

SUMMARY and FISCAL NOTE

Department:	Dept. Contact:	CBO Contact:
SDOT	Katherine Rice	Aaron Blumenthal

1. BILL SUMMARY

Legislation Title: AN ORDINANCE relating to new vehicle types and curb allowances for e-cargo bicycle delivery; establishing a new vehicle type for e-cargo bikes; establishing rules for operations, parking, and loading for e-cargo bicycle delivery; clarifying new curb allowances for e-cargo bike delivery; and adding new Sections 11.23.430 and 11.44.300 to, and amending Sections 11.14.055, 11.23.120, 11.31.121, and 11.76.015 of, the Seattle Municipal Code.

Summary and Background of the Legislation: The Seattle Department of Transportation (SDOT), in partnership with the Office of Sustainability and Environment, Seattle City Light, and other departments is focused on addressing the climate crisis through the Transportation Electrification Blueprint and 2022 and 2025 Climate Executive Orders, working with private-sector partners and others to explore ways to incentivize zero-emissions freight options at the curb, including support for new e-cargo bike freight delivery. SDOT recently completed a Zero Emission Freight Project with C40, a global network of mayors (including Seattle's) working to confront the climate crisis, demonstrating community interest in e-cargo bike programming from businesses and freight partners and proven success in other municipalities. The Seattle Municipal Code does not currently include a designated bicycle type for the delivery of commercial goods and services, though delivery activity via bicycle and electric-assisted bicycle is growing in Seattle and there is a need to clarify approved standards for commercial electric-cargo bicycles and outline rules of operation to ensure safety of riders and other drivers.

2. CAPITAL IMPROVEMENT PROGRAM

Does this legislation create, fund, or amend a CIP Project? ☐ Yes ☒ No

3. SUMMARY OF FINANCIAL IMPLICATIONS

Does this legislation have financial impacts to the City? ☒ Yes ☐ No

Expenditure Change (\$);	2025	2026 est.	2027 est.	2028 est.	2029 est.
General Fund					
Expenditure Change (\$);	2025	2026 est.	2027 est.	2028 est.	2029 est.
Other Funds	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000

Revenue Change (\$);	2025	2026 est.	2027 est.	2028 est.	2029 est.
General Fund					

Revenue Change (\$); Other Funds	2025	2026 est.	2027 est.	2028 est.	2029 est.
	-	\$20,000	\$30,000	\$50,000	\$50,000

Number of Positions	2025	2026 est.	2027 est.	2028 est.	2029 est.
	0	0	0	0	0
Total FTE Change	2025	2026 est.	2027 est.	2028 est.	2029 est.
	0	0	0	0	0

3.a. Appropriations

☐ This legislation adds, changes, or deletes appropriations.

Fund Name and Number	Dept	Budget Control Level Name/Number	2025 Appropriation Change	2026 Estimated Appropriation Change
Transportation Fund (Fund 13000)	SDOT	Mobility Operations/BO-TR- 17003	-	-
TOTAL			-	-

Appropriations Notes: No permit fee will be charged for the first six months of the program to operate commercial e-cargo bikes. This is in part due to the time it will take to get the permit system established. We estimate in the first year (2025/2026) that around 100 bikes are expected to be permitted in the program, based on a per bike permit allotment and interest from local businesses. By 2027, we are estimating growth to 200 bikes, 300 bikes by 2028, and 500 by 2030 and out years. This seems a cautious growth pattern compared to other cities. We expect the program to grow year by year, as more businesses are engaged and join the program.

3.b. Revenues/Reimbursements

☐ This legislation adds, changes, or deletes revenues or reimbursements.

Anticipated Revenue/Reimbursement Resulting from This Legislation: Future permit revenue anticipated to be directed to SDOT.

Fund Name and Number	Dept	Revenue Source	2025 Revenue	2026 Estimated Revenue
Transportation Fund (Fund 13000)	SDOT	TBD	-	-
TOTAL			-	-

3.d. Other Impacts

Does the legislation have other financial impacts to The City of Seattle, including direct or indirect, one-time or ongoing costs, that are not included in Sections 3.a through 3.c? If so, please describe these financial impacts.

None.

If the legislation has costs, but they can be absorbed within existing operations, please describe how those costs can be absorbed. The description should clearly describe if the absorbed costs are achievable because the department had excess resources within their existing budget or if by absorbing these costs the department is deprioritizing other work that would have used these resources.

This legislation does not propose to change SDOT appropriations amounts. The relatively minimal first year costs will be absorbed by SDOT within its existing budget authority in the Transportation Fund Mobility Operations Budget Control Level, prior to permit fee revenue generation that would be available to cover program costs.

Please describe any financial costs or other impacts of *not* implementing the legislation.

Not implementing this legislation could slow Seattle's ability to meet its climate goal of 30% zero emissions delivery by 2030, by limiting the effective use of one of the potential tools identified in the C40 report to help transition urban goods delivery to zero emissions. This legislation makes more efficient the mechanism for cargo bikes to legally park in curb spaces in downtown and other dense business districts. This legislation, with commercial e-bikes potentially using paid parking spaces, is anticipated to have minimal impact on paid parking revenues given the bikes' size and maneuverability to fit amongst motor vehicles, in addition to their very short duration at the curb per trip to pick up or drop off deliveries.

Please describe how this legislation may affect any City departments other than the originating department.

This legislation supports city climate goals shared by the Office of Sustainability and Environment (OSE) and Seattle City Light (SCL). Successful implementation of this legislation will allow for further expansion of zero emission transportation options, creating new programmatic opportunities for SDOT, OSE, and SCL and support our business and freight community in the transition to zero emission delivery.

4. OTHER IMPLICATIONS

a. Is a public hearing required for this legislation?

No

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

No

c. Does this legislation affect a piece of property?

No

d. Please describe any perceived implication for the principles of the Race and Social Justice Initiative.

- i. How does this legislation impact vulnerable or historically disadvantaged communities? How did you arrive at this conclusion? In your response please consider impacts within City government (employees, internal programs) as well as in the broader community.**

This legislation allows for commercial e-cargo bikes to deliver food and other goods/services to residential areas and between businesses. This legislation does not impact vulnerable or historically disadvantaged communities, and SDOT plans to provide outreach and educational materials to small and medium-sized businesses interested in switching to zero emission options for delivery.

For general public communications, SDOT will work with our Communications staff and the Office of Economic Development to ensure we are reaching broadly to business communities around the city. Outreach materials will be translated into multiple languages as outreach plans require.

- ii. Please attach any Racial Equity Toolkits or other racial equity analyses in the development and/or assessment of the legislation.**

This program has the potential to positively impact disadvantaged communities, in assisting BIPOC and low-income residents with more options for delivery transportation that are zero emission. Also, as most freight delivery pathways pass through our Justice 40 communities, moving more freight to zero emission modes may improve air quality and lower pollution in adjacent communities.

- iii. What is the Language Access Plan for any communications to the public?**

We follow SDOT Communication rules and approach for community outreach and engagement.

e. Climate Change Implications

- i. Emissions: How is this legislation likely to increase or decrease carbon emissions in a material way? Please attach any studies or other materials that were used to inform this response.**

This legislation is intended to decrease carbon emissions from freight transportation to the extent that bicycle trips replace internal combustion engine powered vehicles, according to our recently completed [Zero Emission Freight Grant Project](#).

- ii. Resiliency: Will the action(s) proposed by this legislation increase or decrease Seattle's resiliency (or ability to adapt) to climate change in a material way? If so, explain. If it is likely to decrease resiliency in a material way, describe what will or could be done to mitigate the effects.**

This legislation will help increase Seattle's resiliency to climate change by expanding zero emission delivery options for freight partners and businesses.

- f. 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)? What mechanisms will be used to measure progress towards meeting those goals?**

This legislation will support a new permit in SDOT for commercial e-cargo bikes, by permitting e-cargo bike usage and parking at the curb, as well as instituting a business liaison approach to ensure our freight partners and local businesses are supported in the transition to zero emission delivery. The goals of the commercial e-cargo bike program include:

- Support City strategic plans and decarbonization goals, including the Transportation Electrification Blueprint (TEB), 2022 Climate Executive Order, Freight Master Plan, Seattle Transportation Plan, and Curbside Management Climate Plan.
- Build lasting partnerships with the Seattle business community, including both large freight entities and small and medium-sized businesses.
- Reduce emissions from freight activity and contribute to TEB goal of 30% zero emission delivery by 2030.

Provide education and training on delivery options that encourage businesses to ‘right size and then electrify’ fleet resources.

- g. Does this legislation create a non-utility CIP project that involves a shared financial commitment with a non-City partner agency or organization?**

No.

5. ATTACHMENTS

Summary Attachments: None.