

RESOLUTION NO. 21-9035

**A RESOLUTION OF THE CITY OF SANTA CLARA, CALIFORNIA
ESTABLISHING THE SHARED MOBILITY PERMIT AND
IMPOUND FEES AND INTEGRATING THE FEES INTO THE
MUNICIPAL FEE SCHEDULE**

BE IT RESOLVED BY THE CITY OF SANTA CLARA AS FOLLOWS:

WHEREAS, on December 7, 2021 the City Council introduced Ordinance No. 2038 establishing new Chapter 10.35 "Shared Mobility Devices" providing shared mobility regulations to create a shared mobility permit program consistent with the City's goals of enhancing mobility, easing traffic congestion and promoting sustainability;

WHEREAS, the permit program is needed to ensure the protection of public health and safety;

WHEREAS, the City Council has considered the "Shared Mobility Fee Study", dated November 1, 2021 prepared by City staff (the "Shared Mobility Fee Study");

WHEREAS, the Shared Mobility Fee Study demonstrates the relationship between the fee and shared mobility permits subject to the fee. The shared mobility permit program will create additional work for City staff related to permit issuance, permit administration, data analysis, public interaction and additional outreach;

WHEREAS, the Shared Mobility Fee Study proposed establishing a new fee for the purpose of recovering the reasonable regulatory costs that would be incurred by the City for issuing licenses and permits, performing investigations, inspections, and the administrative enforcement of a shared mobility program;

WHEREAS, the same Shared Mobility Fee Study demonstrated that in order to recover City costs associated with the new shared mobility permits, an application fee of \$3,470 per Operator, an annual fee of \$27,430, a device fee of \$70 per shared mobility device excluding the first 60 shared mobility devices per Operator and an additional device fee of \$35 per shared mobility device ("Shared Mobility Permit Fees") would be needed;

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WHEREAS, the same Shared Mobility Fee Study proposed establishing a new fee for the purpose of recovering City costs associated with impounding of shared mobility devices;

WHEREAS, the same Shared Mobility Fee Study demonstrated that in order to recover City costs associated with removing and storing shared mobility devices, an Electric Scooter/eBike Impound Fee of \$305 per shared mobility device would need to be imposed;

WHEREAS, in order to implement the Shared Mobility Regulations to create a shared mobility permit program, the City Council desires to adopt the Shared Mobility Fee Study and implement the Shared Mobility Permit Fees and Impound Fee to encourage the City's goals of enhancing mobility; and,

WHEREAS, a public hearing was conducted by the City Council on December 7, 2021.

NOW THEREFORE, BE IT FURTHER RESOLVED BY THE CITY OF SANTA CLARA AS FOLLOWS:

1. That the Shared Mobility Permit Fees and Impound Fee shall be appended to the Municipal Fee Schedule kept on file in the office of the City Clerk.
2. That unless otherwise modified by the City Manager, the Shared Mobility Permit Fees and Impound Fee will automatically adjust for inflation annually, using the Engineering News Record McGraw-Hill Construction Weekly Building Cost Index for San Francisco. If this index ceases to exist, the City Manager shall substitute another construction cost index, which in his or her judgement is as nearly equivalent to the original index as possible. The automatic fee adjustment, as modified by the City Council, will occur when the City conducts its annual update of the Municipal Fee Schedule.

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3. Effective date. This resolution shall become effective on the effective date of Ordinance No. 2038.

I HEREBY CERTIFY THE FOREGOING TO BE A TRUE COPY OF A RESOLUTION PASSED AND ADOPTED BY THE CITY OF SANTA CLARA, CALIFORNIA, AT A REGULAR MEETING THEREOF HELD ON THE 7TH DAY OF DECEMBER 2021, BY THE FOLLOWING VOTE:


AYES: COUNCILORS: Becker, Chahal, Hardy, Jain, Park, and Watanabe, and Mayor Gillmor

NOES: COUNCILORS: None

ABSENT: COUNCILORS: None

ABSTAINED: COUNCILORS: None

ATTEST:



NORA PIMENTEL, MMC
ASSISTANT CITY CLERK
CITY OF SANTA CLARA

Attachments incorporated by reference:

1. DRAFT Shared Mobility Device Permit Administrative Regulations
2. Shared Mobility Fee Study

City of Santa Clara

DRAFT Shared Mobility
Device Permit
Administrative Regulations

November 10, 2021

Purpose and Authority

Chapter 10.35 of the Santa Clara City Code sets forth the requirements and procedures for permits issued for the operation of Shared Mobility Devices in the City of Santa Clara. These regulations implement the provisions of Chapter 10.35 and are issued by the City Manager or Designee under the authorization granted by Section 10.35.030 of the Code. These regulations are not intended to be exhaustive and may be amended at any time by the City Manager.

These regulations shall be referred to as the "Shared Mobility Device Permit Administrative Regulations."

Definitions

The definitions set for in Chapter 10.35, and herein, shall govern the application and interpretation of these regulations.

Permit Requirements

The following requirements shall be incorporated into the Terms and Conditions of all Shared Mobility Device permits issued. By submitting an application, Operator agrees to comply with all requirements, unless a specific modification is noted in the application and approved by the City Manager in writing prior to issuance of permit.

Permit Issuance

1. Permit application period will be from February 1 to March 31 each year.
2. Permit will be valid for a one-year period, from July 1 to June 30.
3. The City Manager will review permit applications and issue permits by June 1.
4. Based on the content of the Permit Application, the City Manager may select up to three operators to grant permits based on criteria described in "Permit Application Contents" section.

Shared Mobility Device Requirements

1. All Shared Mobility Devices shall have, and clearly display, a unique, permanent identification number.
2. All Shared Mobility Devices shall be equipped with global positioning system (GPS) tracking or other similar means of continuously tracking locations of such Shared Mobility Devices.
3. All Shared Mobility Devices shall clearly display the operator's business name, customer service phone number, and email address. Information shall also be provided in Braille on each Shared Mobility Device.
4. All Shared Mobility Devices shall include headlights, taillights, reflectors, and comply with applicable California State Law, including the California Vehicle Code, and industry standards.

5. Operator shall provide a description of Mobility Device capabilities that will assist user in complying with state law, including the California Vehicle Code, regarding maximum scooter operating speeds and prohibited operation on sidewalks. Each Operator will be required to deploy “Geofencing” or other technology capable of preventing the use of Shared Mobility Devices or to limit the maximum speed of Shared Mobility Devices in designated areas of the City.

Parking

1. Operators will ensure that users of the Shared Mobility Devices including the Operator’s agents responsible for fleet management and rebalancing are informed of all applicable laws and regulations, and the following parking rules and limitations, and ensure that users comply with these limitations.
2. All Shared Mobility Devices shall be upright when parked.
3. All Shared Mobility Devices shall not be parked in such a manner as to block or obstruct access to public facilities included but not limited to the following:
 - Pedestrian Clear Zone area of the sidewalk (The “Pedestrian Clear Zone” area of the sidewalk or pedestrian path of travel is defined as the area within the 48 inches of clear space on the sidewalk or pedestrian path for pedestrian travel.)
 - Any fire hydrant, call box, or other emergency facility (minimum 36-inch clearance)
 - Rail platforms, bus benches, bus stops, bus shelters, and passenger waiting areas, except at existing bicycle racks or designated parking areas for Shared Mobility Devices (minimum 36-inch clearance)
 - Utility poles or boxes (minimum 36-inch clearance)
 - All on- or off-street vehicle parking spaces (minimum 36-inch clearance to curb face), including but not limited to:
 - i. Disabled parking zones
 - ii. Loading zones
 - iii. Time Limited Parking zones
 - Street furniture that requires pedestrian access, for example benches, receptacles, etc. (minimum 36-inch clearance)
 - Areas within 15 feet of Curb ramps
 - Areas within 10 feet of entryways, exits, and driveways
 - Vehicular traffic lanes including bicycle lanes and associated buffers
4. When a sidewalk includes a “furniture zone”, Shared Mobility Devices shall be parked within the furniture zone. When a sidewalk lacks a “furniture zone”, Shared Mobility Devices must not be parked in a way to deny meaningful access to City sidewalks and paths of travel for persons with disabilities. Towards this end, each Operator must give notice and training to the User and ensure that Shared Mobility Devices are parked so that (a) 48-inch clear spaces are provided on pedestrian rights-of-way, and (b) curb ramps, entryways, exits, and other accessible paths of travel are never blocked or

obstructed. "Furniture zone" shall refer to that section of the sidewalk between the curb and the pedestrian through zone in which street furniture and public amenities, such as lighting, benches, newspaper kiosks, utility poles, tree wells and bicycle racks are provided.

5. Any Shared Mobility Device that is parked incorrectly shall be reparked in a correct manner or shall be removed within two hours after Operator's customer service team receives notice of the report. The operator will be notified about parking violations directly through customer service communication via contact information provided on each Shared Mobility Device. In addition, City staff will forward notifications to operators during staffing hours that are received from the public, including but not limited to, through the City's My Santa Clara mobile application.
6. Operator must provide a feature within its mobile application that requires a user of a Shared Mobility Device to upload a photograph, or utilize other technology, to ensure the Shared Mobility Device is not obstructing the pedestrian pathway at the end of each ride.
7. Operator shall not place or attach any personal property, fixtures or structures to City property without the prior written consent of City including applicable permits.
8. Operator shall coordinate with, and obtain written approval from, the City Manager for all marked designated parking areas throughout the City.
9. Operator shall not deploy Shared Mobility Devices or install parking on private property without the consent of the property owner.
10. Designated on-street parking areas may be established at selected locations after review and approval by the City Manager.
11. Operator shall obtain an encroachment permit for any installation of infrastructure, signing or striping in the public right-of-way.
12. Operator shall be responsible for installation and removal of all approved infrastructure, signing and striping.
13. The City Manager reserves the right to designate "priority parking areas" in coordination with property owners. The purpose of these priority parking areas is to provide parking at designated locations within or adjacent to commercial centers and other destinations.
 - Operators shall be responsible for the cost of installation and maintenance of any necessary infrastructure, including construction of the new designated shared parking areas. These costs shall be shared equally among the Operators.
 - For any priority parking area, all operators that are issued a Shared Mobility Device permit shall have a plan for deployment of Shared Mobility Devices at the designated shared parking areas. The designated shared parking areas may be located at any of the following locations:
 1. Related Project (future)
 2. AMC Mercado
 3. Santa Clara Square
 4. Rivermark
 5. Santa Clara Convention Center
 6. Lawrence Station Area

7. Great America Theme Park
8. Levi's Stadium
9. Central Park Library
10. City Hall
11. Great America Train Station
12. Santa Clara Station
13. Santa Clara University
14. Mission College

Fleet Management and Balancing

1. Each Operator must provide a minimum of 60 shared mobility devices, whichever is applicable, to ensure service availability. The minimum number of Shared Mobility Devices may be amended by the City Manager.
2. The total size of the citywide fleet shall not exceed 3,000 Shared Mobility Devices with up to 1,000 bicycles (including electric bicycles) and 2,000 motorized scooters. Following the review of shared mobility permit applications, the number of Shared Mobility Devices will be allocated equally among the Operators based on the number of Operators that are permitted to operate Shared Mobility Devices and the number of Shared Mobility Devices desired for deployment by each permitted Operator. The City Manager has the discretion to periodically adjust the City-wide maximum number of Shared Mobility Devices.
3. Each operator must deploy 5% of the total number of Shared Mobility Devices in an area designated as an Equity Priority Community (formerly referred to as Community of Concern) as defined by the Metropolitan Transportation Commission.
4. All Shared Mobility Devices parked in a low-density residential zone shall be moved by the Operator out of the residential zone within 72 hours.
5. Any improperly parked Shared Mobility Devices that are not removed within 2 hours of notification of the Operator may be impounded and taken to a City facility for storage at the Operator's expense. Operator shall be required to pay the impounding fee.
6. Operator shall be responsible for retrieving the impounded Shared Mobility Devices from the city facility. Failure to retrieve Shared Mobility Devices from the city facility within two working days of notification of impoundment shall constitute abandonment of the property and the City may, after written notice is provided, dispose of the property in accordance with the surplus property provisions of the City Code. Furthermore, failure to retrieve the Shared Mobility Device(s) may lead to permit suspension or revocation.
7. Shared Mobility Devices must be re-parked/re-distributed daily to ensure compliance with the regulations and the Operator's plan of operation.
8. Operators shall ensure that users do not operate Shared Mobility Devices in City parks. Operators shall use geofencing or equivalent technology to prevent Shared Mobility Devices from being operated in City parks excluding the San Tomas Aquino/Saratoga Creek Trail. A complete list of City parks is available on the City's website at:

<http://missioncity.maps.arcgis.com/apps/MapTour/index.html?appid=4c84d4f8913541cebd8a8ef3fc31a326&>

Customer Service

1. Operator shall maintain a 24-hour customer service telephone number with live operators for customers and members of the public to report safety concerns, complaints, or to ask questions. The customer service number shall be clearly displayed on all Shared Mobility Devices in service.
2. Operator shall provide options for customer service inquiries to be submitted via email and text message.
3. Operators shall provide email, text message or phone confirmation of any issues reported to originator if requested and follow up with the originator with status updates as appropriate.
4. Any Shared Mobility Device that is parked improperly (as described in "Parking" section above) shall be re-parked in a correct manner or shall be removed within two hours after notice has been provided to Operator.
5. Operator shall maintain a multilingual (English, Spanish and Chinese) website, call center and mobile app customer interface that are available 24 hours a day, seven days a week.
6. Mobile apps and other customer service interface technology must be fully accessible to persons with disabilities and must comply with Section 508 of the United States Workforce Rehabilitation Act of 1973.

Maintenance

1. Operator must ensure that all Shared Mobility Devices are in good working order, are clean, free of graffiti, and are safe to operate.
2. Any Shared Mobility Device that is reported by the City or any third party to be damaged, deficient, or otherwise unsafe to operate shall be immediately assessed and/or remotely disabled, as appropriate.
3. Any Shared Mobility Device that is reported to be damaged, deficient, or otherwise unsafe to operate shall be checked in person and removed within two hours after notice has been provided to Operator.
4. Operator must maintain a record of all maintenance performed for each Shared Mobility Device and make such record available to the City upon request.

Education and Outreach

1. Operator agrees to provide notice to users regarding federal, state and local laws applicable to riding, operating and parking a Shared Mobility Devices in the City, and to require users to acknowledge and comply with all of these applicable laws, including laws relating to accessibility, helmets, age, parking, driver's license requirements,

- sidewalk riding, speed limits, use of bike lanes and streets where Shared Mobility Devices can operate with and without bike lanes, and other rules of the road.
2. Operator shall provide multiple public outreach/safety education events throughout the area of operation within the City including a kickoff event prior to deployment of the Shared Mobility Devices. City permit approval and costs associated with public outreach/safety education events shall be the responsibility of the operator.
 3. Operator agrees to notify users by means of signage or visible language on Shared Mobility Devices as well as through its website and mobile applications that:
 - a) All State of California laws shall be obeyed while riding a Shared Mobility Device, including laws related to age, driver's license requirements, and speed
 - b) Shared Mobility Devices may not be used on sidewalks, and generally shall be operated as close as practicable to the right curb of any street except as otherwise specified in state law.
 - c) At no time may a parked Shared Mobility Device obstruct a sidewalk, other pedestrian path of travel, or an accessibility feature designed for persons with disabilities.

Data Sharing

1. Operator agrees to provide the City with access to an Application Programming Interface (API) offering data about its fleet and all trip activity within the City, meeting the current requirements of the Mobility Data Specification (MDS) format developed by the Los Angeles Department of Transportation. This specification is detailed at: <https://github.com/CityOfLosAngeles/mobility-data-specification>
1. Operator agrees to provide City with access to a dashboard providing comprehensive anonymized data about the origins, destinations, distances, vehicle miles traveled (VMT), and times of all trip activity related to Shared Mobility Devices deployed in the City, as well as aggregate data and heat maps categorized by vehicle type and allowing analysis by day, week, or month, at no cost to the city.
2. Operator agrees to make real-time open data on system status and usage available in General Bike Share Feed Specification (GBFS) format.
3. In addition to the data required by the GBFS and MDS specifications, Operator shall provide a report of the following data on a monthly basis (or more frequently, if requested by the City Manager):
 - a) Timestamped records of maintenance activities including device ID and maintenance performed.
 - b) Timestamped records of customer service inquiry including nature of issue, time reported, and time resolved.
 - c) Collision data received from users.
 - d) Data related to age of members, low-income program membership, and the number of members divided by residents, surrounding area residents, and visitors from out of the area.
 - e) Operators shall survey users every 6 months subsequently to provide information to the City for future planning, including asking questions about what mode of transportation was replaced for the use of a Shared Mobility Device. Survey

questions shall be consistent among Operators and determined in coordination with the City Manager.

4. Operator agrees to not sell or share confidential user data.

Membership and Enrollment

1. Operator agrees to comply with all relevant state and local regulations regarding age limits for use of Shared Mobility Devices.
2. Operator agrees to conduct outreach and to implement technology-based measures to verify ages of members during enrollment via mobile app and/or website.
3. Operator shall establish a low-income discount program that offers discounted memberships to individuals at or below 200% of the federal poverty level. Membership in public assistance programs such as SNAP, CalFresh, or Silicon Valley Power Rate Assistance Program (SVP RAP) may be used for discount eligibility, or some other metric consistent with this requirement and approved by the City Manager.

Levi's Stadium and Special Events

1. The maximum number of Shared Mobility Devices permitted in the City at any one time may not apply on Levi's Stadium and other large special event days at the Great America Theme Park. The City Manager may adopt a maximum cap for event days after review of Shared Mobility Device data.
2. The City Manager may implement operating procedures or prohibit use of devices specific to Levi's Stadium and Special Events.
3. Special event days will be identified on the City's Shared Mobility webpage. Operator shall comply with the number of permitted units by midnight of the second day following the event.
4. Operators shall comply with current and future requirements of the Levi's Stadium Transportation Management and Operations Plan (TMOP).

Performance Bond

1. Operator shall maintain in effect at all times a valid performance bond in the amount of \$20,000 during the term of the annual permit starting with permit issuance.
2. The performance bond may be used for any public property repair and maintenance costs that may be incurred as a result of operator's Shared Mobility Devices, as well as removal and storage of Shared Mobility Devices that are not addressed within specified timeframes. The performance bond may be used to cover staff time associated with performing or facilitating these activities.
3. The performance bond may be used for any unpaid fines for violations issued to the Operator.

4. The performance bond may be used for any future costs incurred by the City related to the Shared Mobility permits.

Enforcement

Enforcement is designed to promote and achieve compliance with local law and the program guidelines. The Operators shall be required to pay fines per the schedule below related to improperly parked devices and failure to comply with the regulations.

1. Any improperly parked Shared Mobility Devices that are not removed or remedied within two (2) hours of providing notice to Operator may be impounded and taken to a City facility for storage at the Operator's expense. The Operator shall be required to pay the impounding fee.
2. In addition to the impounding fee, the Operator shall be cited for failure to remove the Shared Mobility Devices within two (2) hours of providing notice. The citation amount is listed in City Code 10.35.050.
3. Operator shall be responsible for retrieving the impounded devices from the City facility. Failure to retrieve Shared Mobility Devices from the City facility within two (2) working days of notification of impoundment may lead to disposal of the equipment and permit suspension or revocation.

Denial, Suspension, or Revocation of Operating Permit

1. An Operator's permit may be denied, suspended or revoked at the discretion of the City Manager based on any of the following grounds:
 - a) Consistent failure to address parking violations.
 - b) Failure to retrieve Shared Mobility Devices from the city facility within two (2) working days of notification of impoundment.
 - c) Transfer of an Operator permit to another party, including company mergers, without written approval by the City Manager.
 - d) The operator sells or shares confidential user data.
 - e) An applicant or Operator including its employees, managers, officers, principals, directors, owners, contractors, representatives, or agents has:
 - One or more false or misleading statements or material omissions on the permit application, during the application process.
 - Failed to provide information requested or required by the City
 - Operated or has proposed to operate in a manner that endangers public health or safety.
 - Failed to comply with any requirement imposed by the provisions of these regulations or the City Code, including any rule, regulation, conditions or standard adopted pursuant to the Ordinance, or any term or condition imposed on the permit for the operation of Shared Mobility Devices, or any provision of California law.
 - Conviction of the Operator, to include any of its officer, owners or principals, of

a criminal offense that is substantially related to the qualifications, functions or duties of the shared business or profession, including, but not limited to, any criminal conviction involving a violent or serious felony, fraud, deceit, or embezzlement.

2. If an Operator's permit is suspended or revoked during the annual permit period, the Operator shall be required to remove all devices deployed in the City at the Operator's cost. If Operator does not remove the devices within five (5) working days of notification of permit suspension or revocation, the City shall have the authority to remove the Shared Mobility Devices at Operator's cost and use the Performance Bond to cover the cost of removal of the Operator's devices.
3. If an Operator's permit is suspended, the minimum permit suspension period will be two (2) weeks. The Operator shall be required to provide a plan for corrective actions to demonstrate ability to comply with the regulations for resumption of the Operating permit. Any time spent by City staff on meeting with Operators to facilitate permit resumption will be reimbursed by the Operator on a time and materials basis.

Permit Costs

1. Application Fee: The applicant must pay the "Shared Mobility Device Permit, Application Fee" as identified in the latest City of Santa Clara Adopted Municipal Fee Schedule. The fee is non-refundable. Any application submitted without this fee shall be considered incomplete. The City will not accept or review any application that is submitted without payment of this fee.
2. Permit Fee: If the City approves the permit application, the applicant must pay an "Shared Mobility Device Permit, Annual Fee" as identified in the latest City of Santa Clara Adopted Municipal Fee Schedule. The City will not issue the permit until this fee is paid.
3. Device Fee: The applicant must pay a "Shared Mobility Device Permit, Device Fee" as identified in the latest City of Santa Clara Adopted Municipal Fee Schedule . The first 60 Shared Mobility Devices deployed per Operator will not be subject to this per-device fee. The City will not issue the permit until this fee is paid. If capacity exists, the applicant may apply to increase the number of devices deployed in the City after December 1 of the permit operating period. The applicant must then pay a "Shared Mobility Device Permit, Additional Device Fee" as identified in the latest City of Santa Clara Adopted Municipal Fee Schedule
4. Impoundment Fee: The applicant must pay a "Shared Mobility Device Permit, Impoundment Fee" as identified in the latest City of Santa Clara Adopted Municipal Fee Schedule to release a device from impoundment.
5. Operator shall also obtain a business license to operate in the City of Santa Clara.
6. All fees are non-refundable.

Permit Application Contents

1. A description of the proposed plan of operation, including, at a minimum, the applicant's plan to comply with the Administrative Regulations including Shared Mobility Device requirements, parking compliance, planned parking locations, fleet management and balancing, customer service, maintenance, data sharing, Levi's Stadium and other special events;
2. A detailed plan for the number and description of outreach and safety education events. Plan shall specify if events will be virtual or in-person. In-person events shall include proposed locations and if events will be stand-alone events or part of other community events/festivals. Operator shall include plan to advertise events.
3. Description of the number and mix of Shared Mobility Device that will be deployed: motorized scooters, bicycles, electric bicycles;
4. Shared Mobility Device capabilities including geofencing and other technology to comply with parking, speeding, and path of travel regulations.
5. A map of the proposed deployment area and parking locations.
6. The applicant's experience and demonstrated ability to comply with regulations in other jurisdictions;
7. The applicant's regulatory compliance program;
8. The applicant's history of and ability to comply with state and local law;
9. Any other requirements set forth by the Administrative Regulations.

Attachment 1: Indemnification and Insurance

City of Santa Clara

Shared Mobility Fee Study

November 1, 2021

Background

This memo describes the methodology for determining the Shared Mobility Permit Fees including the permit application fee, annual permit fee and the per device fee. The calculation of fees assumes cost recovery for Public Works staff that will be working on the shared mobility permit program as described below.

Staff Rates

The cost recovery is based on fully burdened hourly costs for Principal Planner, , Senior Civil Engineer, and Associate Engineer (Civil). The City of Santa Clara Report on the Cost of Services (User Fee) Study in 2019 was updated using an annual consumer price index of 1.72% to provide hourly rates that were used to calculate the permit fees.

Staff	Staff Rate
Principal Planner	\$292.55
Senior Civil Engineer	\$284.85
Associate Engineer (Civil)	\$250.62
Community Service Officer II	\$200.75
Police Records Specialist II	\$208.34

Shared Mobility Device Permit Fees

Shared Mobility Device Permit, Application Fee

The shared mobility device permit application fee is based on cost recovery for staff time and effort to review the permit applications assuming that three (3) different operators apply for shared mobility permits. The total cost to review each permit application is \$3,466.94. Therefore, the permit application fee per operator will be \$3,470. Details of staff time and cost are shown in Table 1.

Shared Mobility Device Permit, Annual Fee

The shared mobility device permit annual fee is based on cost recovery for the staff time and cost involved in annual administration of a minimum program. The cost assumes a minimum program consists of three (3) different operators and 180 shared mobility devices. This correlates to 60 shared mobility devices per Operator, which is the minimum number of shared mobility devices required by the program. Therefore, the annual fee is based on staff time and effort for the operation of 180 devices citywide. The staff time and effort include permit administration, public interaction, operator meetings to adjust the program, and data analysis. The total staff cost for 180 devices assuming three (3) different operators citywide is approximately \$82,288. Therefore, the annual permit fee per Operator shall be \$27,430. Details of staff time and cost are shown in Table 2.

Shared Mobility Device Permit, Device Fee

The shared mobility device permit, device fee is based on cost recovery for the staff time and cost involved in annual administration of a maximum program. The cost assumes a maximum program consists of three (3) different operators and 3,000 shared mobility devices. This correlates to 1,000 shared mobility devices per Operator, which is the maximum number of shared mobility devices required by the program. Therefore, the annual fee is based on staff time and effort for the operation of 3,000 devices citywide. The staff time and effort include permit administration, public interaction, operator meetings to adjust the program, and data analysis. The total staff cost for 3,000 devices assuming three (3) different operators citywide is approximately \$280,452. Details of staff time and cost are shown in Table 3. This cost includes the \$82,288 cost for a minimum program consisting of 180 devices. As shown above, the cost of the minimum program is being recovered using the shared mobility device permit annual fee of \$27,430. Therefore, the remaining cost to operate 2,820 devices is \$198,164, which is the cost difference between the maximum program and the minimum program shown in Table 2 and Table 3 (\$280,452-\$82,288) which. This cost was then distributed equally among the 2,820 devices to result in a per device fee of \$70. The first 60 shared mobility devices deployed per operator will not be subject to the per shared mobility device fee.

Shared Mobility Device Permit, Additional Device Fee

The shared mobility device permit, additional device fee is based on 50% of the cost of the shared mobility device permit, device fee. If an Operator is approved for less than 1,000 shared mobility devices, an Operator may apply to increase the number devices deployed in the City. The application must occur after December 1 of the permit operating period, which is approximately six (6) months after issuance of a permit. Therefore, the cost per device is anticipated to be 50 percent.

Shared Mobility Device Permit, Impoundment Fee

The shared mobility device permit impoundment fee is based on cost recovery for the staff time and cost involved in impounding one device. The cost assumes a total of 1.5 hours to collect the device from field, book the device into the City's system, log custody, give notice to Operators, and release a device. The total staff cost estimated to impound each device is \$305. Details of staff time and cost are shown in Table 4.

Attachments

Table 1: Cost of Permit Application

Table 2: Cost of Minimum Program with 180 Shared Mobility Devices

Table 3: Cost of Maximum Program with 3,000 Shared Mobility Devices

Table 4: Cost of Impoundment per Device

Table 1: Cost of Permit Application

Permit Application Fee	Hours				Cost			
Task	Principal Planner	Senior Civil Engineer	Associate Civil Engineer	Total	Principal Planner	Senior Civil Engineer	Associate Civil Engineer	Total
				0	\$292.55	\$284.01	\$250.62	
Review permit application	1	3	3	7	\$292.55	\$852.03	\$751.86	\$1,896.44
Respond to questions		2	2	4	\$0.00	\$568.02	\$501.24	\$1,069.26
Process permit			2	2	\$0.00	\$0.00	\$501.24	\$501.24
Total	1	5	7	13	\$292.55	\$1,420.05	\$1,754.34	\$3,466.94

Table 2: Cost of Minimum Program with 180 Shared Mobility Devices

Task	Hours				Cost			
	Principal Planner	Senior Civil Engineer	Associate Civil Engineer	Total	Principal Planner	Senior Civil Engineer	Associate Civil Engineer	Total
					\$292.55	\$284.01	\$250.62	
Operator Interaction	3	8	8	19	\$877.65	\$2,272.08	\$2,004.96	\$5,154.69
Initial Deployment	6	6	6	18	\$1,755.30	\$1,704.06	\$1,503.72	\$4,963.08
Data Sharing	9	36	36	81	\$2,632.95	\$10,224.36	\$9,022.32	\$21,879.63
Education (4 events)	6	9	9	24	\$1,755.30	\$2,556.09	\$2,255.58	\$6,566.97
Customer Service (Public Interaction)	9	10	10	29	\$2,632.95	\$2,840.10	\$2,506.20	\$7,979.25
Enforcement/Penalties	5	10	10	25	\$1,462.75	\$2,840.10	\$2,506.20	\$6,809.05
Designated Shared Parking Locations	6	6	6	18	\$1,755.30	\$1,704.06	\$1,503.72	\$4,963.08
Adjustments to Parking Locations	6	6	6	18	\$1,755.30	\$1,704.06	\$1,503.72	\$4,963.08
Meetings with Developers for Parking Locations	6	3	3	12	\$1,755.30	\$852.03	\$751.86	\$3,359.19
Levis Stadium Operations (up to 26 events) Coordination	2	3	3	8	\$585.10	\$852.03	\$751.86	\$2,188.99
Adjustments to Program	6	6	6	18	\$1,755.30	\$1,704.06	\$1,503.72	\$4,963.08
Geofencing	3	3	3	9	\$877.65	\$852.03	\$751.86	\$2,481.54
Survey	3	3	3	9	\$877.65	\$852.03	\$751.86	\$2,481.54
Annual Report	6	6	6	18	\$1,755.30	\$1,704.06	\$1,503.72	\$4,963.08
Total	76	115	115	306	\$22,526.35	\$32,945.16	\$26,816.34	\$82,287.85

Table 3: Cost of Maximum Program with 3,000 Shared Mobility Devices

Task	Hours				Cost			
	Principal Planner	Senior Civil Engineer	Associate Civil Engineer	Total	Principal Planner	Senior Civil Engineer	Associate Civil Engineer	Total
					\$292.55	\$284.01	\$250.62	
Operator Interaction	12	24	24	60	\$3,510.60	\$6,816.24	\$6,014.88	\$16,341.72
Initial Deployment	8	15	15	38	\$2,340.40	\$4,260.15	\$3,759.30	\$10,359.85
Data Sharing	36	117	117	270	\$10,531.80	\$33,229.17	\$29,322.54	\$73,083.51
Education (4 events)	12	24	24	60	\$3,510.60	\$6,816.24	\$6,014.88	\$16,341.72
Customer Service (Public Interaction)	39	78	78	195	\$11,409.45	\$22,152.78	\$19,548.36	\$53,110.59
Enforcement/Penalties	12	20	20	52	\$3,510.60	\$5,680.20	\$5,012.40	\$14,203.20
Designated Shared Parking Locations	12	18	18	48	\$3,510.60	\$5,112.18	\$4,511.16	\$13,133.94
Adjustments to Parking Locations	6	15	15	36	\$1,755.30	\$4,260.15	\$3,759.30	\$9,774.75
Meetings with Developers for Parking Locations	12	15	15	42	\$3,510.60	\$4,260.15	\$3,759.30	\$11,530.05
Levis Stadium Operations (up to 26 events) Coordination	10	20	20	50	\$2,925.50	\$5,680.20	\$5,012.40	\$13,618.10
Adjustments to Program	18	15	15	48	\$5,265.90	\$4,260.15	\$3,759.30	\$13,285.35
Geofencing	12	15	15	42	\$3,510.60	\$4,260.15	\$3,759.30	\$11,530.05
Survey	12	15	15	42	\$3,510.60	\$4,260.15	\$3,759.30	\$11,530.05
Annual Report	24	30	30	84	\$7,021.20	\$8,520.30	\$7,518.60	\$23,060.10
Total	232	450	450	1,067	\$66,116.30	\$119,852.22	\$94,483.74	\$280,452.26

Table 4: Cost of Impoundment Per Device

Impoundment per Device	Hours			Cost		
	Community Service Officer II	Police Records Specialist II	Total	Community Svc Officer II	Police Records Spec II	Total
				\$200.75	\$208.34	
Collect from field, book into system, log custody, give notice, and release device	1	0.5	1.5	\$200.75	\$104.17	\$304.92
Total	1	0.5	1.5	\$200.75	\$104.17	\$304.92