

Attachment 1: Summary of Proposed Additions and Changes to Existing MOU between the City and Scooter Operators

The City proposes the following material changes to the terms of the existing MOU:

Article 2 - Responsibilities of Operator

Section 1 – Authorization to Operate

- Increase the permit fee to \$10,000 per application and \$75 per device. A company may request approval for different types of devices (i.e. scooters and dockless bikes) under one permit without necessitating additional payment of a separate permit fee, but companies are required to pay the per device fee for each device.
- Require an operations plan to be submitted to the City at time of permit, outlining general operations including deployment methods; removal or relocation procedures for emergencies, special events, or other situations affecting the normal operation of the right-of-way; information about methods for charging and frequency, origin of device manufacturing; and disposal/recycling methods for devices and associated parts.
- Require operators to provide a method for staff to test or relocate devices at no cost to the City

Section 2 - Service Management and City Communication

- Add specific tasks to the Operator's requirement to provide information about parking and safe riding including:
 - Messaging in the application about proper parking and locations and safe riding
 - Messaging displayed on the device about proper parking and locations
 - Designations in the application map of parking corrals and no-park and/or no-ride areas
- Require Operator to notify the City within 24 hours of any issues that could affect public safety
- Require Operator to notify the City of any fee changes in advance

Section 3 - Safety

- Require devices be configured so that the maximum speed for devices within the City is 15 mph
- Scooters should use Braille, QR codes or some other method for reporting compliant with the Americans with Disabilities Act
- Scooters should have speedometers
- Require Operators to retrieve devices from places that are inaccessible to the public (such as scooters that are located in body of water) within 2 days
- Require Operators to notify users that scooters may not be operated on (1) the sidewalk in areas bounded by Montgomery Street to the north, the Potomac River to the east, Wilkes Street to the South, and West Street to the west (except that riding on the sidewalk on Washington Street is permitted), and (2) sidewalks along Mount Vernon Avenue, and (3) any other areas that may be added in the future consistent with the City Code
- Remove the requirement of taillights on scooters and remove wattage limit in the definition of "motorized scooter" to be consistent with changes made to the state code

Section 4 - Operations

- Require a minimum of 75 devices (the current maximum of 200 devices is maintained from previous MOU)
- Allow the maximum of 200 devices to be increased by the City Manager, in his sole discretion, based on usage, supporting efforts of equitable distribution, deployment near other forms of public transportation, and special events
- Allow permits to be revoked if the Operator has not deployed within 90 days of receiving a permit
- Require a minimum of 15% of devices to be deployed west of Quaker Lane and east of I-395, another minimum of 10% of devices to be deployed west of I-395 and another 5% of devices to be deployed in Arlandria, and allow the City Manager to adjust this requirement based on usage.
- Require Operators to notify users that scooters may not be operated in areas the City designates as no-ride areas
- Operators should explore ways to limit the speeds in no-ride areas to prevent riding
- Operator should offer cash-based payment and low-income discount programs
- Operator should participate in outreach and engagement efforts

Section 5 - Parking

- Assess a \$150 fee for devices the City impounds
- Require the Operator to deploy in a corral if one exists on the same block face and space is available
- Require Operator to add no-park zones and corral locations to their application
- Operators should develop incentives for using corrals and incentives/fees to encourage proper parking

Section 6 - Data

- Require Operator to provide data about active customers by zip code
- Require data provided by Operator to include trips that start or end in another jurisdiction
- Require more categories for complaints received
- Require Mobility Data Specification (MDS) data from Operator
- Request that Operators provide data in a new data specification or format upon request by the City if one is developed and adopted by the Operator
- Require Operator to share City data with other jurisdictions if requested and share other jurisdiction data with Alexandria, if a jurisdiction approves
- Operators should provide information about the number of decommissioned devices and recycled/disposed batteries in the D.C., Maryland, and Virginia regions during the length of the pilot.

Section 8 – Surety Bond

- Increase bond that Operators to pay from \$5,000 to \$10,000

Article 3 - Duration

- Note that the MOU will be in effect until December 31, 2020, but may be extended past this date by the City Manager to accommodate a process for a potential permanent SMD licensing and regulation process.
- Reserve the right for the City to present amendments to the MOU during the term of this agreement