

**SUMMARY and FISCAL NOTE\***

<b>Department:</b>	<b>Dept. Contact/Phone:</b>	<b>CBO Contact/Phone:</b>
Legislative	Chow/x4-4652	n/a

*\* Note that the Summary and Fiscal Note describes the version of the bill or resolution as introduced; final legislation including amendments may not be fully described.*

**1. BILL SUMMARY**

**Legislation Title:**

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

**Summary and background of the Legislation:**

This legislation would reduce the restricted parking zone (RPZ) fee for an annual free floating car share permit from \$700/year to \$200/year. This would reduce the total free floating car share per vehicle fee from \$1,730/year to \$1,230/year.

The RPZ fee was initially established in 2012 at \$200/year to cover costs for administrating car share permitted vehicles in RPZ zones. The RPZ fee was later increased in 2015 to \$700/year to account for higher administrative costs as the car share permitting program was expanded to allow more operators and vehicles. A portion of the RPZ fee is used to support activities to expand access to improved mobility options, including for low-income residents. Expenditures in this program area have been lower than projected due to staffing changes, and SDOT has accrued a balance of funds for this program

Since 2015, Seattle has seen an increase in alternative transportation services, including free floating bike share and transportation network companies. In 2019, two free floating car share operators (ReachNow and Limepod) ceased operations, leaving one operator (Car2Go) in Seattle.

A reduced RPZ permit fee of \$200/year would fully recoup the administration costs associated with free floating car share in the current market environment. There is no anticipated 2020 impact to SDOT's mobility options program, however future expenditures will need to be aligned to expected revenues in the 2021 budget and beyond.

**2. CAPITAL IMPROVEMENT PROGRAM**

**Does this legislation create, fund, or amend a CIP Project?**      \_\_\_ Yes X No

**3. SUMMARY OF FINANCIAL IMPLICATIONS**

**Does this legislation amend the Adopted Budget?**      \_\_\_ Yes X No

**Does the legislation have other financial impacts to the City of Seattle that are not reflected in the above, including direct or indirect, short-term or long-term costs?**

This legislation reduces the amount of permit fee revenue received from car share companies operating in Seattle.

**Is there financial cost or other impacts of *not* implementing the legislation?**

The cost of SDOT permit fees may have had an impact on the profitability of car share service operating in Seattle. Not implementing the legislation may have an impact on the companies' decisions to operate in Seattle.

**3.a. Appropriations**

\_\_\_ **This legislation adds, changes, or deletes appropriations.**

**Appropriations Notes:**

This legislation does not change appropriations. Corresponding changes to 2020 appropriations are included in the proposed Council Budget Action SDOT-17-A-1.

**3.b. Revenues/Reimbursements**

\_\_\_ **This legislation adds, changes, or deletes revenues or reimbursements.**

**Revenue/Reimbursement Notes:**

This legislation does not change estimated revenues in the budget. Corresponding changes to 2020 revenue are included in the proposed Council Budget Action SDOT-17-A-1.

**3.c. Positions**

\_\_\_ **This legislation adds, changes, or deletes positions.**

**Position Notes:**

This legislation does not affect positions.

**4. OTHER IMPLICATIONS**

**a. Does this legislation affect any departments besides the originating department?**

SDOT administers the Car Share permitting program.

**b. Is a public hearing required for this legislation?**

No.

**c. Does this legislation require landlords or sellers of real property to provide information regarding the property to a buyer or tenant?**

No.

**d. Is publication of notice with *The Daily Journal of Commerce* and/or *The Seattle Times* required for this legislation?**

No.

**e. Does this legislation affect a piece of property?**

No.

**f. Please describe any perceived implication for the principles of the Race and Social Justice Initiative. Does this legislation impact vulnerable or historically disadvantaged communities? What is the Language Access plan for any communications to the public?**

No perceived impacts. The RPZ fee revenues support an SDOT administered low income access to car share program, however participation in this program has been low and SDOT has accrued a balance of funds for this program.

**g. If this legislation includes a new initiative or a major programmatic expansion: What are the specific long-term and measurable goal(s) of the program? How will this legislation help achieve the program's desired goal(s).**

Not applicable.

**List attachments/exhibits below:**

None.