
- B. It is a violation of this chapter for any for-hire operator to:
 - 1. fail to keep all records, trip sheets, vehicle maintenance records, dispatch records, accident reports for each affiliated for-hire vehicle;
 - 2. fail to require any affiliated for-hire driver to provide proof of licensure as required by this chapter prior to providing for-hire transportation services in affiliation with the for-hire operator;
 - 3. fail to maintain the operational policies required by this chapter;
 - 4. fail to require affiliated for-hire drivers to limit work shifts to no more than twelve (12) consecutive driving hours with a break of at least eight (8) hours between shifts;
 - 5. fail to maintain the complaint telephone number, web page, and email address as required by SMC 10.34A.090 and 10.34A.100; or
 - 6. engage in any unfair or deceptive acts or practices or any manipulative or coordinated practices designed to evade the licensing officer or law enforcement.
- C. It is a violation of this chapter for any for-hire driver to:
 - 1. commit more than two (2) traffic infractions in any twelve-month period;

2. commit reckless driving, hit and run, or driving or being in physical control of a vehicle while under the influence of alcohol or controlled substances;
 3. fail to deliver any unclaimed property to the licensing officer within seven (7) days finding the unclaimed property in the vehicle;
 4. allow a person to alight from a vehicle while it is in motion or discharge a passenger at any place other than the curb or pavement edge;
 5. allow a passenger to consume alcohol or controlled substances while in the vehicle;
 6. transport a passenger to a destination by a route that is not the safest and most direct, unless the passenger specifically authorizes such alternate or indirect route;
 7. pick up any additional passengers without the express consent of the original passenger;
 8. violate the non-discrimination provisions of this chapter;
 9. engage in any unfair or deceptive acts or practices or any manipulative or coordinated practices designed to evade the licensing officer or law enforcement;
 10. fail to report any accident involving a for-hire vehicle to the police and the licensing officer;
 11. fail to provide licensing documentation on request by a police officer or the licensing officer;
 12. use tobacco products inside a for-hire vehicle or to allow a passenger to use tobacco products inside a for-hire vehicle;
 13. drive a for-hire vehicle without a for-hire driver license;
 14. consume alcohol within six (6) hours prior to driving a for-hire vehicle, or while driving a for-hire vehicle, or to be under the influence of alcohol or any prescription medication that would impair the driver, or to use or be under the influence of any illegal substance/drugs;
 15. drive a for-hire vehicle for more than twelve (12) consecutive driving hours without a break of at least eight (8) hours break between shifts; or
 16. fail to display the for-hire driver license in a manner that is visible to the passenger.
- D.** In addition to the violations stated in SMC 10.34A.220(C), it is a violation of this chapter for a taxi driver to:
1. activate a taximeter when the vehicle is not engaged or fail to activate the taximeter at the beginning of each trip, unless the trip is made under contract; or
 2. activate equipment indicating the vehicle is engaged when it is not, or fail to activate such equipment when the vehicle is engaged.
- E.** In addition to the violations stated in SMC 10.34A.220(C), it is a violation of this chapter for any TNC driver to:
1. fail to provide to the passenger a trip receipt within eight (8) hours of the conclusion of the ride;

2. seek or accept street hails; or
3. engage in any unfair or deceptive acts or practices or any manipulative or coordinated practices designed to evade the licensing officer or law enforcement;

Section 10.34A.230 Passenger Complaint Resolution

- A. For-hire operators shall promptly investigate and take reasonable corrective action concerning each consumer complaint and maintain records of all consumer complaints lodged in the city of Spokane, as well as their ultimate disposition for two (2) years. For purposes of this section, driver ratings are not considered passenger complaints.
- B. Each for-hire operator licensed under this chapter shall maintain, at all times during the term of the license, a toll-free, 24-hour telephone number and an email address for the reporting of complaints from passengers or the public in addition to any complaint channels provided in a TNC's digital network.

Section 10.34A.240 Notices of Violation

- A. If the licensing officer determines that any licensee is in violation of this chapter, the licensing officer shall issue a notice of violation to the licensee, per SMC 04.04.080. The decision of the licensing officer is final if an appeal is not filed within ten (10) business days of receipt of the notice of violation. Hearings and appeals are conducted pursuant to SMC 04.04.090 and 04.04.100.
- B. The Spokane Police Department may recommend the suspension, revocation, condition, or limitation of for-hire driver licenses to the licensing officer in cases of repeated violations. In considering the recommendation, the licensing officer shall take into account:
 1. the number and seriousness of the violations,
 2. the number of rides the licensee provided and originating in the city of Spokane in the prior year,
 3. the degree to which the licensee made good faith attempts to achieve compliance or to remedy noncompliance, and
 4. the number and severity of previous violations by the licensee.
- C. Any deceptive, manipulative, or coordinated practice used by a TNC to evade authorities or deceive passengers or drivers, including through the use of a digital network or the system supporting the digital network, is a violation of this chapter. Prohibited practices include, without limitation, compiling data to identify law enforcement investigators and then cancel rides requested for compliance check purposes, and remote disabling or locking of local devices in order to frustrate or evade investigation or enforcement activities.

Section 10.34A.250 Data and Reporting

- A. For-hire operators shall make reports of the following information each year in two (2) reporting periods: January 1 – May 31 (report due June 30) and June 1 – November 30 (report due December 31):
 1. Total number of rides provided and originating in the city of Spokane;
 2. Number of collisions; including the name and number of the for-hire driver, collision fault, injuries, and estimated damage;
 3. Number of rides for which a wheelchair-accessible vehicle was requested;
 4. Number and category of passenger complaints received;
 5. average fare charged;
 6. Number of drivers suspended, terminated, or (for TNCs) removed from the TNC's digital network; and
 7. for TNCs, identification of the dates and times during which "surge" or "demand" pricing was in effect, and the average fare charged during such period, as well as the number of rides provided during such period.
- B. Records required to be disclosed by this section may be maintained and provided electronically.
- C. If a public records request is made of the City for documents that have been designated by the providing party as confidential or proprietary, the City shall provide third-party notice to the providing party prior to disclosure.
- D. Beginning in 2019 and annually thereafter, the licensing officer shall provide a report to the City Council's Public Safety and Community Health Committee summarizing the information required by this section and the per-trip surcharge payments made pursuant to this chapter as well as any recommended policy changes or amendments to this chapter.

Section 3. That section 08.02.0210 of the Spokane Municipal Code is amended to read as follows:

Section 08.02.0210 For-hire Vehicles and Drivers

- ~~((A. The annual vehicle license is one hundred dollars.~~
- ~~B. The vehicle inspection fee is one hundred dollars, which includes one reinspection at no additional cost. An additional one hundred dollars will be charged for subsequent vehicles inspections.~~
- ~~G.))A.~~ The taximeter annual registration fee, as provided in RCW 19.94.175, is twenty- five dollars (\$25.00).
- ~~((D.))B.~~ The annual license fee for a for-hire driver is ~~((fifty-five))~~ one hundred dollars (\$100.00).
- ~~((E. The for-hire vehicle license transfer fee is twenty five dollars.))~~

- C. The annual license fee for taxi operators is five hundred dollars (\$500.00).
- B. The annual license fee for TNCs is determined as follows:
 - 1. 1-10 affiliated vehicles in Spokane: five hundred (\$500.00);
 - 2. 11-25 affiliated vehicles in Spokane: seven hundred-fifty dollars (\$750.00);
 - 3. 26-50 affiliated vehicles in Spokane: one thousand dollars (\$1,000.00);
and
 - 4. 51 + affiliated vehicles in Spokane: two thousand dollars (\$2,000.00).
- C. All for-hire licensing fees and per-trip surcharges shall be deposited as follows:
 - 1. Ten percent (10%) shall be retained by the Finance Department to defray the costs of administration and enforcement of this chapter; and
 - 2. ninety percent (90%) shall be deposited into the Arterial Street Fund established by SMC 07.08.300.
- D. Beginning on the effective date of this section and continuing until December 31, 2020, the per-trip surcharge imposed by SMC 10.34A.130 shall be reduced by a percentage equal to the percentage of ride miles provided by vehicles affiliated with that TNC which are electric vehicles, as defined in SMC 10.34A.020(H), in the preceding calendar year.

Section 4. That there is enacted a new chapter 12.11 of the Spokane Municipal Code to read as follows:

Chapter 12.11 Parking [RESERVED]

Section 5. That section 07.08.300 of the Spokane Municipal Code is amended to read as follows:

Section 07.08.300 Arterial Street Fund

- A. There is created a fund to be known as the “arterial street fund”.
- B. The arterial street fund shall be credited with all applicable state gas tax allocated to the City, funds contributed by the City, for-hire license fees and per-trip surcharges as described in SMC 08.02.0210 and 10.34A.130, and any other funds that may from time to time be authorized to be placed therein.
- C. The arterial street fund shall be used exclusively for the construction, improvement and repair of the arterial streets and for any other legally approved street use in the City, and all expenditures from said fund shall be made in accordance with the provisions of the laws of the State of Washington.

PASSED by the City Council on _____.

Council President

Attest:

Approved as to form:

City Clerk

Assistant City Attorney

Mayor

Date

Effective Date

DRAFT