

**Legislative Department  
Seattle City Council  
Memorandum**

**To:** Transportation Committee  
**From:** Christa Valles, Central Staff  
**Subject:** CB 117661: free-floating car share legislation  
**Date:** November 28, 2012

On November 30th, the Transportation Committee will consider and possibly vote on C.B. 117661 (previously CB 117624). C.B.117661 creates the general parameters of a free-floating care share program in Seattle. If passed, this bill will enable SDOT to issue annual permits to entities interested in providing free floating car share services in Seattle.

Previous memos on this topic provided additional background on car2go and its current operations in other cities. In addition, car2go outlined its business model at the September 24, 2012 Transportation Committee. This memo summarizes the requirements contained in C.B. 117661 as well as the Council-initiated changes that have been made to date.

**C.B. 117661**

C.B. 117661 amends Seattle’s Traffic Code (Chapter 11) to create a free-floating car share program. As noted in the table below, free-floating car share services differ from existing flex-car sharing programs in several respects.

<b>Free-floating car share program</b>	<b>Flex-car program</b>
Members can leave cars in any available public parking spot, one-way trips are permitted	Cars parked in set locations, primarily private off-street parking spaces. Members must pick up and return cars to same location.
Free-floating car share permittees responsible for reimbursing city for meter usage	Members responsible for feeding meter
Vehicles are not subject to parking time restrictions	Vehicles must conform to parking time restrictions
Free-floating car share vehicles have RPZ privileges (\$200 per vehicle per year)	Members cannot park vehicles in RPZ areas beyond designated time-restrictions (unless member has RPZ permit)

C.B. 117661 is described in more detail below. Items 5-9 are Council-initiated changes that were made to the Executive’s initial draft legislation. These changes will facilitate Council oversight, cap the number of permits that SDOT can issue, and ensure the City is reimbursed for actual meter use.

If passed, C.B. 117661 would do the following:

1. Create a free-floating car share permit program that enables members to park and leave vehicles in any public parking space, regardless of time-restrictions.
2. Grant RPZ privileges to free-floating car share vehicles.
3. Authorize SDOT to issue annual permits.
4. Create a permit fee structure: SDOT administrative costs (\$100 per vehicle for year); RPZ privileges (\$200 per vehicle per year); and up-front meter reimbursement estimate (\$1,030 per vehicle per year). The revenue generated from the RPZ permits and SDOT administration fees will be credited to SDOT while the meter permit fees flow to the City's General Fund.
5. Designate the free-floating car share program a pilot program. C.B. 117661 does not indicate an automatic sunset date for the program, but Council can modify or cancel the program at any time (regardless of whether it is deemed a pilot).
6. Cap the number of annual permits that can be issued to 350 per year. Council may need to revisit this cap if demand is greater than estimated or if car2go wishes to expand, though any decision to increase the number of permits may need to be weighed against parking availability. C.B. 117661 acknowledges this by including the following whereas clauses:

WHEREAS, as certain areas of the City have limited parking, the City's parking meter rate-setting strategy and policies, per SMC 11.16.121, are intended in part to encourage turn-over and alleviate congestion; and

WHEREAS, while the City is willing to consider some accommodation of free-floating car share services in the public right-of-way, it may not be possible to accommodate unlimited growth of free-floating car share vehicles in the public right-of-way; and

WHEREAS, companies providing free-floating car share services may need to secure private parking options to supplement use of the public right-of-way; and

7. Require free-floating car share programs to have the technical capacity to report actual meter usage.
8. Create an annual "true-up" process whereby free-floating car share permittees must reimburse the City for any difference in actual meter fees vs. estimated meter fees (the latter is paid upfront as part of the permit process).
9. Specify a formal Council review process in which SDOT will provide a six-month and twelve-month report that includes 1) the number of free-floating car share permits

issued; 2) the difference between the initial paid parking meter fee (based on estimated use) and fees based on actual parking meter use; 3) descriptive data about how free-floating car sharing vehicles are used, including how often they are used vs. parked, peak use periods, and how and when vehicles tend to be distributed in certain areas of the city, including RPZ areas; and 4) any other information deemed pertinent by the Transportation Committee.

Please feel free to contact me with any questions or concerns in advance of the November 30, 2012 committee.