

SUMMARY and FISCAL NOTE*

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** 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

- 1. Legislation Title:** AN ORDINANCE relating to use of City right-of-way by free-floating scooters; amending Section 15.17.005 of the Seattle Municipal Code; adopting a Free-Floating Scooter Share Program Fee Schedule; and ratifying and confirming certain prior acts.
- 2. Summary and background of the Legislation:** Over the past two years, electric motorized foot scooter sharing operations have begun in many cities across the US. These programs have begun to demonstrate that with proper regulations, scooter share can benefit cities by offering residents and visitors a clean, low-carbon mobility option. With adoption of this legislation, the Seattle Department of Transportation (SDOT) will operate a scooter share pilot program, administered alongside the current bike share program. The pilot program will determine the potential benefits and drawbacks of shared scooters in Seattle.

This legislation amends Section 15.17.005 of the Seattle Municipal code to authorize public vending of motorized foot scooters, and adopts a Free-Floating Scooter Share Program Fee Schedule. That schedule allows SDOT to charge each vendor permit fees to cover expected permit costs, program administration, and public-realm accommodations.

2. CAPITAL IMPROVEMENT PROGRAM

- a. Does this legislation create, fund, or amend a CIP Project?** ___ Yes X No

3. SUMMARY OF FINANCIAL IMPLICATIONS

- a. Does this legislation amend the Adopted Budget?** __ Yes X No
- b. 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?**

SDOT will charge permitted scooter share operators permitting fees and a per-device administrative fee to cover all operational costs (see 3.e. below). Those fees are anticipated to generate \$1,050,000 in revenue. That following table describes the programmatic spend plan:

Program staffing expenses <ul style="list-style-type: none"> • 1 FTE @ Strategic Advisor 1 (temporary TLA position) 	\$450,000
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<ul style="list-style-type: none"> • 1 FTE @ Associate Transportation Planner (temporary TLA position) • Associated technology needs (computer, phone, etc.) 	
<p>Adaptive cycling and micromobility program component</p> <ul style="list-style-type: none"> • This City program will work to increase access to adaptive cycling (such as tricycles, handcycles, and tandem bikes) for people with disabilities and special travel needs. The program will partner with existing community stakeholders to offer adaptive cycling access and events around the city. 	\$75,000
<p>Equity-based outreach, education, and engagement program component</p> <ul style="list-style-type: none"> • This program component will build our ongoing bike and scooter share outreach and Racial Equity Toolkit. We will work with stakeholders to evaluate the free-floating scooter and bike share system’s performance. We will work with companies and community partners to increase awareness of scooter and bike sharing, train people how to safely use the programs, and reduce cultural, economic, and technological barriers to access. 	\$175,000
<p>Ongoing evaluation program component</p> <ul style="list-style-type: none"> • We will continue to evaluate our program and its role in Seattle’s mobility infrastructure and generate an updated evaluation report. • This component funds survey instruments to capture community opinions and ideas for improvement. 	\$25,000
<p>Compliance audit program component</p> <ul style="list-style-type: none"> • This program includes an ongoing compliance audit where City staff or a third-party auditor will physically check a percentage of each vendor’s fleet for parking, maintenance, and data quality compliance. • This audit will be the primary compliance enforcement mechanism for the upcoming permit year. 	\$75,000
<p>Designated bike and scooter share parking program component</p> <ul style="list-style-type: none"> • This will fund construction of on-street and on-sidewalk bike share parking areas throughout the city. • Costs per parking area will vary depending on materials and placement. Prior-year estimates suggest that each on-street parking corral costs approximately \$2,000 in labor and materials. 	\$250,000
Total Expenditures	\$1,050,000

SDOT anticipates issuing permits for three to four vendors for a maximum of 7,000 total scooters, which will generate the revenue stated above. If fewer permits are sold than projected, SDOT will spend less revenue in the following areas:

- Designated bike and scooter share parking
- Equity-based outreach, education, and engagement

If SDOT determines that it can achieve the above program goals for less than the anticipated program budget, SDOT may charge less than the fees stated in the fee schedule.

Though we anticipate no other direct financial impacts from this legislation, the free-floating scooter share program may impose costs on other City agencies to relocate or otherwise address parked scooters. We expect to build designated scooter share parking areas to address parking conflicts. In addition, the permit program will require scooter share companies to reimburse the City for other expenses the City incurs from addressing bike share costs.

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

If the legislation is not implemented, then the city will not implement a free-floating scooter pilot program. The city would lose the ability to study a potentially clean transportation option that could help Seattle meet climate, equity, and livability goals.

3.d. Appropriations

 This legislation adds, changes, or deletes appropriations.

Appropriations Notes:

Any needed appropriations for this item will be included in future budget legislation.

3.e. Revenues/Reimbursements

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

Anticipated Revenue/Reimbursement Resulting from this Legislation:

Fund Name and Number	Dept	Revenue Source	2020 Revenue	2021 Estimated Revenue
13000 – Transportation Fund	Transportation	Permit Administrative Fees	\$1,050,000	\$1,300,000
13000 – Transportation Fund	Transportation	Permit Review and Issuance Fees	\$9,216	\$9,216
TOTAL			\$1,059,216	\$1,309,216

Is this change one-time or ongoing?

We anticipate that the fee schedule will be updated annually to maintain ongoing program funding.

Revenue/Reimbursement Notes:

SDOT anticipates issuing permits for three to four vendors for a maximum of 7,000 total scooters.

4. OTHER IMPLICATIONS

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

Yes. Other departments may sometimes need to move parked scooters to eliminate conflicts or access facilities in the right of way. We expect any costs to be minor; other departments may seek reimbursement for costs from the scooter share companies, as provided in the scooter share permit requirements. This permit also includes the Department of Parks and Recreation, but all permit administration and enforcement will be completed by the Department of Transportation.

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. The Department of Transportation has issued a State Environmental Policy Act Determination of Non-Significance, with notice published in the Daily Journal of Commerce.

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?

Public scooter-sharing programs are one means for improving mobility and access to opportunity for underserved communities. The permit fees in this legislation will support an increased focus on race and social equity in the ongoing scooter share program. The proposed permit requirements recommend city-wide coverage requirements, low-income programs, and outreach and engagement requirements. Permit administration fees will also cover a comprehensive and ongoing engagement strategy that will inform future permit changes.

- 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).**

Long-term program goals are:

- Reduce Seattle's greenhouse gas emissions and contribution to global climate change through increased scooter and bike mode share
- Increase affordable mobility options for people with low incomes
- Improve public health outcomes by providing safe, abundant options for active transportation and recreation
- Increase trips taken by scooter share city-wide
- Increase scooter share availability and trips taken in low-income and traditionally underserved neighborhoods
- Minimize the percentage of parked scooters that are improperly parked or that create pedestrian conflicts
- Increase citywide scooter parking capacity by building designated scooter share parking areas and corrals
- Increase availability and ridership of adaptive cycles (tricycles, handcycles, tandem cycles, etc.) in the City
- Increase trips taken by low-income residents through introduction of low-income fare discount program
- Use collected scooter share data to identify locations needing bicycle infrastructure improvements

This legislation authorizes the Department of Transportation to collect the fees necessary to administer the scooter share program and achieve these goals.

List attachments/exhibits below: