

# Powered Scooter Evaluation Report

Prepared for:

San Francisco Municipal Transportation Agency  
(SFMTA)

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FEHR  PEERS

# Executive Summary

Powered scooters, which first appeared on San Francisco streets in Spring 2018, have been permitted to operate in the public right-of-way by the San Francisco Municipal Transportation Agency (SFMTA) through various program since June 2018. Two companies are currently permitted to provide scooter share in San Francisco: Lime and Spin. Both companies can operate up to 2,750 scooters each within the City.

SFMTA is currently considering the future of permitted scooter share in San Francisco, and the agency wanted to evaluate the performance of the existing permit system, including device utilization, instances of sidewalk riding, climate benefits, and equitable access to scooters. SFMTA currently provides permits to scooter companies on an annual basis, starting at the beginning of each City fiscal year, and the agency retained Fehr & Peers to conduct a comprehensive analysis of the existing program, including program data analysis, a rider survey, and peer city interviews. The agency also asked Fehr & Peers to provide recommendations for potential future iterations of scooter share in San Francisco.

## Program Analysis

### Analysis Period and Data Collection

SFMTA provided Fehr & Peers with a variety of data to analyze the performance of the current program, including anonymized trip information, the number of deployed devices, and low-income fare memberships and rides. Fehr & Peers used data from calendar year 2022 for this analysis. This period was selected to analyze seasonal changes in scooter deployment and ridership, and because most COVID-19 public health restrictions were lifted prior to the start of the year. This analysis period also includes rides from Bird, which operated in San Francisco through its subsidiary Scoot. Bird left the San Francisco scooter market in February 2023.

### Program Ride Analysis

1.7 million rides were taken in 2022, across all permitted companies. Each scooter was used an average of 1.7 times per day, with an average ride distance of 1.5 miles. The average scooter trip was just under 16 minutes. Scooter ridership in San Francisco is highly seasonal, with ridership peaking in the summer months. August was the highest ridership month in 2022, with almost 200,000 rides, likely due to higher rates of tourism. December was the lowest ridership month, with just over 60,000 rides.

Scooter ridership in San Francisco is highly concentrated, with almost 80 percent of trips beginning or ending in the five neighborhoods groups displayed in **Table 1**. Ridership is likely concentrated in these neighborhoods because their dense built environment and lack of automobile parking makes driving difficult. Additionally, most scooter trips are local, with 60 percent of trips beginning and ending in the same neighborhood group. **Appendix A** includes a comprehensive analysis and review of this program ride analysis.



**Table 1: Top Five Scooter Origin and Destination Neighborhood Groups**

Neighborhood Group	Share of Trip Origins	Share of Trip Destinations
<b>South of Market</b>	24.0%	23.8%
<b>Financial District</b>	18.6%	17.9%
<b>North Beach</b>	17.5%	15.9%
<b>Downtown/Civic Center</b>	11.3%	12.2%
<b>Mission</b>	7.7%	7.7%
<b>Total Share of Systemwide Trips</b>	<b>79.0%</b>	<b>77.6%</b>

### Rider Survey

Fehr & Peers and Corey, Canapary & Galanis (CC&G) prepared a rider survey that was distributed through the permitted companies' phone applications in May through July 2023. In total, the survey received 582 responses from scooter riders. The survey included a variety of questions, such as why the user selected scooter share, what transportation mode they would have used if the program was not available, and if the respondent connected with public transit for their trip. The survey also included demographic questions including questions on gender, race and ethnicity, income, and San Francisco residency.

**Appendix A** includes a detailed analysis of this scooter rider survey.

Most scooter riders would have walked (33%), would have used ride-hailing services (28%), or would have used public transit (21%) if scooter share was not available. A limited number of respondents would have driven alone (5%), likely due to uncompetitive nature of driving in the core scooter ridership area. About 27 percent of respondents reported connecting with transit on their latest scooter trip, with most connecting to and from BART and Muni bus services.

In general, Lime respondents were more likely to be visitors to San Francisco, with 46 percent of Lime responses coming from people who live outside of the Bay Area. Only 33 percent of Lime respondents live in San Francisco, in contrast to 63 percent of Spin respondents. When compared to census data, the survey sample was more likely to be white and less likely to be Asian than the population of San Francisco. Hispanic or Latino responses were similar to the city population, while Black or African American responses were higher than the city population. The sample's income distribution was also similar to San Francisco's population.

### Peer City Interviews

Fehr & Peers interviewed city staff from six peer cities to understand the structure and outcomes of similar powered scooter share programs in the United States. The selected cities were Seattle, Los Angeles, San Diego, Washington DC, Chicago, and Austin. The cities were chosen in coordination with the SFMTA, and they were selected due to their population and because of the success of their scooter share programs.



These peer cities shared a variety of information about their programs, including the permit process, sidewalk riding detection requirements, their approach towards adaptive devices for people with disabilities, and data reporting requirements. The information shared in these peer city interviews is available in **Appendix A**, and it was used to inform our program recommendations.

## Recommendations

Fehr & Peers used the findings from our program analysis, rider survey, and peer agency interviews to develop recommendations for a potential future iteration of the scooter share program. These recommendations include:

- **Maintain a permit-based system**
- **Continue recent changes to financial penalties**
- **Increase micromobility competition**
- **Retain innovative permit requirements**
- **Further investments in bicycle infrastructure to avoid sidewalk riding**
- **Strengthen certain reporting requirements, while streamlining others**



# Introduction

Powered scooters first appeared on San Francisco streets in Spring 2018, and they have been permitted to operate in the public right-of-way by the San Francisco Municipal Transportation Agency (SFMTA) through various programs since 2018. SFMTA currently provides permits to scooter companies on an annual basis. These permits start at the beginning of the City's fiscal year, which starts in July. Two companies are currently permitted to provide scooter share in San Francisco: Lime and Spin. Both companies can operate up to 2,750 scooters each within the City.

SFMTA retained Fehr & Peers to conduct a comprehensive analysis of the existing program, including program data analysis, a rider survey, and peer city interviews. The results of this program analysis are presented in a technical memorandum, which is intended to accompany this report and is attached as **Appendix A**.

As a part of this evaluation process, SFMTA asked Fehr & Peers to interview San Francisco elected and appointed officials to solicit feedback about the scooter program. SFMTA also requested recommendations for potential future iterations of scooter share in San Francisco. This evaluation report includes key findings from the program's technical analysis, the results from the stakeholder interviews, and our program recommendations.



# Key Findings

The full results from the scooter evaluation data analysis, rider survey, and peer city interviews are available in **Appendix A**. This section outlines the key findings from this program evaluation.

## Analysis Period and Data Collection

SFMTA provided Fehr & Peers with a variety of data to analyze the performance of the current scooter share program, including anonymized trip information, the number of deployed devices, and low-income memberships and rides. Fehr & Peers, in consultation with SFMTA, used program data from 2022 to conduct this analysis. This period was selected to analyze seasonal changes in scooter deployment and ridership, and because most COVID-19 public health restrictions were lifted prior to the start of the year. This analysis period also includes rides from Bird, which operated in San Francisco through its subsidiary Scoot. Bird left the San Francisco market in February 2023.

SFMTA receives a variety of data from the permitted companies, including data on rides, device deployment, low-income memberships and rides, collisions, and adaptive device trips. SFMTA receives a continuous real-time data feed of scooter device locations and ride data. Other data are reported to SFMTA by the permitted companies on a monthly, or quarterly, basis. This information is available to SFMTA through a web-based data portal. SFMTA provided Fehr & Peers with select data from this web-based portal to complete this evaluation.

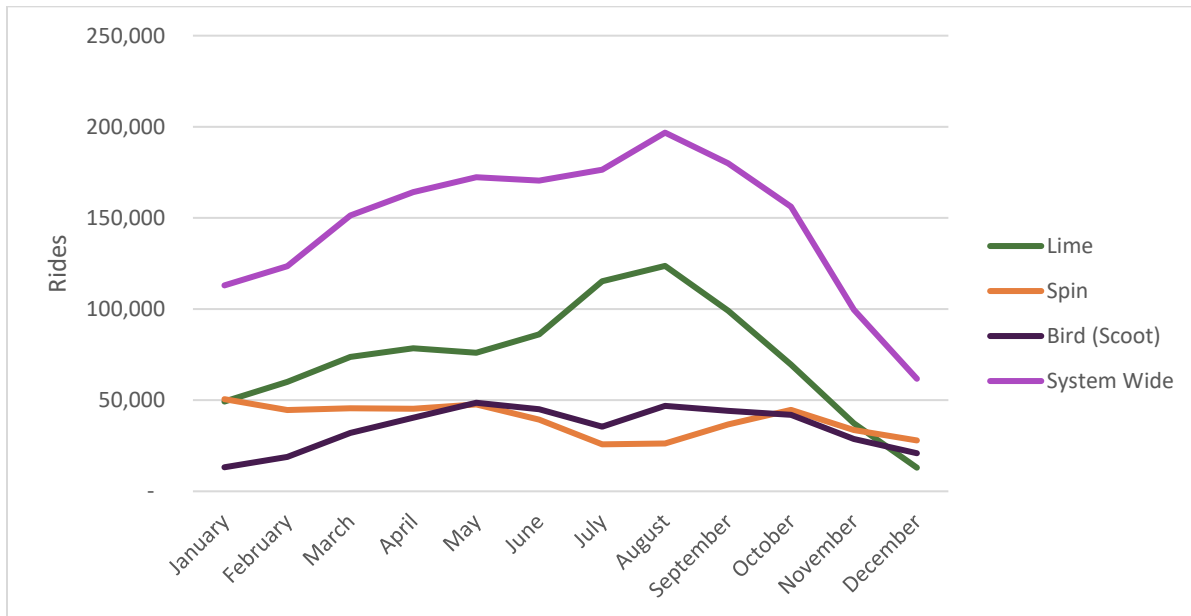
SFMTA ensured that all data provided to Fehr & Peers for this evaluation was anonymized to protect user privacy. Individual ride data had trip origin and destination coordinates removed and the data only included date, time, distance, and duration information. Fehr & Peers also received summary information on the number of trip origins and destinations by neighborhood and by census tract. This origin and destination data only included neighborhood pairs with at least 20 rides per month, to further protect scooter rider privacy.

## Ridership and Device Deployment Analysis

Fehr & Peers used data from permittee monthly and quarterly reports, individual trip data, and origin and destination pair data to analyze scooter ridership trends in San Francisco. In total, the three permitted companies provided over 1.7 million rides in 2022. As shown in **Figure 1**, scooter ridership is highly seasonal, with ridership peaking in August. This seasonality is mostly due to Lime, who provided almost half of total system rides in 2022. Lime experienced more seasonal changes in ridership than the two other permitted companies, most likely due to increased tourism during the summer months. The results from the rider survey, which included a question on residency and asked for the respondent's zip code, show that almost half of Lime users live outside of the Bay Area.

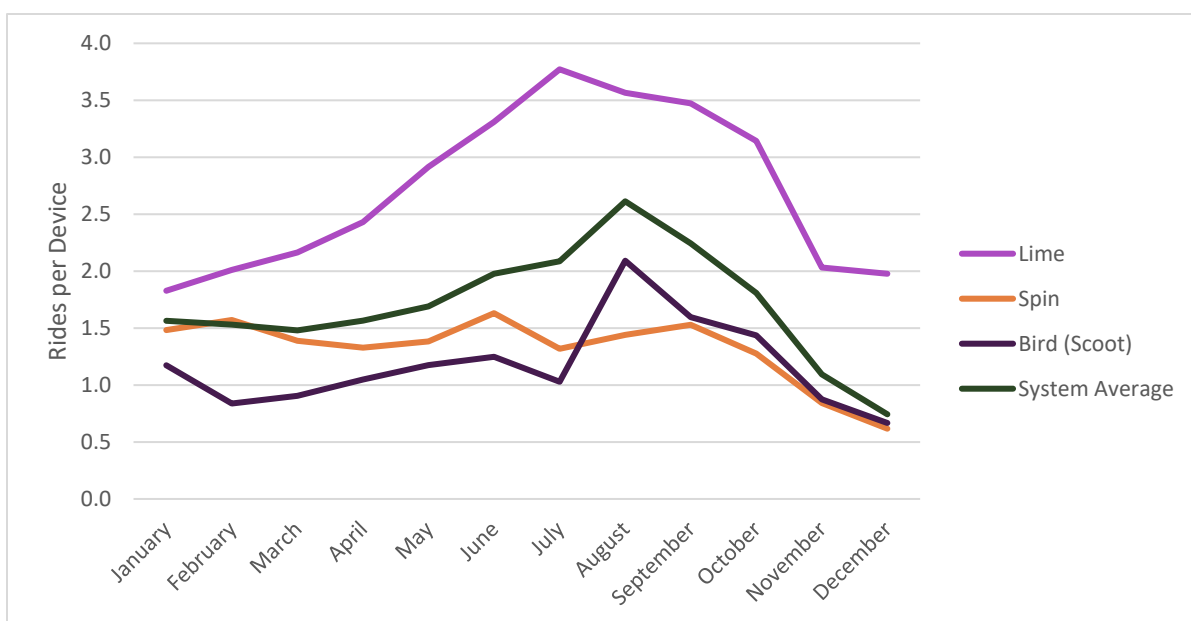


**Figure 1: Monthly Scooter Ridership (2022)**



As shown in **Figure 2**, on a program wide average, each device provided 1.7 rides per day. The average scooter trip was 1.5 miles, with an average ride duration of approximately 16 minutes. Over 80 percent of rides were shorter than 2 miles long. **Table 2** shows the monthly average ride distance by permitted company.

**Figure 2: Average Rides per Deployed Device per Day (2022)**



**Table 2: Average Ride Distance by Month - Miles (2022)**

Permitted Company	Jan.	Feb.	Mar.	Apr.	May	Jun.	Jul.	Aug.	Sep.	Oct.	Nov.	Dec.	Average
<b>Lime</b>	1.83	5.34	1.61	2.54	3.36	1.91	1.59	0.59	0.52	0.49	0.48	0.53	<b>1.72</b>
<b>Spin</b>	1.79	1.77	1.90	1.51	1.64	1.59	1.58	0.59	0.61	0.59	0.54	0.52	<b>1.29</b>
<b>Bird (Scoot)</b>	1.66	1.67	1.62	1.66	1.83	1.65	2.33	0.60	0.57	0.53	0.52	0.54	<b>1.25</b>
<b>System Wide</b>	<b>1.79</b>	<b>3.49</b>	<b>1.70</b>	<b>2.04</b>	<b>2.46</b>	<b>1.77</b>	<b>1.74</b>	<b>0.59</b>	<b>0.55</b>	<b>0.53</b>	<b>0.51</b>	<b>0.53</b>	<b>1.50</b>

## Trip Origins and Destinations

SFMTA provided Fehr & Peers with summarized trip origin and destination information to analyze the locations of scooter trips. This trip origin and destination data was provided using San Francisco Planning Department neighborhood groups.

Scooter ridership in San Francisco is highly concentrated. In total, 79 percent of systemwide trips start in the five neighborhood groups listed in **Table 3**, and about 78 percent of trips end in these same five neighborhood groups. These five neighborhoods are also shown in **Figure 3**.

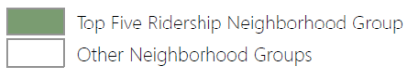
**Table 3: Top Five Scooter Origin and Destination Neighborhood Groups (2022)**

Neighborhood Group	Share of Trip Origins	Share of Trip Destinations
<b>South of Market</b>	24.0%	23.8%
<b>Financial District</b>	18.6%	17.9%
<b>North Beach</b>	17.5%	15.9%
<b>Downtown/Civic Center</b>	11.3%	12.2%
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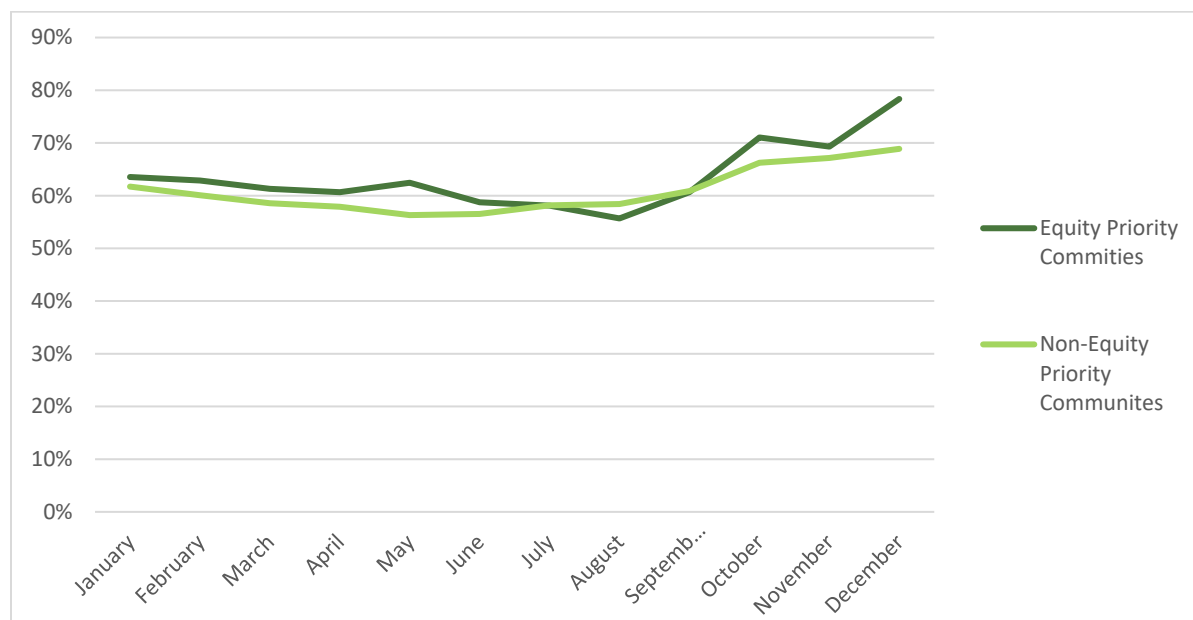


**Figure 3: Top Five Scooter Origin and Destination Neighborhood Groups (2022)**



Fehr & Peers also used this origin and destination information to find the share of trips that begin or end in the same neighborhood. As shown in **Figure 4**, about 60 percent of trips started and ended in the same neighborhood group. This rate was about the same for equity priority communities and non-equity priority communities.

**Figure 4: Percent of Trips that Start and End in the Same Neighborhood (2022)**



## Sidewalk Riding Citation Analysis

SFMTA investigators issue financial penalties to the permitted companies for parking, riding, and permit violations. Riding violations include dangerous riding, riding against traffic, and sidewalk riding. Preventing sidewalk riding is a priority for SFMTA, and the agency is currently engaged in a public awareness and education campaign to reduce this behavior. SFMTA provided Fehr & Peers with the location of sidewalk riding violations to analyze if there is a relationship between sidewalk riding and on-street bicycle facilities.

**Table 4** shows the results of this sidewalk riding analysis. Excluding the Embarcadero, which is a hotspot for sidewalk riding, only 35 percent of citations were issued on roads with a bicycle facility. Of those violations on streets with a bicycle facility, 82 percent occurred on streets that are designated bicycle routes (Class III), where there is no dedicated bicycle lane, and where scooters and bicycles ride in mixed automobile traffic.



**Table 4: Sidewalk Riding Violations**

Violation Type	2022 Citations	Citations per 1000 Rides	Omitting Embarcadero Citations (2022)	Omitting Embarcadero Citations Per 1000 rides
<b>All Violations</b>	10,856	6.15	8,644	4.90
<b>Riding Violations</b>	788	0.45	282	0.16
<b>Sidewalk Riding Violations</b>	683	0.39	234	0.13
<b>Sidewalk Riding Violation on road with Bicycle Facility</b>	501	0.28	84	0.05
<b>Sidewalk Riding Violation on road with Class III Bicycle Facility</b>	69	0.04	69	0.04

## Rider Survey

Fehr & Peers and Corey, Canapary & Galanis (CC&G) prepared a rider survey that was distributed to scooter users in May through July 2023, through the permitted companies' phone application. This survey, which was available in English, Spanish, Mandarin Chinese, and Tagalog, included questions on the purpose of the user's scooter trips, how often the respondent rides scooters, and what transportation mode the user would have taken if scooter share was not available. Two separate survey links were used, with one link sent to Lime riders and the other sent to Spin riders. Bird was not included in these survey results, as they ceased operations in San Francisco prior to the distribution of the survey.

In total, the rider survey received a total of 582 responses, including 532 completed surveys and 50 partially completed surveys. Approximately 69 percent of responses were from Lime riders and 31 percent of responses were from Spin riders. The rider survey also included several optional demographic questions, including questions on respondent gender, ethnicity, income, and San Francisco residency. The full survey results are included in **Appendix A**.

### Key Transportation Question Results

The survey results show that most scooter riders would have walked (33 percent of responses), would have used ride-hailing services (28 percent), or would have used public transit (21 percent) if scooter share was not available. **Table 5** shows the full results of this mode choice question. A limited number of survey respondents would have driven alone (5 percent). This is likely because driving is a less competitive mode choice in the core scooter service area, due to limited automobile parking.



**Table 5: Respondent Mode Choice if Scooter Share Was Not Available**

Mode	Lime	Spin	Total
<b>Bike</b>	22 (5%)	4 (2%)	26 (4%)
<b>Drive Alone</b>	20 (5%)	14 (8%)	34 (6%)
<b>Drive with Others/Carpool</b>	4 (1%)	2 (1%)	6 (1%)
<b>Motorcycle or Moped</b>	1 (0%)	1 (1%)	2 (0%)
<b>Personal Scooter</b>	4 (1%)	2 (1%)	6 (1%)
<b>Private Transit or Shuttle</b>	1 (0%)	0 (0%)	1 (0%)
<b>Public Transportation</b>	85 (21%)	55 (31%)	140 (24%)
<b>Regular Taxi</b>	1 (0%)	1 (1%)	2 (0%)
<b>Ride-Hailing (Lyft and Uber)</b>	112 (28%)	38 (21%)	150 (26%)
<b>Walk</b>	131 (33%)	60 (33%)	191 (33%)
<b>Other</b>	10 (2%)	1 (1%)	11 (2%)
<b>Would Not Have Taken Trip</b>	11 (3%)	2 (1%)	13 (2%)

Approximately 27 percent of scooter users reported using the service to connect to and from transit on their most recent journey. Respondents who connected to and from transit primarily used BART or Muni bus services.

Respondents were also asked the purpose of their most recent scooter trip. As shown in **Table 6**, these trip purposes were mostly evenly distributed between the four options. A higher share of Spin riders rode scooters to reach work or school, and Lime had a higher share of recreational trips.

**Table 6: Purpose of Most Recent Scooter Trip**

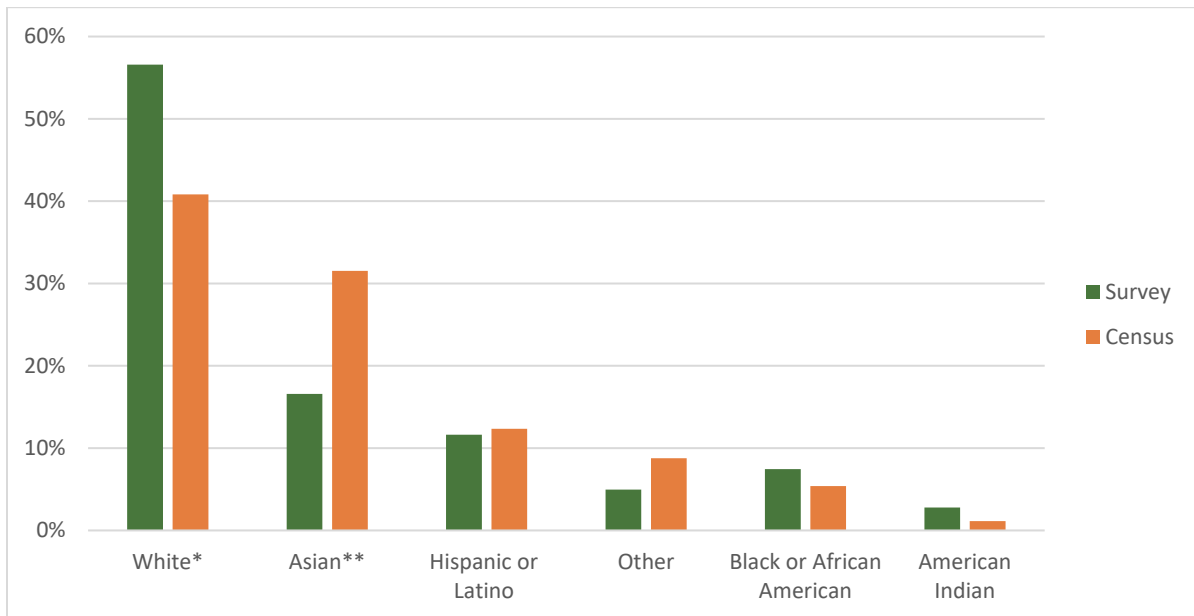
Permittee	For Fun or Recreation	Shopping or Errands	To Get To or From a Social Activity or Entertainment	Work or School
<b>Lime</b>	110 (27%)	67 (17%)	128 (32%)	97 (24%)
<b>Spin</b>	33 (18%)	40 (22%)	46 (26%)	61 (34%)
<b>Total</b>	<b>143 (25%)</b>	<b>107 (18%)</b>	<b>174 (30%)</b>	<b>158 (27%)</b>



## Key Demographic Results

The total scooter survey sample had a large majority of male responses, with 74 percent of respondents identifying as male in the survey. As shown in **Figure 5**, survey respondents were more likely to be white and less likely to be Asian than the San Francisco population.

**Figure 5: Survey Sample Race and Ethnicity Compared to San Francisco Population**



Source: American Community Survey (ACS) 2021 1-Year Estimates, United States Census Bureau

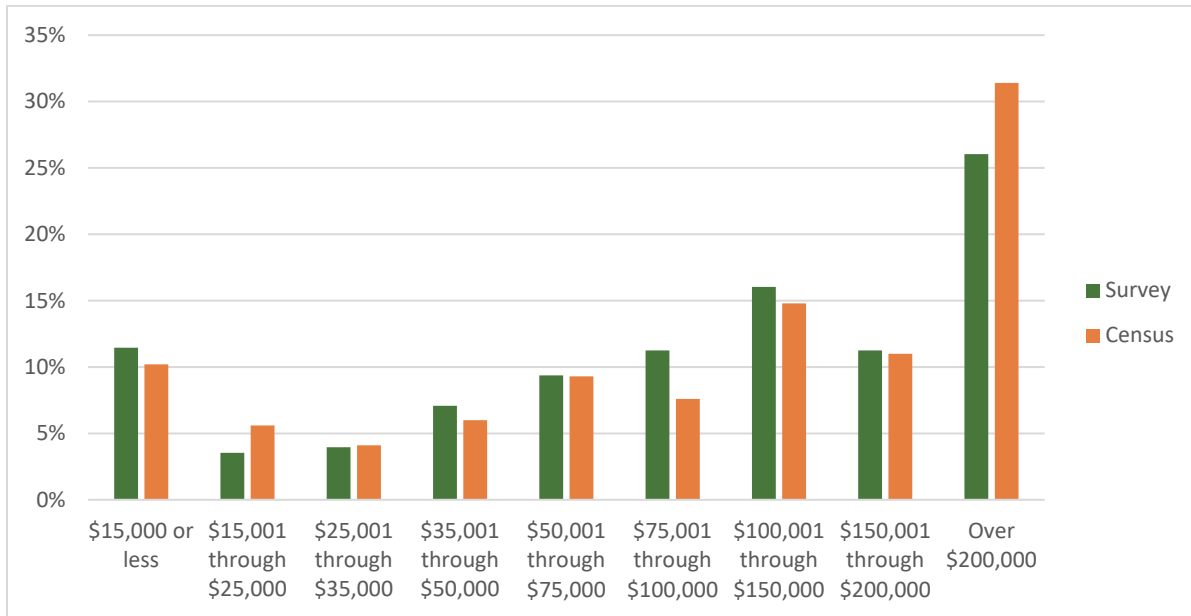
\* Includes Middle Eastern and North African

\*\* Includes Pacific Islander

Survey respondents were also asked for their total household income before taxes. **Figure 6** shows a comparison of the total scooter survey sample's household income to San Francisco's population. In general, the survey sample had a similar income breakdown to the city's population.

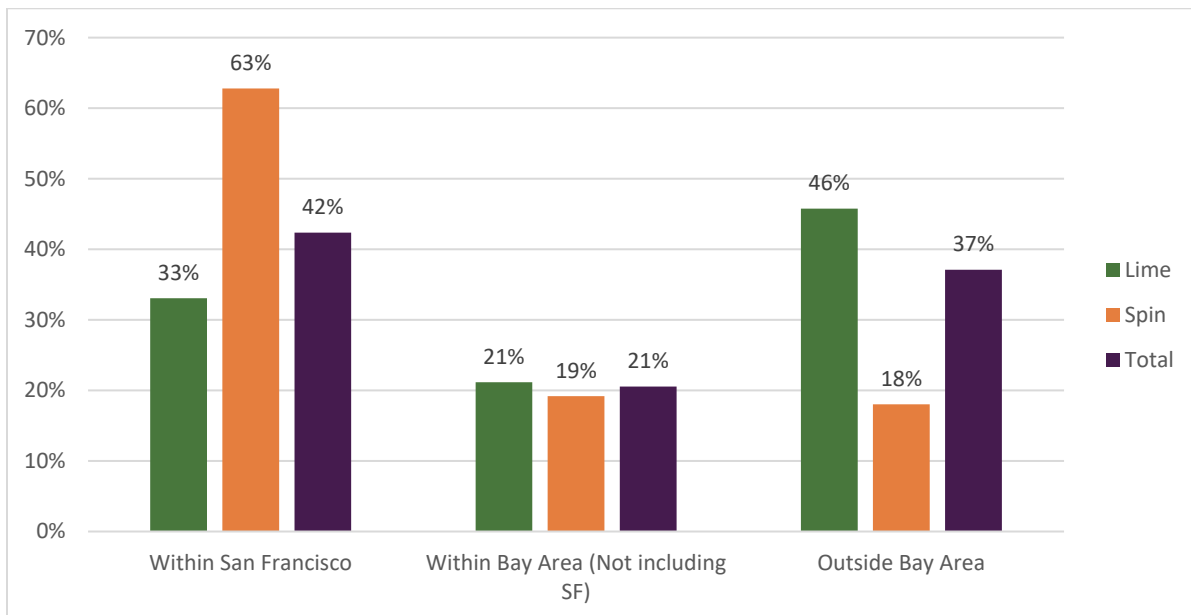


**Figure 6: Survey Sample Household Income Compared to San Francisco Population**



Finally, the scooter survey asked for respondent zip codes, which were used to determine San Francisco or Bay Area residency. **Figure 7** shows the zip code location of survey respondents. Based on this data, a majority of Spin users live within San Francisco. Lime is more popular with Bay Area visitors. Almost half of Lime respondents live outside of the Bay Area. This visitor focused user base may explain why Lime’s ridership has more seasonal variation than Spin’s ridership.

**Figure 7: Survey Respondent Zip Codes**



## Peer City Interviews

Fehr & Peers interviewed city staff from six peer cities to understand the structure and outcomes of similar powered scooter share programs in the United States. The selected cities were Seattle, Los Angeles, San Diego, Washington DC, Chicago, and Austin. The cities were chosen in coordination with SFMTA, and they were selected due to their population and because of the success of their scooter share programs. The information shared in these peer city interviews is available in **Appendix A**. These interviews covered topics such as equity requirements, adaptive device requirements, and each city's approach to sidewalk riding.

Of the peer cities we interviewed, five have permit-based systems, and one uses a request for proposal (RFP) approach. The permit-based cities issue permits that range from six-months in duration to two-years. In general, the cities with shorter permit terms provide a more streamlined renewal process. San Diego, the single city with an RFP system, offers three-year contracts, with two one-year extension options.

## Elected and Appointed Official Interviews and Meetings

Fehr & Peers, in consultation with SFMTA staff, conducted two interviews with elected and appointed City officials. The first interview was held with Supervisor Aaron Peskin, the President of the San Francisco Board of Supervisors, on June 14<sup>th</sup>, 2023. Supervisor Peskin was interviewed as the district he represents, District 3, covers most of the core ridership area for the scooter share program. Supervisor Peskin said that his primary concern about the scooter share program is sidewalk riding and its potential to cause collisions and injuries. He mentioned that requiring sidewalk riding detection technology, which SFMTA added to the permit requirements in June 2023, is his highest priority.

The second interview was held with Chair Amanda Eaken, the Chair of the SFMTA Board of Directors, on September 8, 2023. Chair Eaken shared that she sees scooter share as a sustainable transportation option that can connect people to transit and replace ride-hailing trips, and that she wants to ensure that the program's requirements do not constrain that first and last mile potential. Chair Eaken also mentioned that she sees investing in safer bicycle infrastructure as the most effective way to reduce sidewalk riding.

In addition to these two interviews, Fehr & Peer staff attended a meeting of the San Francisco Mayor's Disability Council on May 19, 2023. At that meeting, SFMTA staff provided an update on the scooter share program and this program evaluation. Members of the council and the general public shared their thoughts on the scooter share program, and how sidewalk riding and improperly parked devices can disproportionately affect people with disabilities. SFMTA also shared information on their sidewalk riding prevention public awareness campaign.



# Recommendations

Based on the data analysis conducted on the existing scooter share program, the results of the scooter user survey and the information gathered in the peer city interviews, Fehr & Peers has prepared a series of recommendations for potential future iterations of the scooter share program. Fehr & Peers provides the following six recommendations if San Francisco decides to retain a scooter share program in the future.

## **Maintain a Permit-Based System**

Switching to an RFP system requires many months of administrative and legislative attention, while providing somewhat unclear advantages towards achieving the SFMTA program's needs and goals. The primary benefits of an RFP system are increased flexibility to change program terms and requirements mid-cycle, and the ability to limit the number of permitted companies. San Francisco has a mature regulatory environment for scooter share, with limited year-to-year changes, which makes the additional flexibility less valuable at this time. Additionally, based on our interviews with the peer cities, our previous work on bike share systems, and a review of news articles on micromobility, the current nationwide economic environment for micromobility providers appears to be challenging, and it is unlikely that San Francisco will see a large influx of potential permitted companies in the near to medium term.

Of the six peer cities we interviewed, only one city has switched to an RFP system, although other cities are considering moving towards one in the future. Fehr & Peers recommends maintaining a permit-based approach at this time, as San Francisco's program goals can still be achieved in a permit-based environment. We recommend SFMTA consider issuing two-year permits, or a providing streamlined renewal process. The peer cities we interviewed have permit terms that range from six months to two-years, and some cities provide a streamlined reapplication process for permitted companies that meet certain program goals and metrics.

## **Continue Recent Changes that Reduce Financial Penalties to the Permitted Companies**

When compared to the peer cities we interviewed, San Francisco has been an outlier in issuing financial penalties to the permitted companies, as most of the cities we interviewed avoid issuing citations to the permittees, partially due to concerns about the financial viability of micromobility as a business.

In recent months, the SFMTA has made changes to fines, by creating the Safe Micromobility Parking Incentive Policy, which provides discounts to company financial penalties if the permittees respond to improperly parked devices within one to two hours. These fine discounts are based on average response times over a two-week period. This policy recalibrates fines, and it retains financial penalties as a regulatory tool, while providing the permittees with an incentive to maintain prompt response times to complaints.



## **Increase Micromobility Competition**

Affordability was a concern in the scooter user survey, especially in the answers to free response questions. San Francisco has fewer permitted companies than all of the peer cities we interviewed. The City has two current permittees, while most of the peer cities have three to four permitted companies, although these often include dockless bikeshare providers. Additionally, like San Francisco, four of the six peer cities also have docked bikeshare systems that provide a similar micromobility service.

Having fewer permitted companies limits rider options and may have an effect on prices. Attracting one additional permitted company would result in more competition in the scooter market, which could result in lower prices and increase access.

## **Retain Innovative Permit Distribution Requirements**

San Francisco's coverage requirements, which are based on the percentage of a neighborhood that is within a ¼ mile of a scooter during certain time periods, are an innovative way to promote equitable distribution of scooters. Some of the peer cities we interviewed use boundary-based distribution requirements, which require that a certain percentage of scooters are located within a neighborhood boundary, regardless of their distribution inside that community.

One peer city reported issues with companies placing scooters on the edge of an equity priority community, so they can serve neighboring affluent areas outside of the neighborhood boundary. The San Francisco approach avoids this issue, and it ensures a more effective distribution of scooters within these equity priority communities.

## **Further Investments in Bicycle Infrastructure to Avoid Sidewalk Riding**

Outreach that informs riders to not ride on sidewalks, along with device sidewalk riding detection technology, are important tools to reduce sidewalk riding, and we recommend SFMTA continue its efforts in those areas. SFMTA has an ongoing public awareness campaign about sidewalk riding and scooter safety, which includes signage on agency bus stops and transit vehicles.

Fehr & Peers included questions about sidewalk riding in the peer city interviews, and many of the cities mentioned that investing in safer bicycle infrastructure was the most effective way to reduce sidewalk riding. Our analysis of sidewalk riding citations shows that violations were much more frequent on streets without bicycle lanes. On streets with at least some form of designated bicycle facility, over 82 percent of sidewalk violations occurred on streets with Class III infrastructure, where scooters and bicycles ride in mixed traffic with automobiles.

## **Strengthen Certain Reporting Requirements, While Streamlining Others**

SFMTA requires that the permitted companies supply a variety of data on program rides, performance, and other metrics. SFMTA includes these data requirements as an appendix to the program's permit terms and conditions, and the agency has the opportunity to update this required data during the permit renewal process.

Some of this required data is provided in a direct data feed to SFMTA, through the MDS data standard, while other information is reported monthly or quarterly by the permitted companies. This company provided data is often incomplete and includes information that is important for the equity and environmental goals of the program, such as the number of adaptive scooter users and low-income fare memberships, and the miles driven by company operational vehicles. Other reported data, while useful, are less important for the goals of the scooter share program.

In May 2023, Fehr & Peers provided recommendations on changes to Appendix 4 and Appendix 5 of the Powered Scooter Share Program Permit terms, which cover these data reporting and distribution requirements. These recommendations aimed to improve the reporting consistency of important program data, while reducing the administrative burden of analyzing less valuable information. SFMTA took these recommendations into consideration during their most recent revision to the program's permit terms. Additionally, the move to MDS 2.0, the newest iteration of the MDS data standard, will expand the information that is provided to SFMTA through a direct data feed, which will further improve data reporting to the agency.

# Appendix A: Powered Scooter Evaluation Task A Memorandum