

# MEMORANDUM



CITY OF DALLAS

DATE March 4, 2022

TO Honorable Chair and Members of the Transportation & Infrastructure Committee

SUBJECT **Micromobility Briefing to Transportation Committee, February 22, 2022:  
Responses to Questions**

The following are responses to questions posed by City Council members during the February 22, 2022, Transportation & Infrastructure Committee briefing on the Micromobility Working Group recommendations for relaunching the dockless vehicle (e-scooter) program.

## 1. Councilmember Bazaldua: How much potential revenue has been lost since scooters were taken off the streets?

Below are rough estimates of potential revenue that the City has lost due to the suspension of the program, assuming the City began accepting permits the day after the program was suspended (September 1, 2020).

a. To calculate potential revenue lost from not issuing operating permits to companies:

- A. The number of operators that were operating at time of program suspension: 4
- B. Annual operating permit fee amount: \$1000.00
- C. The number of times operators would have had to apply for or renew a permit: 2

$$(A \times B) \times C = \text{Total potential operator permit revenue loss}$$
$$(4 \times \$1,000) \times 2 = \mathbf{\$8,000}$$

b. To calculate potential revenue lost from not collecting device permit fee:

- A. Number of dockless vehicles last reported operating on streets: 8,500
- B. Dockless vehicle permit fee amount: \$35.00 per year
- C. The number of times operators would have had to apply for or renew device permits : 2

$$(A \times B) \times C = \text{Total potential device permit revenue loss}$$
$$(8,500 \times \$35) \times 2 = \mathbf{\$595,000}$$

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- c. To calculate revenue lost from not collecting per-trip fee:
- A. Per trip fee amount: \$0.20
  - B. \*Average daily trips: 4,113
  - C. Number of Days: approximately a year and a half (500 days)

$$(A \times B) \times C = \text{Total potential per-trip revenue loss}$$
$$(\$0.20 \times 4,113) \times 500 = \mathbf{\$411,300}$$

*\*This data is an average from September 2019-August 2020. Staff encountered challenges with collecting these fees, particularly the per-trip fee, without dedicated program staff, a method to invoice vendors and collect fees, and without a data vendor to track trip data in a timely fashion. Staff began the process of procuring a data vendor in the spring of 2021, and a dedicated staff person was hired in December of 2021. Staff intend to take the data vendor contract to City Council for approval at the same time as any changes to the program to ensure the contract coincides with the relaunch of the program.*

**d. Grand Total (Combined Total from Secs. A-C): \$1,014,300**

Please note that the above estimates do not consider the expenses the City would have incurred if the program would have continued to operate. Expenses that the City would have likely incurred during this period includes (but is not limited to):

- a. Additional staff for program management;
- b. Enforcement of riders (DPD);
- c. Parking enforcement and scooter impoundment (DDOT); and
- d. The new data vendor contract.

**2. Councilmember Bazaldua: Please provide the list of issues and questions that still need to be discussed by the Working Group.**

The following issues will be addressed at the February 28, 2022 meeting of The Micromobility Working Group:

- *Issue 1A: Number of Operators and Fleet Size*
- *Issue 1C: Scooter Availability In Low-Income/Equity Areas*
- *Issue 1D: Hours Of Operation And Criminal/Unsafe Late Night Riding*
- *Issue 1F: Rebalancing Issues (Too Many In One Area)*
- *Issue 2B: Illegal Sidewalk Riding*
- *Issue 3B: Adjusting The Permit Program As Lessons Are Learned*
- *Issue 3C: Regulating Privately Owned Motorized Scooters And E-Bikes, As Well As Other Forms Of Dockless Vehicles And Micromobility.*

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**3. Councilmember Mendelsohn: Does the criteria for Equity Focus Areas include age (seniors) or disability status?**

The intent was to follow the criteria in the Capital Equity Tool that is under development by the Office of Equity with the Bond Office. The preliminary criteria that comprise that tool include (1) Race, (2) Transportation Access, (3) Socio-Economic Status, and (4) Social Vulnerability as per the Centers for Disease Control's definition which covers socioeconomic status, household composition and disability, minority status and language, and housing and transportation. Locations defined as "Equity Focus Areas" for the purpose of the Dockless Vehicle Program and Vision Zero are areas that meet all the criteria of the Tool. This methodology for identifying areas to prioritize for equity purposes was presented to and supported by the Micromobility Working Group. However, this topic will be discussed further at the next Working Group meeting (see Issue 1C above).

**4. Councilmember Mendelsohn: How many dockless vehicles were last permitted or out on the streets?**

The following is a breakdown of the number of dockless vehicles operating in the public right-of-way prior to the suspension of the program (8,500 total):

- *Bird (3,000 units)*
- *Lime (3,000 units)*
- *Ojo/Gotcha (500 units)*
- *Wheels (2,000 units)*

It is anticipated that proposed changes to City Code, proposed Director Rules, and criteria for selecting operators will be brought to City Council for a briefing in May 2022. Staff will incorporate direction from Council and bring the final ordinance and the data vendor contract for adoption in June 2022.

If you have any questions or concerns, please contact Ghassan 'Gus' Khankarli, P.E., Director of the Department of Transportation, at [Ghassan.khankarli@dallascityhall.com](mailto:Ghassan.khankarli@dallascityhall.com).



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