

**Amendment #2 to Council Bill 118618**  
**Sponsor: CM Burgess**  
**Sustainability and Transportation Committee**

---

***Revised recitals – Replace last 4 recitals with 2 new recitals.***

WHEREAS, the City Council requested a business plan including a financial analysis and information on long-term operations, implementation, and spending before granting such authority; and

WHEREAS, Pronto bike share is facing insolvency; and

WHEREAS, SDOT presented a proposal for City acquisition and on-going City ownership of Pronto bike share; NOW, THEREFORE,

~~WHEREAS, SDOT continues to develop the business plan for expansion and will bring that before the City Council later this year; and~~

~~WHEREAS, to keep bike share operational in 2016, SDOT proposes that the City take ownership of the system and contract directly with an operator; and~~

~~WHEREAS, SDOT will then conduct a competitive bid process for long-term operations and equipment for the bike share system; and~~

~~WHEREAS, the existing bike share system is currently insolvent and may cease operations, which would create a gap between Pronto's and the City's operation of the bike share system; NOW, THEREFORE,~~

***Revised Section 1 – Allow for repayment of FTA grant.***

Section 1. The Seattle Department of Transportation is granted a partial lift of the proviso in Green Sheet 93-1-A-1, part of The City of Seattle's 2016 budget, to satisfy the City's obligation on the Federal Transit Administration Grant for bike share and, if necessary, repay up

~~to \$1,000,000 of grant funds in the event that Pronto bike share ceases operations. purchase bike share assets from Pronto for \$1,400,000 to ensure that bike share remains operational in Seattle.~~

***Revised Section 2 – Proviso remaining funds.***

Section 2. The remainder of the funds, totaling \$4,000,000, remains under proviso and is reserved to support a future public-private partnership for bike share that does not rely on City of Seattle funding for operating revenue and jointly shares responsibility for capital expenses. The Council understands that a future bike share system may make use of Pronto assets or may propose deploying new equipment. The Council will consider lifting the proviso on the remaining funds when the Seattle Department of Transportation provides a detailed Memorandum of Agreement between the City and an outside partner for Council approval that demonstrates a substantial shift in financial risk to the City's private partner, as well as a detailed spending and implementation plan and financial analysis of the future public-private partnership bike share system. If a public-private partnership is not developed by the end of 2016, the remaining funds will be repurposed for pedestrian and bicycle infrastructure projects. ~~\$3,600,000, will not be appropriated until completion of the competitive process and vendor selection needed for expansion.~~