

THIS PRINT COVERS CALENDAR ITEM NO.: 10.3

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Streets

BRIEF DESCRIPTION:

Suspending the requirement in Transportation Code Division II, Section 916(a)(2) that the terms of the Powered Scooter Share Permit Program (Program) be up to two years and authorizing the Director of Transportation to issue one or more extensions of the duration of the current Program permits up to an additional two years to June 30, 2028.

SUMMARY:

- The Powered Scooter Share Permit Program (Program) has been in effect since 2018.
- The SFMTA issued permits to two operators beginning in July 2024 for Fiscal Years 2025 and 2026. These permits expire June 30, 2026.
- Both current Program permit holders have operated in San Francisco since 2019 over the course of multiple permit cycles, and the SFMTA has previously extended permit terms in the past.
- Given that the existing Program permittees are in good standing, the SFMTA would like to extend the current Program permits for up to two years in order to make efficient use of limited staff resources.
- The San Francisco Transportation Code, Division II, Section 916(a)(2) currently limits Program permit terms to two years. Therefore, a Transportation Code requirement suspension is necessary in order to extend current permits.
- The proposed Transportation Code requirement suspension will allow for up to a two-year maximum extension to existing permits under Director of Transportation authority. No other Transportation Code changes are proposed.
- If approved, the Director of Transportation may implement an extension up to two years to existing permits, from the current end date of June 30, 2026, to no later than June 30, 2028. The SFMTA will issue an updated permit to each permit holder to reflect this change.

ENCLOSURES:


1. SFMTAB Resolution
2. Transportation Code Amendment

APPROVALS:

DIRECTOR



SECRETARY



DATE

April 30, 2026

April 30, 2026

ASSIGNED SFMTAB CALENDAR DATE: May 5, 2026

PURPOSE

Suspending the requirement in Transportation Code, Division II, Section 916(a)(2) that the terms of the Powered Scooter Share Permit Program (Program) be up to years and authorizing the Director of Transportation to issue one or more extensions of the duration of the current Program permits up to an additional two years to June 30, 2028.

STRATEGIC PLAN GOALS & TRANSIT FIRST POLICY PRINCIPLES

This action supports the following Strategic Plan Goals:

4. Make streets safer for everyone.
5. Deliver reliable and equitable transportation services.

This action supports the following Transit First Policy Principles:

1. To ensure quality of life and economic health in San Francisco, the primary objective of the transportation system must be the safe and efficient movement of people and goods.
2. Within San Francisco, travel by public transit, by bicycle and on foot must be an attractive alternative to travel by private automobile.
3. Decisions regarding the use of limited public street and sidewalk space shall encourage the use of public rights of way by pedestrians, bicyclists, and public transit, and shall strive to reduce traffic and improve public health and safety.
10. The City and County shall encourage innovative solutions to meet public transportation needs wherever possible and where the provision of such service will not adversely affect the service provided by the Municipal Railway.

DESCRIPTION

Powered Scooters in San Francisco

The SFMTA has regulated powered scooter services since 2018, shortly after the devices were first deployed in San Francisco. The Program has matured since that time, moving from a pilot program to a permit program and going through multiple successive permit cycles – with regulatory updates in each cycle. The Program provides strong guidance and clear requirements around key issues such as the distribution of devices, operational sustainability, device requirements, data sharing, and accountability standards.

Key requirements of the Powered Scooter Share Program include:

- All scooters must have a lock-to mechanism
- Clear parking guidelines and parking enforcement
- Low income plan
- Bike rack fee

- Adaptive and seated scooter requirements
- Labor Harmony provision
- 311 complaint integration and program enforcement

Lime and Spin hold Powered Scooter Share Permits in the current permit term, which ends June 30, 2026. Both permittees have held Program permits since 2019. Currently, the permittees are authorized to operate up to 6,500 scooters cumulatively (3,250 each), with an absolute maximum of 10,000 scooters for the program set by policy for the permit term.

Figure 1 – Average Powered Scooter Share Daily Devices (by Provider)

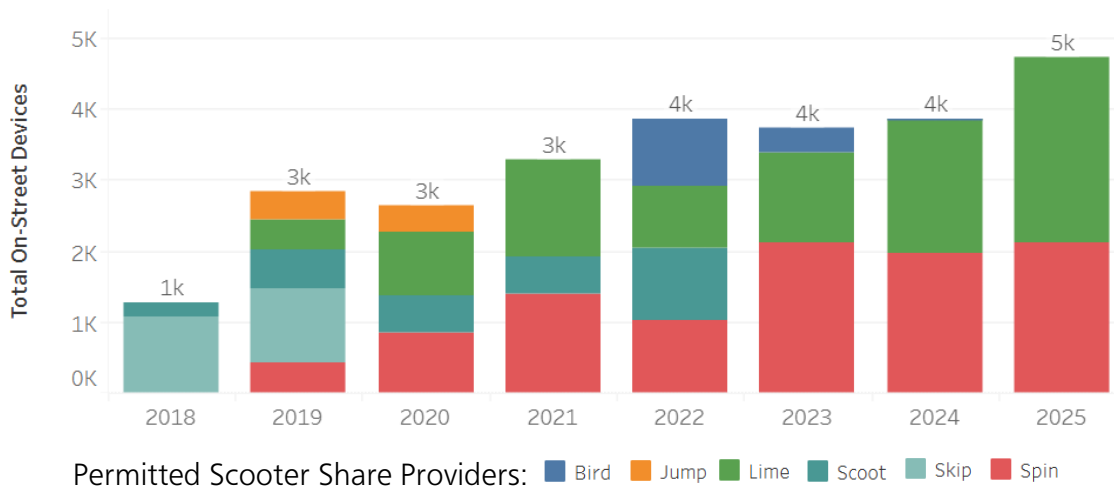
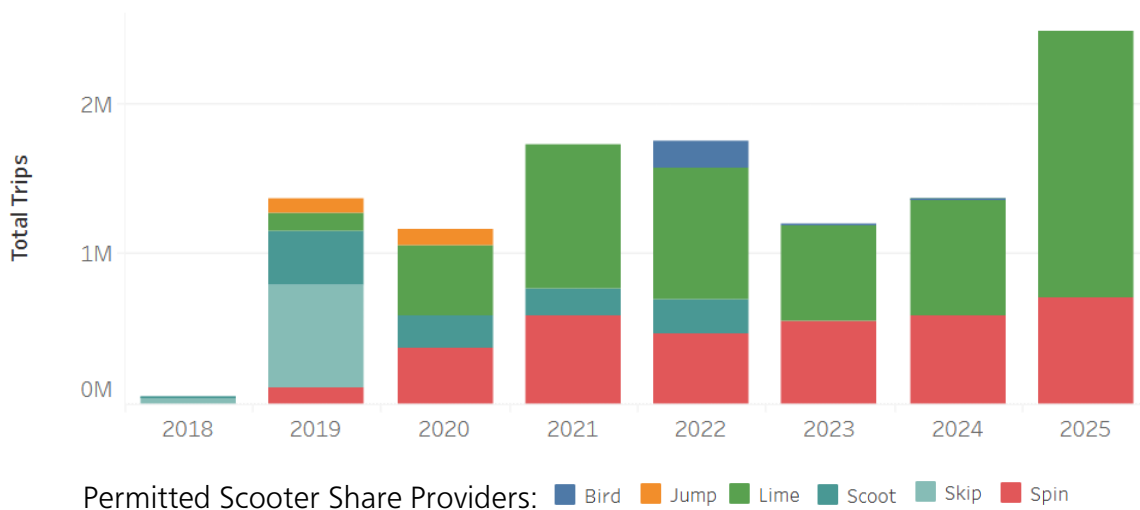


Figure 2 – Annual Powered Scooter Share Trips (by Provider)



In 2025, Lime deployed an average of 2,618 devices per day and Spin deployed an average of 2,120 devices per day. Lime completed 1,763,132 trips and Spin completed 707,043 trips in 2025.

Scooter share has represented approximately 47% of total shared micromobility trips in services overseen by the SFMTA in recent years, with bikeshare making up the other 53%. The number of scooter trips has increased substantially across all permit holders since 2023. The permittees have also introduced new and innovative device models to their fleets and have gradually expanded their fleet deployments over time.

The SFMTA's Mobility Investigators, who are partially funded by Program fees, ensure compliance with Program rules and issue citations. The SFMTA has seen improvements in average permittee responsiveness to citations for parking issues, in large part due to a [Safe Micromobility Parking Incentive Policy](#) launched in 2023. Response times were typically four to seven hours prior to the incentive implementation, and after implementation the average response time has been under one hour for both permittees.

In addition to issuing citations to the permittees for safety-related issues such as improper parking and sidewalk riding, the Program also sets device requirements that enhance user safety and accessibility. For example, Program staff inspect samples of new device models, ensuring they are compliant with California Vehicle Code § 21223 and other program requirements, such as device identifiers and labels, an integrating locking mechanism, and sidewalk detection technology. Each scooter share permit holder must also offer seated devices as part of their on-street fleet to help meet the needs of a broad range of riders. The Program also has the authority to establish geofencing specifications to prevent scooters from being parked or ridden in certain areas, and the SFMTA works with community-based organizations to develop and implement geofencing requirements as necessary. However, the SFMTA cannot enforce similar standards for personally owned motorized scooters and other related devices.

The SFMTA has been committed to promoting scooter safety, both for riders and the broader public. For example, staff have led [educational campaigns for scooter safety](#) and presented on safety-related concerns with stakeholders such as the Multimodal Accessibility Advisory Committee (MAAC), the Human Services Agency's Office on Disability and Accessibility (ODA), and Senior and Disability Action (SDA). The scooter share program is a valuable tool for addressing relevant safety concerns for permitted shared scooters in two key ways:

- 1. Establishing basic safety standards and device requirements**

Maintaining a scooter share permit program allows the SFMTA to establish safety standards and device requirements for permitted scooters through the permit terms and conditions. For [current scooter share permits](#), these include the following:

Device Requirements

- Inspection of any new device models

- Unique identifiers displayed on each permitted device
- Compliance with California Vehicle Code § 21223, regarding required lamps and reflectors on the front, sides, and rear of the scooter
- Integrated locking mechanism, which securely holds the scooter upright when parked at a bike rack or other fixed object
- Sidewalk detection technology and monthly sidewalk riding report
- “No Sidewalk Riding” sticker prominently displayed
- On-board GPS device capable of providing real-time location data

Safe Riding and Parking of Scooters

- Educating users about local and state laws governing the safe operation and parking of all permitted scooters
- Compliance with the SFMTA’s Mobility Device Parking Requirements and General Path of Travel Guidelines
- Detering users from sidewalk riding
- Distributing SFMTA-developed Public Service Announcements
- Allowing users to report on safety issues
- Informing users that permitted scooters are prohibited on Muni vehicles or platforms
- Devices in the shared program cannot exceed 15 miles per hour

2. Encouraging safer and more accessible device types

The SFMTA has determined that certain device models are likely preferable in terms of both safety and accessibility for users. Scooters that are purposely built with seats, large wheels, and low centers of gravity provide increased safety benefits. Current permit terms and conditions require that each permittee incorporate at least one seated scooter device type in its fleet.

The SFMTA has observed that the scooter share industry is moving towards deploying new seated scooter models. One permitted scooter share company, Lime, recently launched a new “purpose-built” seated scooter in San Francisco that has proved popular with riders.

The SFMTA will continue addressing safety, accessibility, and other relevant considerations for the Powered Scooter Share Program.

Proposed Transportation Code Revisions

Division II, Section 916(a)(2)

Staff is recommending a suspension of the requirement in Section 916 of the Transportation Code that the terms of Program permits be up to two years, to authorize the Director of

Transportation to issue one or more extensions of the duration of the current permits up to two years to June 30, 2028.

Permit extensions are not unusual, as the SFMTA has previously allowed the Program to be extended. The SFMTA Board adopted Resolution No. 200818-073 on August 18, 2020 to extend the Program permits by six months, and adopted Resolution No. 210119-010 on January 19, 2021 to extend the Program permits by two and a half months.

This permit term extension will allow staff to best focus limited resources on overseeing the current program and permittees, and work on addressing broader micromobility issues.

STAKEHOLDER ENGAGEMENT

Stakeholder engagement has played a crucial role in the development and ongoing administration of the Power Scooter Share Program. As the Program is matured, the SFMTA has continued to work with key stakeholders to address specific concerns. For example, in response to community concerns regarding sidewalk riding and scooters impeding the path of travel, the SFMTA implemented scooter safety educational campaigns, developed in partnership with the Human Services Agency's Office on Disability and Accessibility (ODA). SFMTA staff have also engaged with the Multimodal Accessibility Advisory Committee (MAAC) and Senior and Disability Action (SDA) regarding safety and accessibility considerations. The SFMTA has also worked closely with neighborhood organizations and Community Benefit Districts (CBDs) to implement geofencing specifications, restricting shared scooter parking in particular locations to address community needs.

ALTERNATIVES CONSIDERED

SFMTA staff considered launching an application process for new permits beginning July 1, 2026, but allowing the Director of Transportation to extend the current permits makes more efficient use of limited staff resources. Furthermore, the Program is currently operating well with the two existing permittees and at present changes to Program requirements would likely be minimal if the SFMTA were to launch an application for new Program permits. Continuing to have two permitted operators also allows for healthy competition in delivering this service, and the SFMTA may continue to limit permitted fleet sizes for both, leaving room to grow the Program further as needed. If the proposed suspension of the Transportation Code requirement regarding permit duration is approved and the Director of Transportation extends the current permits, staff will use the additional time to launch a new permit in the future.

SFMTA staff also considered ending the Powered Scooter Share Program, but determined that scooter share services in San Francisco are well-established and in growing demand by San Francisco residents and visitors alike, contributing to the local economy. The SFMTA has led successful efforts both to enforce and incentivize safer use of scooter share devices on city streets and sidewalks, which the SFMTA cannot similarly do with privately owned micromobility devices. A lack of scooter share services may also push more people to use

private scooters or private automobiles, which would be contrary to the SFMTA's [Transit-First Policy](#). Furthermore, scooter share is now a standard mobility option across urban markets that residents and visitors have come to expect. In 2025, 133 cities in the United States were served by an e-scooter system according to the [Bureau of Labor Statistics](#). Therefore, having a scooter share program is preferable to an alternative scenario in which San Francisco does not support any regulated powered scooter share services.

FUNDING IMPACT

The proposed suspension of the Transportation Code requirement regarding the duration of Program permits will have a de minimus financial impact. As permit application fees are cost-recovery, eliminating the application will reduce revenue normally collected to off-set the cost of processing the application. The estimated revenue reduction is approximately \$10,000. Staff time spent reviewing permit applications will be redirected to other tasks.

ENVIRONMENTAL REVIEW

On April 20, 2026, the SFMTA, under authority delegated by the Planning Department, determined that the proposed Transportation Code legislation is not a "project" under the California Environmental Quality Act (CEQA) pursuant to Title 14 of the California Code of Regulations Sections 15060(c) and 15378(b).

A copy of the CEQA determination is on file with the Secretary to the SFMTA Board of Directors and is incorporated herein by reference.

OTHER APPROVALS RECEIVED OR STILL REQUIRED

The City Attorney has reviewed this report.

No other approvals are required.

RECOMMENDATION

Staff recommends that the SFMTA Board suspend the requirement in Transportation Code, Division II, Section 916(a)(2) that the terms of the Powered Scooter Share Permit Program (Program) be up to two years and to authorize the Director of Transportation to issue one or more extensions of the duration of current permits up to an additional two years to June 30, 2028.

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS**

RESOLUTION No. _____

WHEREAS, the SFMTA issued two 2-year permits in July 2024 for the Powered Scooter Share Permit Program (Program), which is legislated by the San Francisco Transportation Code, Division II, Section 916; and,

WHEREAS, The SFMTA's Program gives San Francisco residents and visitors an alternative mobility option to single-occupancy automobiles, while also providing strong guidance and clear requirements to permittees regarding key issues such as the parking requirements, distribution of devices, operational sustainability, community engagement processes, data sharing, and rider accountability; and,

WHEREAS, The Program permits for Fiscal Years 2025-2026 are currently set to expire on June 30, 2026; and,

WHEREAS, The existing Program permittees are in good standing, and the proposed suspension of the Transportation Code requirement that the duration of a Program permit shall be up to two years will allow the Director of Transportation to issue one or more extensions the Program permits for up to two years making more efficient use of limited staff resources and use the additional time to launch a new permit in the future; and,

WHEREAS, The California Environmental Quality Act (CEQA) applies to "projects" that have the potential for resulting in either a direct physical change in the environment, or a reasonable foreseeable indirect change in the environment; and,

WHEREAS, On April 20, 2026, the SFMTA, under authority delegated by the Planning Department, determined that the proposed Transportation Code legislation is not a "project" under the California Environmental Quality Act (CEQA) pursuant to Title 14 of the California Code of Regulations Sections 15060(c) and 15378(b); and,

WHEREAS, A copy of the CEQA determination is on file with the Secretary to the SFMTA Board of Directors, and is incorporated herein by reference; and be it further

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors suspends the requirement in Transportation Code, Division II, Section 916(a)(2), that the duration of Powered Scooter Share Program permits be up to two years, and authorizes the Director of Transportation, or her designee, to issue one or more extensions of the duration of the current permits up to two years to June 30, 2028.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of May 5, 2026.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency

RESOLUTION NO.

[Transportation Code – Powered Scooter Share Program]

Resolution suspending the requirement in the Transportation Code Division II that the duration of the Powered Scooter Share Program permit term be up to two years, and authorizing the Director of Transportation, or the Director’s designee, to issue one or more extensions of the current permits by up to two years to June 30, 2028.

NOTE: **Additions** are in *single-underline italics Times New Roman font*.
Deletions are in *strike-through italics Times New Roman font*.
Board amendment additions are in double-underlined Arial font.
Board amendment deletions are in ~~strike-through Arial font~~.

Asterisks (* * * *) indicate the omission of unchanged Code subsections or parts of tables.

The Municipal Transportation Agency Board of Directors of the City and County of San Francisco enacts the following regulations:

Section 1. Powered Scooter Share Program Permit Term. For Powered Scooter Share Program permits issued in 2024, the San Francisco Municipal Transportation Agency Board suspends the requirement in Transportation Code, Division II, Section 916(a)(2), that the duration of Powered Scooter Share Program permit terms be up to two years, and authorizes the Director of Transportation, or the Director’s designee, to issue one or more extensions of the current permits by up to two years to June 30, 2028..

Section 2. Scope of Resolution. In enacting this resolution, the San Francisco Municipal Transportation Agency Board of Directors intends to amend only those words, phrases, paragraphs, subsections, sections, articles, numbers, letters, punctuation marks, charts, diagrams, or any other constituent parts of the Transportation Code that are explicitly

shown in this resolution as additions or deletions in accordance with the "Note" that appears under the official title of the resolution.

Section 3. Effective Date. This resolution shall become effective. on the 31st day after enactment. Enactment occurs when the San Francisco Municipal Transportation Agency Board of Directors approves this resolution.

APPROVED AS TO FORM:
DAVID CHIU, City Attorney

By: _____
STEPHANIE STUART
Deputy City Attorney

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I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of May 5, 2026.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency