



# Shared Micromobility Program, Operator Selection

Nicholas Williams – Denver Department of Transportation & Infrastructure  
Stephen Rijo – Denver Department of Transportation & Infrastructure



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# Denver History with Non-Financial ROW Licenses

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- Denver Bike Sharing “BCycle”
  - No charge for commercial access to ROW
  - No charge for Tier III permits for docking station
- Operator/Permit Holder – Denver Bike Sharing (Non-Profit)
- Equipment Provider/Vendor – BCycle/Trek (For-Profit)
- City provided annual subsidy ranging up to \$400,000 in 2019

# Cost to Operators for Licenses – Comparisons

- Denver Pilot Permit Fee Revenue: \$185,000
- Austin, TX Fee at Equivalent Fleet Size: \$300,000\*
- Seattle, WA Fee at Equivalent Fleet Size: \$450,000
- Minneapolis, MN Fee at Equivalent Fleet Size: \$600,000

\*Performance Bond

# Cost to Operators for Licenses

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Value of Free/Subsidized Rides for Denver Residents:  
**\$14,750,000**

Value of Infrastructure/Education Investments:  
**\$10,900,000**

# Infrastructure Permitting Costs

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- Tier II Encroachment Permits - \$2,100 + \$200 annual fee
- Tier III Encroachment Permits - \$2,400 + \$200 annual fee
- Standard On-Street Corral - \$1,000 five-year permit

# Cost of Violation of License

- 10% Reduction for 30 Days (Loss of 21,000 rides) - \$68,250
- 25% Reduction for 30 Days (Loss of 52,500 rides) - \$170,625
- Suspension for 30 Days (Loss of 210,000 rides) - \$682,500
- Administrative Citation Fee Schedule:
  - First Offense - \$150
  - Second Offense - \$500
  - Subsequent Offenses - \$999

# Potential Annual TNC/SOV Trip Reductions

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2.5m trips/year, 30% TNC/SOV replacement

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766,500 trips/919,800 miles

Replaced

# Questions?

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Nicholas Williams

Acting Chief of Staff

Nicholas.Williams@DenverGov.org

Stephen Rijo

Senior City Planner

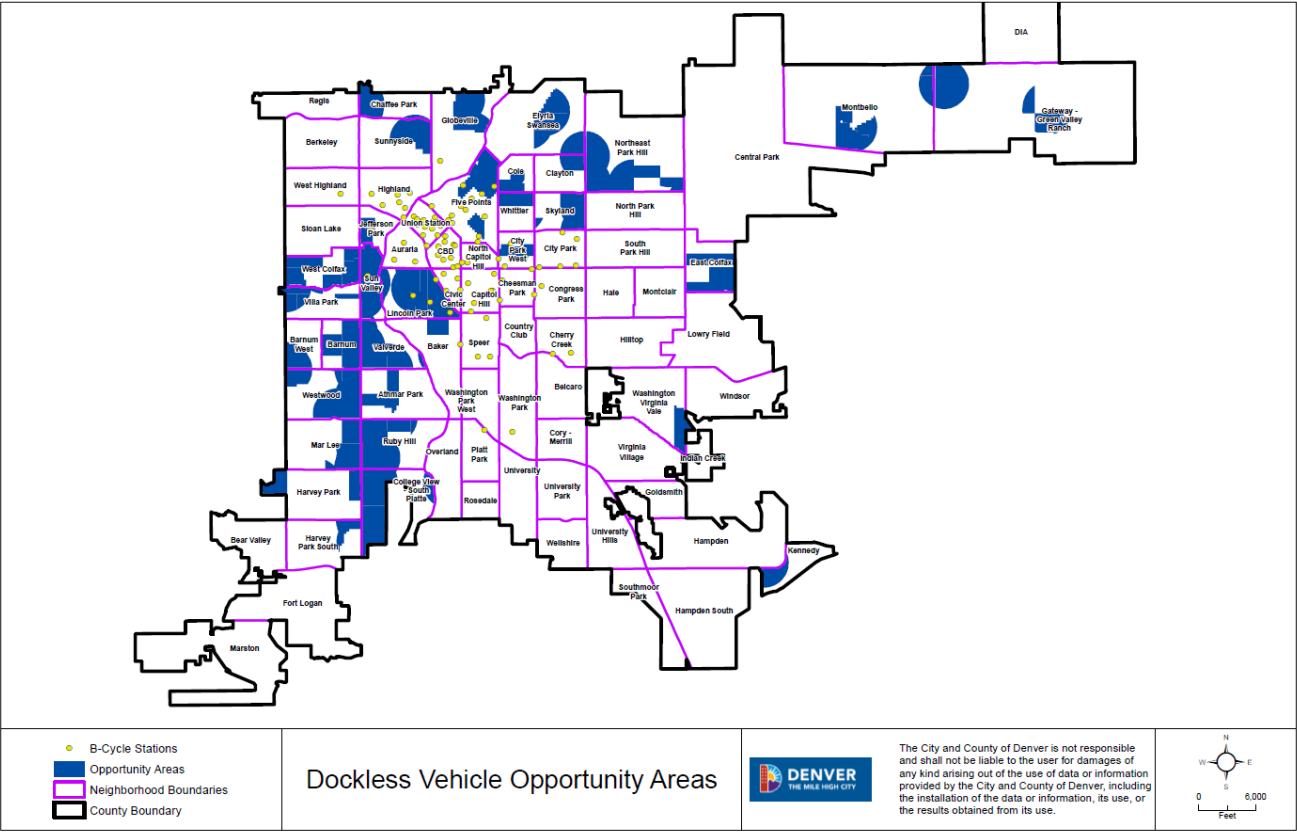
Stephen.Rijo@DenverGov.org



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# Opportunity Areas vs. B-Cycle Stations



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