

**FISCAL NOTE FOR NON-CAPITAL PROJECTS**

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**Legislation Title:** AN ORDINANCE relating to the Traffic Code; adding new sections 11.14.237 and 11.23.160 of the Seattle Municipal Code and amending sections 11.16.315, 11.23.150, 11.72.351, 11.72.260, 11.73.050, 11.76.005, 11.76.010, 11.76.015, and 11.76.020 to authorize a “free-floating car sharing” pilot program with standards and requirements for the program and ratifying and confirming certain prior acts.

**Summary of the Legislation:** This legislation creates a free-floating car sharing program and updates several sections of the Traffic Code to allow free-floating car sharing vehicles to be exempt from parking time limits and from requirements to display parking payment receipts. It also allows vehicles with free-floating car sharing permits to park in Restricted Parking Zone (RPZ) areas.

**Background:**

Car sharing legislation was first adopted into the Seattle Municipal Code in 2008. That previous legislation allowed for the establishment of designated on-street car sharing zones. This legislation allows for the establishment of free-floating car sharing. Vehicles in a free-floating car-sharing program with valid permits may be parked in on-street spaces without being subject to time limits, payment receipt display, or RPZ permit restrictions. Free-floating car sharing vehicles are not exempt from other restrictions (i.e., they may not park in taxi zones, transit zones, commercial loading zones, or other special zones.)

Free-floating car sharing operators will be charged a permit fee commensurate with the cost of administering, monitoring and policing the permit program and the use and occupation of the rights-of-way by the free-floating car-sharing program, to ensure effective regulation of the public right of way which includes in part the estimated cost of the time spent parked in paid on-street parking areas without direct payment.

As a condition of the permits, SDOT will require applicants to provide quarterly data during the term of the permit, such as the number of members, the number of vehicle uses, the number of times vehicles are idle or unused for 24 hours or more, and the percentage of time vehicles spend parked in paid parking areas to assess the effectiveness and impacts of free-floating car sharing. Among other things, SDOT will use this data to determine whether the proposed permit fee reflects the cost for the use and occupancy of the right-of-way for the free-floating car sharing businesses.

This legislation does not have any financial implications.

  X   This legislation has financial implications.

**Anticipated Revenue/Reimbursement Resulting from this Legislation:**

<b>Fund Name and Number</b>	<b>Department</b>	<b>Revenue Source</b>	<b>2012 Revenue</b>	<b>2013 Revenue</b>
General Fund - 00100		Permit Fee	\$257,500	\$257,500
Transportation Operating Fund - 10310	SDOT	Permit Fee	\$75,000	\$ 75,000
<b>TOTAL</b>			\$332,500	\$332,500

This is an annual per-vehicle permit operating under 12-month cycle. If legislation is adopted in October, SDOT anticipates an application in November with intended operation to begin in December 2012.

The permit amount is \$1,330 per vehicle per permit cycle. For the purposes of the fiscal note, the projected revenues are based on 250 vehicles permitted annually, though SDOT may permit up to 350 cars in any 12 month period.

The estimated \$75,000 (\$200 per RPZ permit per car and \$100 for general SDOT administration) is to be deposited to the SDOT Transportation Operating Fund for administration of the RPZ component of the permit, as well as general development and administration of the permitting system, including staff time, materials, information technology support, and operating expenses.

The estimated \$257,500 is to be deposited in the city’s General Fund to account for the cost of regulating the public right of way in paid parking areas associated with the estimated on-street paid parking revenue otherwise foregone as a result of free-floating car sharing vehicles being exempt from payment requirements, and to encourage the use of free-floating car sharing as an alternative to vehicle ownership through exemption of payment requirements at the pay stations. The legislation requires an annual accounting of actual meter use following each permit period, at which time, free-floating car share companies must reimburse the City for any difference over and above the per vehicle permit fee of \$1,030.

SDOT is also amending the annual permit fee for designated on-street car sharing spaces. The prior fee accounted for the cost of regulating the public right of way under an older system of paid parking rate-setting associated with rate “tiers.” Paid parking rates are now set by neighborhood. The updated fee for designated spaces in paid parking areas is calculated based on the citywide average annual revenue for an on-street paid parking space, and the associated cost of regulating the public right of way. Because there are currently so few designated on-street car sharing spaces (about one dozen) and all of those are in non-paid parking areas, this change to the fee schedule is not expected to have any fiscal impact.

**Other Implications:**

- a) **Does the legislation have indirect financial implications, or long-term implications?**  
None
  
- b) **What is the financial cost of not implementing the legislation?**  
Without this legislation, the revenue from free-floating car sharing permits would not be collected.
  
- c) **Does this legislation affect any departments besides the originating department?**  
SDOT has worked with Seattle Police Department Parking Enforcement to ensure that the proposed legislation is operable.
  
- d) **What are the possible alternatives to the legislation that could achieve the same or similar objectives?**  
None
  
- e) **Is a public hearing required for this legislation?**  
None
  
- f) **Is publication of notice with *The Daily Journal of Commerce* and/or *The Seattle Times* required for this legislation?**  
None
  
- g) **Does this legislation affect a piece of property?**  
None
  
- h) **Other Issues:**  
None