

## **Communication from Public**

**Name:** Hayden Harvey  
**Date Submitted:** 08/13/2025 11:24 AM  
**Council File No:** 17-1125  
**Comments for Public Posting:** See attached document.



August 13, 2025

Public Works Committee and Transportation Committee of the Los Angeles City Council  
200 N. Spring Street  
Los Angeles, CA 90012

**RE: Comments on Proposed Trip Fee Update for the On-Demand Mobility Program**

Dear Councilmembers Hernandez, Hutt, Padilla and Park,

As Director of Government Relations for Lime, the world's largest shared micromobility provider, I am writing to share our perspective on LADOT's proposed trip fee update for the On-Demand Mobility Program. We appreciate LADOT's leadership in advancing a program that has become a model for equitable deployment and responsible regulation, and we value the City's commitment to cost recovery and program sustainability.

Since this program began in 2018, with Lime alone, Angelenos have taken more than 21.5 million trips, traveled tens of millions of miles, and avoided tens of millions of pounds of CO<sub>2</sub>. We've served 3.3 million riders and resolved 99% of 311 complaints in under two hours. This is a program that works—and that residents and visitors depend on every day.

Today, Lime operates 7,500 vehicles citywide, yet demand already exceeds supply. We are prepared to invest in fleet expansion and local staffing to meet this need and ensure Los Angeles is ready for upcoming global events, including the FIFA World Cup and the 2028 Olympic and Paralympic Games.

We recognize LADOT's responsibility to achieve full cost recovery. However, the proposed changes represent an increase in regulatory costs of nearly 500%. This scale of increase is difficult for any business to absorb in a single step and raises a risk of overcollection under Proposition 218 if ridership grows as projected. Our modeling indicates that increased demand, paired with the proposed fee rates, would surpass cost recovery targets, resulting in more revenue than is needed to operate the program.

To balance the City's fiscal needs with program vitality, we respectfully request two amendments to the proposal:

1. **Establish a Cost Recovery Cap:** Grant LADOT the authority to cap per-trip fee collections once annual cost recovery is achieved (~\$3M) and revert the per-trip fee to \$0.10 citywide thereafter.
2. **Regular Review and Adjustment:** Require an annual review of the fee structure to ensure alignment with actual program costs, ridership trends, and equity goals.



These changes would provide LADOT with the resources it needs to operate and enforce the program while keeping trips affordable, sustaining ridership growth, and ensuring continued investment in Los Angeles' sustainable transportation network.

We are committed to being a strong partner to the City and to working together on a path forward that safeguards cost recovery, supports growth, and preserves the environmental, mobility, and equity benefits that shared micromobility delivers for Los Angeles.

Thank you for your leadership and commitment to getting Angelenos where they need to go.

Sincerely,

A handwritten signature in black ink that reads "Hayden Harvey".

Hayden Harvey  
Director, Government Affairs – US West