



**METROPOLITAN  
TRANSPORTATION  
COMMISSION**

**Meeting Transcript**



JANUARY 9, 2026

**REGIONAL NETWORK MANAGEMENT COMMITTEE**

**FRIDAY, JANUARY 9, 2026, 11:30 AM**

**CHAIR, ALICIA JOHN-BAPTISTE:** I WOULD LIKE TO CALL TO ORDER  
THIS MEETING OF THE REGIONAL NETWORK MANAGEMENT COMMITTEE.  
THIS MEETING IS WEBCAST ON THE MTC WEB SITE. REMOTE  
PARTICIPANTS WISHING TO SPEAK SHOULD USE THE RAISED HAND  
FEATURE OR DIAL STAR NINE AND YOU WILL BE CALLED UPON AT THE  
APPROPRIATE TIME TO SPEAK. TELECONFERENCE ATTENDEES WILL BE  
CALLED UPON BY THE LAST FOUR DIGITS OF THEIR PHONE NUMBER ROLL  
CALL VOTE FOR ALL ACTION ITEMS DUE TO REMOTE COMMITTEE  
PARTICIPATION TODAY. THAT BRINGS US TO AGENDA ITEM ONE. WILL  
THE CLERK PLEASE CALL THE ROLL CALL CONFIRM A QUORUM?

**BOARD CLERK:** WILL DO. CHAIR JOHN-BAPTISTE?

**CHAIR, ALICIA JOHN-BAPTISTE:** HERE.

**BOARD CLERK:** ANDERSON?

**V. CHAIR, CANDACE ANDERSON:** HERE.

**BOARD CLERK:** AHN IS ABSENT. MEMBER BURT?



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1    **PAT BURT:** HERE.

2

3    **BOARD CLERK:** MEMBER CANEPA?

4

5    **DAVID CANEPA:** HERE.

6

7    **BOARD CLERK:** MEMBER ASHCRAFT?

8

9    **MARILYN EZZY ASHCRAFT:** HERE.

10

11   **BOARD CLERK:** MEMBER GIACOPINI NON-VOTING. WE'LL LOOP BACK.

12   MEMBER LEE?

13

14   **SPEAKER:** HERE.

15

16   **BOARD CLERK:** MAHAN ABSENT. MASHBURN? SHAW?

17

18   **DIANE SHAW:** HERE.

19

20   **BOARD CLERK:** FROM YOUR REMOTE NOTICED LOCATION?

21

22   **DIANE SHAW:** YES.

23

24   **BOARD CLERK:** THANK YOU. WE HAVE QUORUM.

25



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1 **CHAIR, ALICIA JOHN-BAPTISTE:** THANK YOU WE HAVE ONE REQUEST FOR  
2 REMOTE PARTICIPATION UNDER SB707 COMMISSIONER GIACOPINI. GO  
3 AHEAD.

4

5 **DOREEN M. GIACOPINI:** THANK YOU. I REQUEST TO PARTICIPATE VIA  
6 TELECONFERENCE AND REMOTE PARTICIPATION UNDER JUST CAUSE PER  
7 GOVERNMENT CODE SECTION 54953C. THERE IS NO ONE PRESENT IN THE  
8 ROOM OVER 18.

9

10 **CHAIR, ALICIA JOHN-BAPTISTE:** THANK YOU COMMISSIONER GIACOPINI.  
11 YOUR REQUEST IS NOTED AND WE'RE MARKING YOU AS PRESENT. SO  
12 AGENDA ITEM TWO, CONSENT CALENDAR. AGENDA ITEM TWO INCLUDES  
13 AGENDA ITEMS 2A THROUGH 2F BEFORE WE GO TO ANY KIND OF COMMENT  
14 CAN I HAVE A MOTION AND SECOND TO APPROVE THE CONSENT  
15 CALENDAR.

16

17 **DAVID CANEPA:** SO MOVED.

18

19 **MARILYN EZZY ASHCRAFT:** I'LL SECOND.

20

21 **CHAIR, ALICIA JOHN-BAPTISTE:** THANK YOU. DID YOU CAPTURE THAT?  
22 GREAT. ARE THERE ANY COMMITTEE MEMBERS WHO WOULD LIKE TO  
23 COMMENT ON THIS ITEM? I DID ACTUALLY HAVE ONE COMMENT MYSELF.  
24 IF I COULD IS ONE QUICK QUESTION OF THE STAFF. ITEM 2F, YOU  
25 SPEAK TO ALIGNING THE ELECTIONS OF CLIPPER EXECUTIVE BOARD AND



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1 THE RNM COUNCIL, CAN YOU JUST CLARIFY, IS THAT ALIGNING THE  
2 TIMELINE? OR IS IT ALSO ALIGNING THE POOLE OF WHO IS ELIGIBLE  
3 TO SERVE ON THOSE BODIES?

4

5 **MELANIE CHOY:** THROUGH THE CHAIR I'LL RESPOND MELANIE CHOY  
6 DIRECTOR OF RNM IT'S THE ALIGNING SCHEDULE TIMING OF WHEN THE  
7 ELECTIONS OCCUR JUST THE SCHEDULE MONTH.

8

9 **CHAIR, ALICIA JOHN-BAPTISTE:** THANK YOU THAT'S HELPFUL  
10 CLARIFICATION. DO WE HAVE PUBLIC COMMENT ON THIS ITEM.

11

12 **BOARD CLERK:** THERE IS NO WRITTEN CORRESPONDENCE RECEIVED ON  
13 ANY ITEMS ON THE CONSENT CALENDAR. AND THERE IS NO ONE IN THE  
14 BOARDROOM OR ZOOM WISHING TO SPECK ON THIS ITEM.

15

16 **CHAIR, ALICIA JOHN-BAPTISTE:** THANK YOU. PLEASE CALL THE VOTE.

17

18 **BOARD CLERK:** WILL DO. CHAIR JOHN-BAPTISTE.

19

20 **CHAIR, ALICIA JOHN-BAPTISTE:** AYE.

21

22 **BOARD CLERK:** ANDERSEN.

23

24 **V. CHAIR, CANDACE ANDERSON:** AYE.

25



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1 **BOARD CLERK:** AHN IS ABSENT. BURT?

2

3 **PAT BURT:** YES HERE. CANEPA?

4

5 **DAVID CANEPA:** AYE.

6

7 **BOARD CLERK:** EZZY ASHCRAFT?

8

9 **MARILYN EZZY ASHCRAFT:** AYE.

10

11 **BOARD CLERK:** MAHAN IS ABSENT. MASHBURN? MOTION PASSES

12 UNANIMOUSLY BY ALL MEMBERS PRESENT.

13

14 **CHAIR, ALICIA JOHN-BAPTISTE:** THANK YOU. ON AGENDA ITEM 3A, THE  
15 MTC BAY AREA TRANSIT PRIORITY POLICY FOR ROADWAYS. COLLEAGUES,  
16 THIS IS AN APPROVAL ITEM. AND BRITT TANNER WILL PROVIDE THE  
17 REPORT.

18

19 **BRITT TANNER:** HELLO. SO, WE BROUGHT THE BAY AREA TRANSIT  
20 PRIORITY POLICY FOR YOU AS A DRAFT IN OCTOBER. SO WE'RE HERE  
21 TODAY TO BRING THIS FOR YOUR FINAL APPROVAL. BECAUSE YOU HAVE  
22 SEEN THIS BEFORE I'M GOING TO FOCUS ON THE HIGHLIGHTS AND ALSO  
23 FOCUS ON THE FEEDBACK THAT WE HEARD WHEN WE WENT TO THE RNM  
24 BODIES IN THE FALL AND HOW WE HAVE RESPONDED TO THAT, TO  
25 MODIFICATIONS TO THE POLICY WHICH ARE ACTUALLY QUITE MINIMAL



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1 ALSO THINKING THROUGH MODIFICATIONS TO OUR STAFF PLAN AND  
2 REFINEMENT TO OTHER MATERIALS. NEXT SLIDE PLEASE. THIS IS PART  
3 OF OUR LARGER PORTFOLIO OF WORK WE'RE DOING THE POLICY AND  
4 PLANNING WORK THAT INFORM ALL OF OUR PROJECTS IN WORKING ON  
5 TRANSIT PRIORITY AT MTC AND ALSO DO DELIVER PROJECTS THROUGH  
6 FUNDING GRANTS AND TECHNICAL ASSISTANCE PROGRAMS THEN ALSO  
7 THROUGH IMPLEMENT DIRECT IMPLEMENTATION THROUGH PROJECT  
8 DELIVERY ON THE FORWARD COMMUTE INITIATIVES. NEXT SLIDE. TODAY  
9 FOR THE BAY AREA TRANSIT PRIORITY POLICY FOR ROADWAYS THIS  
10 POLICY IS FOLLOWING THROUGH ON ACTIONS IDENTIFIED IN THE  
11 TRANSIT TRANSFORMATION ACTION PLAN AND IN STRATEGIES THAT WERE  
12 IN PLANNED BAY AREA 2050+. THE GOALS OF THE POLICY ARE TO  
13 ESTABLISH A COMMON DEFINITION FOR TRANSIT PRIORITY TO  
14 STRENGTHEN INTER-JURISDICTIONAL COORDINATION AND GUIDE  
15 AGENCIES TO CONSIDER TRANSIT WHEN THEY ARE DESIGNING ROADWAY  
16 PROJECTS AND TO INFORM HOW WE PRIORITIZE FUNDING FOR TRANSIT  
17 PRIORITY PROJECTS. IT IS BEING IMPLEMENTED THROUGH THE  
18 COMPLETE STREETS CHECKLIST SO IT'S NOT CREATING ANY ADDITIONAL  
19 ADMINISTRATIVE PROCESSES. NEXT SLIDE. THIS IS BEING  
20 IMPLEMENTED THROUGH THE COMPLETE STREETS CHECKLIST ALREADY  
21 REQUIRED FOR PROJECTS THAT ARE SEEKING MORE THAN \$250,000 IN  
22 REGIONAL DISCRETIONARY FUNDS, WE HAVE BEEN ASKED WHAT DOES  
23 THAT MEAN THE REGIONAL DISCRETIONARY FUNDS INCLUDE SOME OF THE  
24 PROGRAMS THAT ARE FUNDED THROUGH ABAG, ATP, REGIONAL MEASURES  
25 LC TOP AND IN ALL 6% OF THE TOTAL COMMITTEE PORTFOLIO OF MTC'S



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1 CS FUNDING AND THOSE PROJECTS THAT ARE SUBJECT TO COMPLETE  
2 STREETS CHECKLIST CURRENTLY HAVE TO DO CERTAIN REQUIREMENTS  
3 THAT ARE SHOWN IN THAT GREEN CIRCLE THEY NEED TO BE CONSISTENT  
4 WITH EXISTING COMPLETE STREETS PLANS THAT NEED TO MEET ALL  
5 AGES AND ABILITIES DESIGN FHWA AS ACCESSIBILITY GUIDELINES  
6 WHEN WE'RE PROPOSING IS THAT WE WOULD ADD REQUIREMENTS FOR  
7 TRANSIT THE CURRENT REQUIREMENTS UNDER COMPLETE STREETS  
8 POLICIES ONLY THAT TRANSIT AGENCIES NEED TO ACKNOWLEDGE THAT  
9 THE PROJECT THAT IS APPLYING FOR REGIONAL FUNDING EXIST AND  
10 INSTEAD WE'RE REQUIRING THAT THERE BE KIND OF FEEDBACK  
11 CONVERSATION BETWEEN AGENCIES BEFORE AGENCIES APPLY FOR  
12 FUNDING REQUIREMENTS. SHOWN ON THE RIGHT THE TRANSIT PRIORITY  
13 POLICY FOR ROADWAYS ARE IF THERE IS A TRANSIT ROUTE IN A  
14 PROJECT AREA, THE TRANSIT AGENCY WOULD HAVE OPPORTUNITY TO  
15 REVIEW FOR TRANSIT SERVICE IMPACTS AND PROPOSED MITIGATIONS.  
16 AND THEN FOR PROJECTS THAT ARE ON THE TRANSIT PRIORITY NETWORK  
17 WHICH STILL NEEDS TO BE DEFINED AND I'LL EXPLAIN THAT IN A  
18 MOMENT, THE TRANSIT AGENCIES WOULD HAVE OPPORTUNITY TO SUGGEST  
19 TRANSIT SUPPORTIVE DESIGN PRINCIPLES -- SORRY -- TRANSIT  
20 SUPPORTIVE DESIGNS, INFORMED BY TRANSIT DESIGN PRINCIPLES TO  
21 BE ADDED TO THE PROJECT. NEXT SLIDE. SO, AS I MENTIONED, WE  
22 BROUGHT THIS POLICY TO THE RNM BODIES IN SEPTEMBER AND OCTOBER  
23 AND ACTUALLY TO THE CAG IN JULY AND OCTOBER. AND WE WANT TO  
24 SUMMARIZE THE FEEDBACK WHICH I HAVE CATEGORIZED INTO FIVE  
25 AREAS WHICH I'LL GO INTO FURTHER IN THE NEXT FEW SLIDES. NEXT



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1 SLIDE PLEASE. THE AREA WE HEARD THE MOST FEEDBACK ABOUT I  
2 WOULD SAY IS ABOUT THE IMPLEMENTATION OF THE POLICY AND  
3 EXACTLY WHAT'S GOING TO BE REQUIRED. AND, SO, WE ADDED THIS  
4 TABLE ON THE RIGHT TO TRY AND CLARIFY WHAT IS REQUIRED BASED  
5 ON THE ROADWAY TYPE AND TO HELP AGENCIES UNDERSTAND THAT THIS  
6 REALLY IS ONLY APPLYING TO STREETS WHERE TRANSIT IS PRESENT.  
7 SO, ON THE RIGHT, WHAT WE'RE SAYING IS IF THERE IS NO TRANSIT  
8 ROUTE IN THE SURROUNDING COMMUNITY, LIKE IF YOU WERE IN RURAL  
9 TREAT IN SONOMA AND THERE IS NO TRANSIT ROUTE NEARBY THERE IS  
10 NO TRANSIT REVIEW REQUIRED YOU JUST NEED TO CHECK IDENTIFY  
11 THAT YOU LOOK AT THE TRIP MAP THERE IS NO TRANSIT IN THE AREA  
12 AND YOU CHECKED THE NONE BOX ON THE COMMITTEE STREETS  
13 CHECKLIST FOR THE QUESTION ABOUT IF THERE IS TRANSIT IN THE  
14 AREA. IF THERE IS TRANSIT IN THE AREA BUT NOT ON THE SPECIFIC  
15 STREET, YOU NEED TO HAVE A COORDINATION WITH A TRANSIT AGENCY  
16 TO MAKE SURE THAT THERE ISN'T A BUS THAT OCCASIONALLY NEEDS TO  
17 GO DOWN THE STREET. FOR EXAMPLE, IF THERE IS AN OCCASIONAL  
18 DETOUR MAKE SURE THE BUS CAN TURN ON TO THE STREET. VERY  
19 SIMPLE. IF THERE IS A PUBLISHED TRANSIT ROUTE, AS I SAID, YOU  
20 WOULD WORK WITH THE TRANSIT AVERAGES TO MITIGATE TRANSIT  
21 IMPACTS AND THEN ONCE WE HAVE A TRANSIT PRIORITY NETWORK  
22 ASSIGNED, THE TRANSIT AGENCIES WOULD HAVE OPPORTUNITY TO  
23 SUGGEST TRANSIT SUPPORTIVE ELEMENTS TO BE ADDED TO THE  
24 PROJECT. NOW, ALSO THROUGH THIS PROCESS, WE HAVE HEARD  
25 CONCERNS ABOUT THE LIMITED RESOURCES, PARTICULARLY AMONG



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1 SMALLER AGENCIES. AND, SO, WE'RE RESPONDING TO THAT THROUGH A  
2 COUPLE OF WAYS, WE DEVELOPING A TRANSIT TECHNICAL ASSISTANCE  
3 PROGRAM. ONE OF THE FIRST ELEMENTS THAT WE'RE PURSUING IS A  
4 REGIONAL TRANSIT SUPPORTIVE ARE DESIGN TOOLKIT AND THAT WILL  
5 BE A DESIGN RESOURCE FOR LOCAL AGENCIES, PARTICULARLY THOSE  
6 SMALLER ONES. AND WE'RE GOING TO REALLY TAKE AN EYE TO MAKING  
7 SURE THAT WE'RE INCLUDING EXAMPLES THAT APPLY FOR SITUATIONS  
8 THAT AREN'T REALLY COVERED BY EXISTING RESOURCES. YOU KNOW,  
9 NACTA TRANSIT STREETS DESIGN GUIDE IS FABULOUS BUT REALLY  
10 FOCUSED ON SAN FRANCISCO LARGER URBAN AREAS WE WANT TO MAKE  
11 SURE THAT WE'RE CAPTURING FOR NAPA AND SMALLER CITIES THEN  
12 ALSO HAVE SOME TECHNICAL TRAINING OPPORTUNITIES KIND OF  
13 CONTINUING OUR TECH TRANSFER SERIES INTO TRANSIT SUPPORTIVE  
14 DESIGN OPPORTUNITIES. GOING THROUGH THIS WE'RE GOING TO  
15 MONITOR HOW THIS PROCESS WORKS WITH THE UPCOMING OBAG FOUR  
16 CALL FOR PROJECTS WHICH SHOULD BE COMING OUT EMINENTLY THIS  
17 SPRING AND WE'LL USE THAT FEEDBACK TO INFORM HOW THE POLICY IS  
18 WORKING AND WHAT ADDITIONAL PROJECT DEVELOPMENT OR AGENCY  
19 COORDINATION TOOLS WE MIGHT NEED TO ADD THEN ALSO LOOKING FOR  
20 GETTING FEEDBACK ON ANY POSSIBLE POLICY ADJUSTMENTS. NEXT  
21 SLIDE. THE NEXT AREA WE HEARD A LOT OF FEEDBACK ABOUT WAS THE  
22 ABOUT FUNDING INCENTIVES PARTICULARLY THE RNM COUNCIL AND THE  
23 CUSTOMER ADVISORY GROUP REALLY HAD A STRONG INTEREST IN USING  
24 FUNDING INCENTIVES TO ENCOURAGE LOCAL JURISDICTIONS TO ADOPT  
25 LOCAL TRANSIT PRIORITY POLICIES. WE ALSO RECOGNIZE THAT MANY



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1 AGENCIES ALREADY HAVE TRANSIT PRIORITY POLICIES IN PLACE.  
2 INCLUDING THOSE LISTED BELOW, BERKELEY, SAN FRANCISCO, EL  
3 CERRITO, SAN JOSE, WHAT WE'RE DOING IS WE'RE NOT MODIFYING THE  
4 POLICY. WE FEEL THAT THIS IS SOMETHING THAT CAN BE ADDRESSED  
5 THROUGH THE SPECIFIC FUNDING PROGRAMS THEMSELVES. BUT WE'RE  
6 GOING TO BE PROVIDING TEMPLATES TO MAKE IT EASIER FOR LOCAL  
7 AGENCIES TO ADOPT THEIR OWN POLICY, AND WE'RE GOING TO BE  
8 LOOKING AT OUR FUNDING PROGRAMS SO THAT WE CAN IDENTIFY WHICH  
9 PROGRAMS ARE APPROACH THE TO ADD INCENTIVES AND WE PLAN TO  
10 UPDATE THE RNM BODIES WHEN WE COME BACK WITH THE TRANSIT  
11 PRIORITY NETWORK AS A DRAFT AND FINAL IN THE SUMMER OF 2026  
12 AND FALL OF 20 -- SORRY -- LATE 2026 OR EARLY 2027 WITH  
13 UPDATES ON HOW OUR RESEARCH INTO THIS FUNDING PROGRAM AND  
14 FUNDING INCENTIVES ISSUE. NEXT SLIDE. WE ALSO HEARD COMMENT  
15 ABOUT THE CONFLICT RESOLUTION PROCESS. WE DIDN'T REALLY MAKE  
16 ANY CHANGES TO THE POLICY HERE. WE JUST WANT TO REITERATE THAT  
17 THE POLICY IS FOCUSING ON MAKING A STRUCTURE TO ENCOURAGE  
18 EFFECTIVE INTER-AGENCY COORDINATION AND COLLABORATION. WE ARE  
19 ENCOURAGING EARLY AND FREQUENT COORDINATION. WE'RE PROVIDING  
20 THAT FRAMEWORK FOR THESE DISCUSSIONS TO HAPPEN. WE ARE NOT  
21 DICTATING ROADWAY DESIGN. WE ARE ABLE TO CONVENE A STAKEHOLDER  
22 MEETING WHEN THERE IS A DESIGN DISPUTE AND WE WANT TO NOTE  
23 WE'LL BE WORKING WITH ALL AGENCIES INVOLVED AND THE COUNTY  
24 TRANSPORTATION AGENCIES BEFORE WE DECIDE IF THAT IS NECESSARY  
25 TO ESCALATE TO THAT LEVEL. AGAIN, WE'RE WOULD ALSO PROVIDE



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1 TECHNICAL ASSISTANCE AND WE'LL LOOK INTO IF THERE IS WAYS WE  
2 CAN SUPPORT CONFLICT RESOLUTION THROUGH TECHNICAL ASSISTANCE.  
3 NEXT SLIDE. STAKEHOLDER OUTREACH WAS ONE AREA THAT WE HEARD  
4 SOME CONCERNS ABOUT WE JUST WANTED TO AGAIN REITERATE THAT  
5 THIS IS A LENGTHY PROCESS, TOOK ALMOST TWO YEARS, ACTUALLY  
6 MORE THAN TWO YEARS BECAUSE WE KICKED OFF IN DECEMBER OF 2023,  
7 THIS TRANSIT PRIORITY POLICY. THE REAL BULK OF THE WORK  
8 HAPPENED IN 2025 WHERE WE HAD A NUMBER OF MEETINGS AND  
9 STAKEHOLDER GROUPS THAT WE SPOKE TO. I WON'T GO THROUGH IT  
10 ALL, BUT I WILL FOCUS ON THE LAST ARROW AT THE BOTTOM THAT WE  
11 WENT TO IN FALL OF 2025 WE WENT TO THE RNM BODIES AS AN  
12 OPPORTUNITY FOR ME TO DESCRIBE HOW RNM COUNCIL GIVE US  
13 FEEDBACK LAST MONTH, THEY REVIEWED THE FINAL POLICY AND THEY  
14 SAID THAT THEY APPRECIATED THAT THE POLICY AND THE  
15 IMPLEMENTATION PLAN REFLECTED ALL THE NUANCED FEEDBACK THAT WE  
16 HEARD FROM VARIOUS STAKEHOLDERS WHICH WERE OFTEN DISPARATE,  
17 CONFLICTING FEEDBACK AND WE WERE REALLY LOOKING TO FIND A  
18 BALANCE BETWEEN THE NEED OF AGENCIES. THERE WAS SUPPORT FOR  
19 OUR PLANS, PARTICULARLY THAT WE'RE PROVIDING UPDATES IN 2026  
20 REGARDING THE TRANSIT INCENTIVES AND POLICY MODIFICATIONS AND  
21 WATCHING HOW OBAG FOUR WORKS THROUGH THE COUNTY CALL FOR  
22 PROJECTS AND HOW THE REVIEW OF TRANSIT PROJECTS WORKS. SORRY -  
23 - THE REVIEW FOR PROJECTS IN TERMS OF TRANSIT WORK IN THE OBAG  
24 FOUR CALL. NEXT SLIDE. THIS IS MY LAST SLIDE WITH REAL CONTENT  
25 ON IT. I JUST WANTED TO SHOW YOU THAT WE HAVE BEEN TO RNM



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1 THREE TIMES ALREADY. WE ARE NOW AT THE THIRD STAR FOR THE  
2 POLICY. HOPEFULLY YOU WILL APPROVE THE POLICY TODAY AND WE'LL  
3 TAKE THIS TO THE MTC COMMISSION ON JANUARY 28TH. WE WILL THEN  
4 CONTINUE WORKING ON THE TRANSIT PRIORITY ROADWAY ASSESSMENT,  
5 WHICH IS WHAT WE WILL BE USING TO DEFINE THE TRANSIT PRIORITY  
6 NETWORK. SO, WHEN WE FIRST APPROVED THE POLICY -- SORRY --  
7 ONCE THE POLICY IS APPROVED IN 2026, THE BASIC TRANSIT  
8 COORDINATION REQUIREMENTS WILL START, BUT THE REQUIREMENTS FOR  
9 ADDITIONAL REVIEW FOR TRANSIT PRIORITY NETWORK WILL NOT HAPPEN  
10 BECAUSE WE DON'T HAVE A NETWORK YET. SO WE'LL BE DESIGNING THE  
11 NETWORK OVER THE NEXT YEAR AND WE'LL BE BRINGING THE DRAFT  
12 HOPEFULLY IN THE SUMMER AND THEN THE FINAL NETWORK IN LATE  
13 2026 OR EARLY 2027. AND FOR BOTH OF THOSE POINTS WE'LL COME  
14 BACK TO THE RNM BODIES, GET INPUT, AND THAT WILL BE OUR  
15 OPPORTUNITY FOR ALSO PROVIDING UPDATES ON HOW EVERYTHING IS  
16 GOING. ONCE THE TRANSIT PRIORITY NETWORK IS APPROVED, THOSE  
17 ADDITIONAL REQUIREMENTS FOR CONSIDERING TRANSIT SUPPORTIVE  
18 DESIGN ELEMENTS FOR CORRIDORS ON THE NETWORK WOULD START.  
19 ANOTHER THING I WANT TO NOTE IS THAT THE COMPLETE STREETS  
20 CHECKLIST, WHICH WAS UP UNTIL NOW DONE THROUGH GOOGLE FORM IS  
21 GOING TO BE ROLLED OUT SHORTLY INTO A NEW UPGRADED PORTAL THAT  
22 WILL MAKE IT MUCH EASIER FOR PEOPLE TO SUBMIT THEIR PROJECTS  
23 AND ALL TRANSIT REVIEW REQUIREMENTS WILL BE INTEGRATED INTO  
24 THE COMPLETE STREETS PORTAL SO IT'S NOT A SEPARATE PROCESS.  
25 IT'S ALL BEING DONE THROUGH PORTAL AND WE'LL BE COORDINATING



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1 WITH THEM ON OUTREACH AND MAKING SURE PEOPLE KNOW HOW TO USE  
2 THE PORTAL. FOR THE DEVELOPMENT OF THE NETWORK, WE HAVE A  
3 COUPLE STAKEHOLDER GROUPS THAT ARE HELPING US GET INPUT ON  
4 THAT AND WE HAVE PARTICIPATION FROM LOCAL AGENCIES TRANSIT  
5 AGENCIES CTA'S AND CALTRANS THAT ARE HELPING US INFORM THAT.  
6 SO THIS IS ALL BEEN A VERY INFORMED PROCESS, I WOULD LIKE TO  
7 SAY. AND WE'RE HOPING THAT YOU CAN APPROVE THE TRANSIT  
8 PRIORITY POLICY TODAY AND FORWARD IT TO THE MTC COMMISSION.  
9 AND I'M HERE TO ANSWER QUESTIONS. LAST SLIDE JUST HAS MY  
10 CONTACT INFORMATION.

11

12 **CHAIR, ALICIA JOHN-BAPTISTE:** THANK YOU. I THINK BEFORE WE GO  
13 TO QUESTIONS AND COMMENTS, LET'S LOOK FOR A MOTION. DO WE HAVE  
14 A MOTION ON THIS, COLLEAGUES? HAD.

15

16 **DAVID CANEPA:** SO MOVED.

17

18 **SPEAKER:** SECOND.

19

20 **CHAIR, ALICIA JOHN-BAPTISTE:** I THINK I GOT CANEPA AND MASHBURN  
21 ON THIS ONE. THANK YOU. LET'S FIRST GO TO PUBLIC COMMENT. IS  
22 THERE ANY PUBLIC COMMENT ON THIS ITEM?

23

24 **BOARD CLERK:** YES. THERE WAS NO WRITTEN CORRESPONDENCE RECEIVED  
25 ON THIS ITEM. WE HAVE NO ONE IN THE BOARDROOM WISHING TO



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1 SPEAK, TWO MEMBERS OF THE PUBLIC IN ZOOM. HOW MUCH TIME WOULD  
2 YOU LIKE TO GIVE?

3

4 **CHAIR, ALICIA JOHN-BAPTISTE:** TWO MINUTES.

5

6 **BOARD CLERK:** TWO. OKAY. FIRST UP IS GOING TO BE GEORGE SPEIS  
7 FOLLOWED BY ADINA LEVIN. GEORGE GO AHEAD AND UNMUTE YOURSELF.

8

9 **SPEAKER:** HI. MY NAME IS GEORGE SPEIS. I'M AN OAKLAND RESIDENT  
10 AND AN ORGANIZER WITH TRAFFIC VIOLENCE RAPID RESPONSE. WE ARE  
11 A PEDESTRIAN SAFETY GROUP ADVOCACY GROUP HERE IN OAKLAND. AND  
12 I AM VERY MUCH IN SUPPORT OF ESTABLISHING GOOD TRANSIT  
13 PRIORITY ACROSS THE REGIONAL NETWORK. AND I THINK THAT THIS --  
14 THESE GUIDELINES CAN CERTAINLY HELP. THE PRIMARY ISSUE IS THAT  
15 WHEN THERE ARE CONFLICTS THAT ARISE BETWEEN LOCAL  
16 TRANSPORTATION AGENCIES AND LOCAL TRANSIT AGENCIES AROUND  
17 STREET INFRASTRUCTURE, THEY TEND TO END UP BEING DISAGREEMENTS  
18 BETWEEN SAFE STREETS PROJECTS, RIGHT, AND TRANSIT TRAVEL  
19 SPEEDS. AND IN MY VIEW, IT SEEMS TO ME THAT WE'RE GOING TO  
20 NEED TO BE ABLE TO RESOLVE THOSE IN A BALANCED WAY SO THAT  
21 WE'RE NOT PITTING TRANSIT AGAINST TRANSIT RIDERS WHO HAVE NOT  
22 YET GOTTEN ON THE BUS, OR WHO JUST GOT OFF THE BUS AND ARE  
23 THERE FOR PEDESTRIAN. AND I WOULD SAY THAT THE WAY TO GET  
24 THERE IS TO HAVE A CLEARLY DEFINED SERVICE VISION, WHAT ARE  
25 OUR FREQUENCIES, WHAT ARE OUR CONNECTIONS, ALL THAT, THAT



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1 SERVICE-LED PLANNING CAN PROVIDE US SO THAT WHEN DISAGREEMENTS  
2 ARISE THERE IS A PLACE TO GO TO LOOK AT WHAT IT IS THAT WE'RE  
3 TRYING TO ACHIEVE, RIGHT? AND BE ABLE TO BALANCE THE TRADEOFFS  
4 BETWEEN CREATING SAFER STREETS AND MAKING SURE THAT OUR  
5 TRANSIT AGENCIES ARE DELIVERING THE SERVICE THAT'S BEEN  
6 DEFINED AS PART OF A PROCESS. SO, I VERY MUCH URGE THE RNM AND  
7 ALL PARTICIPATING AGENCIES TO MOVE IN THAT DIRECTION. THANK  
8 YOU.

9

10 **BOARD CLERK:** THANK YOU. AND OUR LAST SPEAKER WILL BE ADINA  
11 LEVIN. ADINA GO AHEAD AND UNMUTE YOURSELF.

12

13 **ADINA LEVIN:** HELLO. GOOD AFTERNOON COMMITTEE MEMBERS. ADINA  
14 LEVIN, I SERVE AS THE CHAIR OF THE REGIONAL NETWORK MANAGEMENT  
15 CUSTOMER ADVISORY GROUP. YOU WILL HEAR A LITTLE BIT OF  
16 BACKGROUND NOISE, BECAUSE I'M AT AN AIRPORT. I WAS NOT EVEN  
17 EXPECTING TO BE ABLE TO JOIN THIS MEETING DUE TO FLIGHT, BUT  
18 DUE TO SOME FLIGHT CHANGES I'M HERE IN AN AIRPORT ABLE TO MAKE  
19 A COMMENT. THE REGIONAL NETWORK MANAGEMENT CUSTOMER ADVISORY  
20 GROUP MEMBERS WERE VERY SUPPORTIVE OF GOING AHEAD WITH A  
21 TRANSIT PRIORITY POLICY. I CAN REPORT, ALTHOUGH I'M NOT  
22 SPEAKING FOR THE GROUP -- SPEAKING WITH ADVOCACY HAT AT  
23 SEAMLESS AND TRANSBAY COALITION, ADVOCATES ARE REALLY EAGER  
24 FOR THE FORTHCOMING TRANSIT PRIORITY NETWORK THAT'S EXPECTED  
25 TO BE COMING FORWARD IN THE COMING YEAR, AND WE WOULD LIKE TO



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1 BE GETTING THE WORD OUT TO TRANSIT RIDERS AND HAVING PEOPLE BE  
2 ABLE TO SHOW UP IN SUPPORT OF TRANSIT PRIORITY POLICIES IN  
3 MANY MORE CITIES THAT ARE ALONG KEY TRANSIT CORRIDORS. WITH  
4 THIS, I WANTED TO ECHO AND SUPPORT WHAT GEORGE SPEIS HAD SAID  
5 IN PREVIOUS LETTERS YOU HAD SEEN RECOMMENDATIONS TO HAVE  
6 QUANTITATIVE GOALS SET FORTH, YOU KNOW, PARTICULARLY IN MORE  
7 NEAR-TERM PROJECTS. I BELIEVE THIS IS SOMETHING THAT CHAIR  
8 FREMIER TALKED ABOUT GOALS AND METRICS AT THE LAST RNM COUNCIL  
9 MEETING AND THAT IS BOTH HELPFUL IN TERMS OF OUTCOMES, HELPFUL  
10 IN TERMS OF COST EFFECTIVENESS AND ALSO AS GEORGE SPEIS  
11 MENTIONED POTENTIALLY HELPFULNESS IN TERMS OF ADDRESSING A  
12 DISPUTE RESOLUTION BECAUSE IF YOU KNOW WHAT THE GOAL IS IT  
13 CREATES BETTER PROBLEM SOLVING OPPORTUNITIES. THANK YOU.

14

15 **BOARD CLERK:** THERE ARE NO OTHER MEMBERS OF THE PUBLIC WISHING  
16 TO SPEAK ON THIS ITEM.

17

18 **CHAIR, ALICIA JOHN-BAPTISTE:** MEMBERS ANYBODY WITH COMMENTS OR  
19 QUESTIONS? MEMBER SHAW?

20

21 **DIANE SHAW:** HI. THANK YOU. FIRST, I WANT TO SAY THANK YOU TO  
22 MTC, THEY HAVE DONE A GREAT JOB OF TRYING TO GET ALL THE  
23 FEEDBACK. THERE WAS A LOT OF OUTREACH THAT WAS DONE WITHIN A  
24 LOT OF DIFFERENT THINGS IN THE BAY AREA, YOU KNOW, WE HAVE  
25 SOME CITIES THAT ARE INDEPENDENT, WE HAVE SOME CITIES AND



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1 TRANSIT AGENCIES THAT ARE THE SAME THING, SO, I THINK THEY  
2 HAVE DONE A REALLY GOOD JOB OF TAKING ALL THE FEEDBACK AND  
3 TRYING TO PUT IT TOGETHER INTO SOMETHING THAT MAKES SENSE  
4 MOVING FORWARD. THE PORTAL THEY'RE IMPLEMENTING IS A GREAT  
5 IDEA AND I THINK IT WILL BE VERY HELPFUL. I ALSO THINK THAT  
6 THEY TALK ABOUT THIS JUST BEING ONE PIECE OF THE BIGGER  
7 PICTURE AND IT'S A REALLY IMPORTANT PIECE. AC TRANSIT IS VERY  
8 SUPPORTIVE OF US MOVING FORWARD WITH THIS. I THINK REGULAR  
9 MONITORING AND REPORTING, AS MENTIONED, IS GOING TO BE  
10 ESSENTIAL, INCLUDING THE STORIES, NOT JUST THE METRICS. SO,  
11 YOU KNOW, WE CAN TALK ABOUT THERE WERE FIVE PROJECTS THAT  
12 NEEDED TO GET INPUT FROM TRANSIT AND FIVE DID IT, THOSE  
13 METRICS ARE GREAT, BUT I WANT TO HEAR THE STORIES BEHIND THAT.  
14 SO, WHAT WAS THE RESULT? WHAT WAS THE ADDITIONAL THING THAT WE  
15 ADDRESSED AND WERE ABLE TO ACHIEVE BY DOING THIS? BECAUSE I  
16 THINK WE NEED TO START TELLING MORE OF OUR STORIES AS WE HAVE  
17 MENTIONED IN THE PAST. THE -- MTC'S COMMITMENT TO REVIEWING  
18 THE FUNDING PROGRAMS FOR ALIGNMENT WITH THE TPR GOALS IS  
19 CRITICAL. I THINK YOUR IDEA OF THE REGIONAL SUPPORT AND THE  
20 REGIONAL TOOLKIT IS A GOOD WAY TO ADDRESS SOME OF THE  
21 INDIVIDUAL ISSUES. AND I LOOK FORWARD TO SEEING THAT. AND WE  
22 ALSO LOOK FORWARD TO, ONCE THIS GETS APPROVED, YOU KNOW, WE  
23 MEET INDIVIDUALLY WITH OUR CITIES IN DIFFERENT ILCS, AND WE  
24 LOOK FORWARD TO BRINGING THIS TOGETHER AND PARTNERING WITH YOU  
25 GUYS ON BRINGING THIS FORWARD TO THE INDIVIDUAL CITIES AS



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1 WELL, TO MAKE SURE THAT EVERYBODY UNDERSTAND AND WE'RE ALL  
2 WORKING TOGETHER. BECAUSE THAT'S REALLY WITH WE WANT. WE WANT  
3 ALL OF US TO BE WORKING TOGETHER TO MAKE A DIFFERENCE FOR  
4 TRANSIT AS WE MOVE FORWARD. SO, THANK YOU VERY MUCH.

5

6 **CHAIR, ALICIA JOHN-BAPTISTE:** THANK YOU, MEMBER SHAW. ANY OTHER  
7 COMMENTS FROM THE COMMITTEE? NO?

8

9 **SPEAKER:** [INDISCERNIBLE]

10

11 **CHAIR, ALICIA JOHN-BAPTISTE:** ARE YOU ASKING US TO VOTE?

12

13 **SPEAKER:** PARDON ME?

14

15 **CHAIR, ALICIA JOHN-BAPTISTE:** ARE YOU ASKING FOR US TO VOTE?

16

17 **SPEAKER:** NO. I HAD COMMENTS. 19 YOU HAD COMMENTS. I'M SORRY.

18

19 **PAT BURT:** HAD QUESTIONS. SO AS I WAS TAKING A STEP BACK AND  
20 KIND OF LOOKING AT THE PURPOSES OF THIS INITIATIVE, WE HAVE AT  
21 THE START OF ATTACHMENT A, A PURPOSES STATEMENT AND IT FOCUSES  
22 ON MINIMIZING UNINTENDED IMPACTS TO TRANSIT, AND I WAS KIND OF  
23 STRUGGLING WITH WHAT THAT MEANT TO TRANSIT. AND I THINK WHAT  
24 WE'RE REALLY SAYING IS IMPACTS ON THE VEHICLES BEING ABLE TO  
25 MOVE EFFICIENTLY AND SAFELY AND ENHANCING THE RIDER



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1 EXPERIENCE. BUT I DIDN'T SEE, REALLY, THAT A HIGHER LEVEL GOAL  
2 OF MAKING TRANSIT USE MORE EFFICIENT AND SAFER, AND THEREFORE  
3 MORE UTILIZED. AND WITHIN THAT, IF THAT WAS REALLY THE HIGHER  
4 LEVEL GOAL, I WAS LOOKING FOR, NOT ONLY THE IMPROVEMENTS TO  
5 THE VEHICULAR USE, BUT ACCESS TO TRANSIT. AND I DON'T KNOW  
6 WHETHER THAT'S REALLY PROPERLY OUTSIDE OF WHAT SHOULD BE THE  
7 SCOPE. IT'S NOT INCLUDED HERE. AT CALTRAIN, WE HAVE NOW  
8 ADOPTED A STATION ACCESS PROGRAM AND INITIATIVE RECOGNIZING  
9 THAT A KEY TO RIDERSHIP IS HOW PEOPLE GET THERE. AT VTA, AND  
10 WITH OUR BUS SYSTEM, IN MY COMMUNITY, AND SOME OF THE ADJACENT  
11 COMMUNITY, WE HAVE ELIMINATED PARKING ON EL CAMINO AND PUT IN  
12 PROTECTED BIKE LANES AND HAD VTA BUSES ADDING ADDITIONAL BIKE  
13 CAPACITY. SO, THAT LINKAGE BETWEEN HOW YOU GET TO TRANSIT AND  
14 THEN USING TRANSIT, I THINK, IS REALLY ESSENTIAL. IF I DIDN'T  
15 HAVE A SAFEWAY TO RIDE FROM MY HOME TO THE CALTRAIN STATION  
16 AND FROM THE CALTRAIN STATION TO HERE, I WOULD BE DRIVING TO  
17 THIS MEETING. AND, SO, I WANTED TO ASK, SHOULD WE BE INCLUDING  
18 TRANSIT ACCESS WITHIN THIS POLICY? AND IF NOT, WHERE?

19

20 **ALIX BOCKELMAN:** THANK YOU COMMISSIONER BURT. ALIX BOCKELMAN,  
21 CHIEF DEPUTY EXECUTIVE DIRECTOR. I THINK THAT'S A REALLY GOOD  
22 POINT. I DO THINK THAT, YOU KNOW, AGAIN, THIS IS MEANT TO BE  
23 KIND OF ONE PIECE OF THE PUZZLE, OBVIOUSLY TO DELIVER SOME OF  
24 THE BROADER GOALS THAT YOU OUTLINE THAT ARE VERY MUCH PART OF  
25 THE STRATEGIES IN PLANNED BAY AREA 2050 AND 2050 PLUS. I ALSO



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1 THINK THAT THE COMPLETE STREETS POLICY WHICH IS ANOTHER POLICY  
2 THAT, YOU KNOW, DOES INCLUDE, KIND OF, ACCESS TO TRANSIT AS A  
3 GOAL. SO, I MEAN, I WOULD LIKE TO GET BACK TO YOU WITH A MORE  
4 FULL ANSWER JUST TO MAKE SURE I'M CROSS REFERENCING ALL OF MY  
5 POLICIES. BUT I -- I DO THINK, LIKE, PASTA SAUCE IT'S IN THERE  
6 -- BUT ANYWAYS, I THINK WE'RE NOT DOING A GOOD JOB OF  
7 ARTICULATING THAT COMPONENT OF IT BECAUSE WE'RE FOCUSED I  
8 THINK SPECIFICALLY ON THE TRANSIT PRIORITY POLICY  
9 PRESENTATION. SO I DON'T KNOW IN STAFF --

10

11 **PAT BURT:** I THINK THIS'S REASONABLE. I DO WANT TO REFLECT ON  
12 PURPOSES STATEMENTS AND GOALS. THIS MAY NOT BE THE PROPER  
13 LOCATION FOR THAT. I DIDN'T TOUCH IT. [LAUGHTER] BUT, I THINK  
14 IT IS IMPORTANT THAT WE REALLY LOOK AT, YOU KNOW, WHAT ARE THE  
15 REAL OBJECTIVES AND STATE THOSE OUTCOMES AS THE OBJECTIVES, AS  
16 OPPOSED TO REALLY TAKING THESE STRATEGIES AND DEFINING THEM AS  
17 PURPOSES AND GOALS. SO, THANK YOU.

18

19 **CHAIR, ALICIA JOHN-BAPTISTE:** ANY ADDITIONAL DISCUSSION? OKAY.  
20 LET'S GO AHEAD. IF YOU WOULDN'T MIND, PLEASE CALLING THE VOTE.  
21 ROLL CALL, PLEASE.

22

23 **BOARD CLERK:** WILL DO. CHAIR JOHN-BAPTISTE?

24

25 **CHAIR, ALICIA JOHN-BAPTISTE:** AYE.



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1

2 **BOARD CLERK:** VICE CHAIR ANDERSEN?

3

4 **V. CHAIR, CANDACE ANDERSON:** AYE.

5

6 **BOARD CLERK:** MEMBER AHN IS ABSENT. BURT?

7

8 **PAT BURT:** YES.

9

10 **BOARD CLERK:** CANEPA?

11

12 **DAVID CANEPA:** YES.

13

14 **BOARD CLERK:** ASHCRAFT?

15

16 **MARILYN EZZY ASHCRAFT:** AYE.

17

18 **BOARD CLERK:** MAHAN IS ABSENT. MASHBURN? THANK YOU. MOTION

19 PASSES UNANIMOUSLY BY ALL MEMBERS PRESENT.

20

21 **CHAIR, ALICIA JOHN-BAPTISTE:** THANK YOU. MOVING ON TO AGENDA

22 ITEM 4A BAY WHEELS BIKESHARE UPDATE. INFORMATION ITEM, TOSHI

23 SHEPARD-OHTA WILL PROVIDE THE REPORT. BUT I THINK ALIX IS

24 GOING TO GIVE INTRODUCTORY REMARKS.

25



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1   **ALIX BOCKELMAN:** THANK YOU CHAIR JOHN-BAPTISTE, COMMITTEE  
2   MEMBERS. THANK YOU. IT HAS BEEN A FEW YEARS SINCE OUR LAST  
3   UPDATE ON BIKESHARE EFFORTS IN THE REGION. SO, WE'RE VERY  
4   EXCITED TODAY TO BRING YOU AN UPDATE TO MAKE SURE YOU KNOW  
5   WHAT WE HAVE BEEN UP TO. AND YOU KNOW, THERE IS DEFINITELY  
6   SOME EXCITING SUCCESSES TO SHARE ON THE BAY WHEELS PROGRAM. AS  
7   YOU WILL HEAR FROM TOSHI, WE HAVE SEEN RECORD HIGH LEVELS OF  
8   RIDERSHIP IN RECENT YEARS UNDER A UNIQUE REGIONAL MODEL THAT  
9   WE HAVE WITH BIKESHARE PROGRAM THAT HAS NOT REQUIRED ANY  
10   PUBLIC OPERATING COST SUPPORT. AS WE'RE NEARING THE END OF THE  
11   BAY WHEELS CONTRACT IN 2027, SO WE BELIEVE IT'S IMPORTANT TO  
12   STAKE STOCK OF WHERE WE HAVE BEEN WITH BAY WHEELS BEFORE  
13   CONTEMPLATING NEXT STEPS. SO, AFTER TODAY'S INFORMATIONAL  
14   ITEM, STAFF IS PREPARED TO OTHER THAN IN THE COMING MONTHS,  
15   FEBRUARY OR MARCH, FOR HOW TO BEST APPROACH THE FUTURE OF THE  
16   PROGRAM WHILE MAINTAINING MOMENTUM WITH THE GAINS WE HAVE SEEN  
17   RECENTLY. AND WITH THAT I'LL TURN IT OVER TO TOSHI.

18

19   **TOSHI SHEPARD-OHTA:** THANK YOU ALIX. GOOD AFTERNOON  
20   COMMISSIONERS I'M TOSHI SHEPARD-OHTA. I'M ASSISTANT DIRECTOR  
21   FOR SHARED MOBILITY ACTIVE TRANSPORTATION EXCITED TO GIVE  
22   UPDATE ON BIKESHARE TODAY. NEXT SLIDE PLEASE. SO, WE'RE GOING  
23   TO FOCUS ON THE BAY WHEELS SYSTEM BUT I WANT TO ACKNOWLEDGE  
24   THAT THERE ARE OTHER BIKESHARE PROGRAMS THROUGHOUT THE REGION.  
25   MTC HAS ALSO FUNDED THREE PROGRAMS IN FREMONT, RICHMOND, AND



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1 MARIN AND SONOMA COUNTIES. AND OTHER CITIES HAVE ALSO CARRIED  
2 OUT DOCKLESS PERMIT PROGRAMS THAT ARE PRIMARILY CONSISTED OF  
3 SCOOTERS BUT ALSO BIKES AND E-BIKES AT THE TIME. WE STRIPPED  
4 AHEAD. HISTORY OF BAY WHEELS THIS PROGRAM LAUNCHED IN 2017 AS  
5 A 10-YEAR ZERO DOLLAR CONTRACT. SO INITIALLY IT WAS WHAT WE  
6 CALL CLASSIC BIKES OR NON-ELECTRIC BIKES WE WERE ABLE TO  
7 INTRODUCE E-BIKES IN TWO CITIES IN THE FOLLOWING YEARS WHICH  
8 SAW HIGH RIDERSHIP AND DEMONSTRATED THE POTENTIAL ROLE THAT  
9 THOSE E-BIKES COULD PLAY INFORM COVID DID IMPACT RIDERSHIP FOR  
10 A FEW YEARS AND WE WERE ABLE TO IDENTIFY FUNDING IN 2023 TO  
11 HELP SHORE UP THE PROGRAM AND EXPAND E-BIKE ACCESS ON THE  
12 STATION NETWORK. WE HAVE BEEN WORKING FOR THE LAST THREE YEARS  
13 TO IMPLEMENT THE CAPITAL FUNDING AND PROGRAMS THAT WERE  
14 SUPPORTED BY THAT PROGRAM. SO AS ACKNOWLEDGED WE'RE  
15 APPROACHING THE END OF THE CONTRACT, 18 MONTHS OUT, IN JULY  
16 2027 AND WE'LL RETURN IN COMING MONTHS TO TALK MORE ABOUT THE  
17 FUTURE OF THE PROGRAM. NEXT SLIDE PLEASE. OVERVIEW OF THE BAY  
18 WHEELS SYSTEM THERE ARE THREE PUB SIEGES, SAN FRANCISCO WITH  
19 THE ADDITION OF DALY CITY NOW, EAST BAY CITIES OF BERKELEY,  
20 OAKLAND, AND EMERYVILLE AND SAN JOSE, ALL CITIES HAVE THEIR  
21 OWN STATION NETWORKS AND BOTH CLASSIC AND ELECTRIC BIKE  
22 FLEETS. SAN FRANCISCO DOES MAKE UP THE VAST MAJORITY OF THE  
23 TRIPS, NEARLY 90% OF THE TRIPS OF THE WHOLE SYSTEM. FOR THE  
24 CONTRACT STRUCTURE AS MENTIONED STARTED AS TEN-YEAR ZERO  
25 DOLLAR CONTRACT ALTHOUGH WE HAVE BEEN ABLE TO PUT SOME PUBLIC



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1 CAPITAL FUNDING INTO THE PROGRAM TO EXPAND ON BOTH NETWORK AND  
2 FLEET OF E-BIKES THAT'S BEEN IMPORTANT TRANSITION FOR US WE  
3 HAVE BEEN WORKING THROUGH THE LAST COUPLE OF YEARS BUT ALSO  
4 THE STRUCTURE THERE ARE TWO OPTIONS FOR EFFECTIVE YEAR  
5 EXCEPTIONS. NEXT SLIDE. LOOKING AT THE RIDERSHIP OF THE  
6 PROGRAM, CHART ON THE RIGHT SHOWS RIDERSHIP BY SUBREGION SINCE  
7 PROGRAM LAUNCH IN 2017 PRETTY STRONG GROWTH FIRST COUPLE OF  
8 YEARS UNTIL 2019 THEN IT GOES DOWN FOR A FEW YEARS DURING  
9 COVID THEN PLATEAUED AND DIDN'T REALLY TAKE OFF AGAIN UNTIL  
10 2024 AND 2025 UNTIL AFTER WE WERE ABLE TO INTRODUCE THE NEW  
11 MTC FUNDED EQUIPMENT AT END OF 2023. WE HAVE SEEN NEARLY 75%  
12 GROWTH IN RIDERSHIP IN THE LAST TWO YEARS WHICH IS PRETTY  
13 INCREDIBLE. THE RIDERSHIP DOES DIFFER QUITE A BIT BETWEEN THE  
14 SUBREGIONS SO SAN FRANCISCO MAKES UP NEARLY 90%. BUT THEY'RE  
15 ALL ON A REALLY POSITIVE TRAJECTORY AND GROWING SINCE WE'RE  
16 ABLE TO INTRODUCE THIS MTC FUNDED EQUIPMENT. RELATIVE TO 2019,  
17 SAN FRANCISCO IS NOW DOUBLE THOSE PRECOVID LEVELS, WHEREAS THE  
18 EAST BAY AND SAN JOSE ARE ACTUALLY STILL BELOW 2019. ALTHOUGH  
19 STILL TRENDING IN A POSITIVE DIRECTION. AND THEN HISTORICALLY  
20 JUST FOR WHERE WE SEE RIDERSHIP GROWING, THE GREATEST  
21 CONCENTRATIONS, IN ALL THE CITIES, TENDS TO BE AROUND  
22 UNIVERSITIES AND AT REGIONAL TRANSIT HUBS WHERE IT'S REALLY  
23 PLAYING THIS LAST MILE ROLE OF CONNECTING TO BART, CALTRAIN,  
24 AND THE FERRY SERVICES. AND WE'RE REALLY EXCITED BY THE ROLE  
25 THAT IT PLAYS IN COMPLEMENTING TRANSIT. NEXT SLIDE PLEASE. SO,



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1 E-BIKES ARE PROBABLY THE MOST SIGNIFICANT CHANGE TO THE  
2 PROGRAM SINCE IT LAUNCHED. THEY HAVE PROVEN TO BE VERY  
3 POPULAR, MAKING UP NOW NEARLY 80% OF ALL THE TRIPS. EVEN  
4 THOUGH UNTIL RECENTLY THEY WERE LESS THAN HALF OF THE FLEET.  
5 THE CHART ON THE RIGHT, YOU WILL HAVE TO BEAR WITH ME A LITTLE  
6 BIT IT'S A BIT WONKY, BUT THIS IS SHOWING HOW MUCH EACH BIKE  
7 IS UTILIZED ON A DAILY BASIS IN THE DIFFERENT CITIES. ORANGE  
8 REPRESENTS E-BIKES, AND THE BLUE IS THE CLASSIC NON-ELECTRIC  
9 BIKES. SO FIRST WANT TO HIGHLIGHT IN ALL OF THE CITIES THE E-  
10 BIKES ARE RIDDEN ABOUT 3 TO 4 TIMES AS OFTEN AS THE CLASSIC  
11 BIKES. SO THERE IS REALLY JUST THIS STRONG DEMAND FOR THOSE E-  
12 BIKES. THERE IS QUITE A BIT OF VARIATION BETWEEN THE DIFFERENT  
13 CITIES. SO, YOU WILL SEE SAN FRANCISCO HAS THE HIGHEST RATES,  
14 AND THE E-BIKES THERE ARE USED OVER FIVE TIMES A DAY ON  
15 AVERAGE. IT'S NOT JUST SAN FRANCISCO HAVING A BIGGER FLEET BUT  
16 ALSO THOSE BIKES WERE USED MORE FREQUENTLY OF WHY THEY DRIVE  
17 SO MUCH RIDERSHIP THEN FOR OTHER CITIES IT VARIES QUITE A BIT  
18 ABOUT HALF TRIP A DAY TO ONE AND A HALF. I WANT TO POINT OUT  
19 HERE IN TERMS WE DON'T PROVIDE OPERATING SUBSIDY FOR THE  
20 PROGRAM SO THE UTILIZATION WE SEE IN SAN FRANCISCO IS ABLE TO  
21 COVER THOSE COSTS AND ALLOW FOR US TO HAVE THAT SYSTEM WITHOUT  
22 ONGOING OPERATING SUBSIDY WHEREAS WE WOULDN'T NECESSARILY BE  
23 ABLE TO ACHIEVE THAT FOR OTHER CITIES WHICH DISAPPOINT MEAN  
24 THAT THEY SHOULDN'T HAVE BIKESHARE BUT JUST THAT GENERALLY WE  
25 WILL NEED ADDITIONAL SUPPORT TO ENSURE THEY'RE ABLE TO OFFER



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1 THOSE PROGRAMS I WANT TO CALL OUT SAN JOSE IN PARTICULAR WHICH  
2 WAS ABLE TO IDENTIFY A CMO GRANT WHICH ALLOWED THEM TO EXPAND  
3 THE NETWORK WHICH THEY'RE WORKING ON IN 2026 EVEN THOUGH THEY  
4 HAVE THAT UTILIZATION AND STILL PLAYING AN IMPORTANT ROLE IN  
5 SAN JOSE. NEXT SLIDE, PLEASE. I ALSO WANT TO PUT BIKESHARE IN  
6 THE BROADER CONTEXT OF OUR REGIONAL TRANSIT SYSTEM. THE 27  
7 TRANSIT OPERATORS IF WE LOOK AT JUST BY RIDERSHIP BAY WHEELS  
8 WOULD BE THE 7TH LARGEST. THE TABLE ON THE RIGHT SHOWS THE  
9 MONTHLY RIDERSHIP FOR OCTOBER, AND AS YOU CAN SEE IT'S BELOW  
10 CALTRAIN ASK SAMTRANS BUT JUST ABOVE MARIN TRANSIT. OVER THE  
11 COURSE OF THE NOW EIGHT YEARS IT'S PROVIDED OVER 20 MILLION  
12 TRIPS WITH JUST THAT MODERATE CAL TAP CAPITAL FUNDING SUPPORT  
13 AND NOT OPERATING SUPPORT IN TERMS OF THE ROLE THAT IT PLAYS  
14 IN REGIONAL TRANSIT IT PLAYS GREAT FIRST LAST MILE CONNECTION  
15 TO REGIONAL TRANSIT SO SAN FRANCISCO SIX OF THE TOP TEN  
16 STATIONS ARE ADJACENT TO BART CALTRAIN AND FERRY TERMINAL IN  
17 EAST BAY SIX OF THE TOP TEN ARE BART STATIONS IN SAN JOSE  
18 DIRIDON CONSISTENTLY BETWEEN THE TOP THREE OR FOUR STATIONS SO  
19 TRUE IN ALL OF THESE CITIES ONE OTHER POINT NOT MENTIONED HERE  
20 I WANT TO HIGHLIGHT AS RIDERSHIP HAS RETURNED ON SOME OF THESE  
21 TRANSIT SYSTEMS MORE PEOPLE ARE USING THEIR BIKES TO GET TO  
22 AND FROM TRAINS AND FORS AND BUSES THAT SOME OF THEM LIKE  
23 CALTRAIN AND SF BAY FERRY AND CAPITAL CORRIDOR ARE REACHING  
24 BIKE CAPACITY WHERE ON SOME OF THE PEAK HOUR TRAINS THEY CAN'T  
25 ACCOMMODATE ANY MORE BIKES SO AS WE WANT TO HELP FACILITATE



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1 THIS GROWTH RIDERSHIP BIKESHARE IS A WAY TO HELP PEOPLE  
2 CONNECT ON BIKES TO THE TRANSIT WITHOUT HAVING TO BRING THEM  
3 ON BOARD SO WE'RE INTERESTED OF SEEING HOW WE CAN WORK WITH  
4 THE TRANSIT OPERATORS TO BEST COMPLEMENT THEIR SERVICES AND  
5 GET PEOPLE BACK ON TRANSIT. NEXT SLIDE. AS MENTIONED WE WERE  
6 ABLE TO IDENTIFY THIS \$16.03 YEARS AGO IN 2023 THAT WENT TO A  
7 NUMBER OF INITIATIVES TO SUPPORT THE PROGRAM WHICH WE HAVE  
8 BEEN WORKING ON SINCE THEN I'LL HIGHLIGHT FIVE MAIN ONES WE  
9 DEPLOYED ALL OF THE E-BIKES THAT TOOK ABOUT A YEAR AND A HALF  
10 WE'RE WORKING ON THE STATIONS WITH ALL CITIES AND ARE HOPING  
11 TO GET REMAINING ONES OUT AND THEN NEXT COUPLE QUARTERS SYSTEM  
12 EXPANSION WE HAD A POT OF FUNDING WE USED HALF OF IT TO WORK  
13 WITH DALY CITY AS THE FIRST NEW CITY THAT WAS INTRODUCED TO  
14 THE SYSTEM THAT GOT OFF THE GROUND IN SEPTEMBER WE'RE  
15 CONTINUING TO WORK WITH DALY CITY BUT ALSO HAVING GOTTEN  
16 THROUGH THE PROCESS STARTING CONVERSATIONS WITH OTHER CITIES  
17 THAT ARE ADJACENT TO THE EXISTING SERVICE AREA AND HOW WE CAN  
18 BUILD OFF THE EXISTING SERVICE AREA AND NETWORK AND REACH  
19 ADDITIONAL COMMUNITIES AND ADDITIONAL TRANSIT HUBS TO PROVIDE  
20 FIRST LAST MILE SERVICE THEN A COUPLE OF OTHER PROGRAMS  
21 WORKING ON STATION ELECTRIFICATION TO HELP THE BIKES CHARGE IN  
22 PLACE AND STUDENT MEMBERSHIP PROGRAM TO PROVIDE ACCESS TO  
23 UNIVERSITY STUDENTS JUST HIGH-LEVEL WE'RE PROUD OF THE  
24 PROGRESS THAT WE HAVE MADE WE'RE ALSO GOING TO BE INTENTIONAL  
25 IN THE COMING YEAR HOW WE CAN DELIVER THE REMAINING INVESTMENT



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1 AND GET THE MOST BENEFIT OUT OF THE PROGRAM. NEXT SLIDE. I  
2 WANT TO HIGHLIGHT THE EQUITY FOCUS PROGRAMS WE HAVE BEEN  
3 SOLVED WITH, THERE IS A BIKESHARE FOR ALL LOW-INCOME PROGRAM  
4 WHICH PROVIDES A REALLY SIGNIFICANT DISCOUNT. THE ANNUAL  
5 MEMBERSHIP RATE IS NOW \$165, AND IF YOU ARE ELIGIBLE FOR THIS  
6 LOW-INCOME PROGRAM, YOU ONLY PAY \$5 FOR THAT FIRST YEAR OR \$5  
7 A MONTH AFTERWARD. SO IT'S A HUGE DISCOUNT AND ON TOP OF THAT  
8 THERE ARE ALSO REDUCED AND CAPPED E-BIKE FEES SO THE PROGRAM  
9 HAS SEEN TREMENDOUS USAGE BECAUSE OF THOSE DISCOUNTS NEARLY  
10 300,000 TRIPS LAST YEAR AND ALMOST ONE AND A HALF MILLION  
11 TRIPS SINCE START OF THE PROGRAM. WE'RE PROUD OF THE ACTUAL  
12 USAGE OF THIS PROGRAM THROUGHOUT THE CITIES, ACROSS THE BAY  
13 NETWORK. WE HAVE ALSO BEEN WORKING ON SOME ADAPTIVE BIKESHARE  
14 PROGRAM BEING WORKING WITH BORP, WHICH IS BASED IN BERKELEY  
15 AND THEY'RE REALLY THE REGIONAL LEADER ADAPTIVE SPORTS AND  
16 HAVE AMAZING FACILITIES AND FLEETS OF BIKES SO WE HAVE BEEN  
17 WORKING WITH THEM ON PROGRAMMING BOTH IN EAST BAY AND WITH SF  
18 REC AND PARK IN GOLDEN GATE PARK LOOKING AT HOW WE CAN  
19 INTRODUCE SOME POP-UP EVENTS WITH OTHER AREAS AS WELL THEY  
20 HAVE BEEN A GREAT PARTNER AND WE'RE EXCITED TO CONTINUE TO  
21 WORK WITH THEM. NEXT SLIDE. TO PIVOT BACK TO OTHER PROGRAMS  
22 THAT ARE OUT THERE. WE HAVE BEEN INTENTIONAL ABOUT TRYING TO  
23 SEE HOW WE CAN SUPPORT BIKESHARE IN OTHER COMMUNITIES AS WELL  
24 SO IT'S NOT JUST WITHIN BAY WHEELS BUT I WANT TO ACKNOWLEDGE  
25 THAT THESE PROGRAMS HAVE STRUGGLED TO DIFFERENT DEGREES, TO NO



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1 FAULT OF THE AGENCIES. IF WE COULD GO BACK ONE SLIDE, PLEASE?  
2 [LAUGHTER] AND JUST TO ACKNOWLEDGE, RUNNING BIKESHARE IS  
3 ADMINISTRATIVELY BURDENSOME AND COSTLY SO IT'S IMPORTANT TO DO  
4 IT IN PLACES WHERE IT'S GOING TO GENERATE SIGNIFICANT  
5 RIDERSHIP JUST TO, SORT OF, JUSTIFY THOSE EFFORTS BUT I ALSO  
6 DON'T WANT TO THAT TO COME ACROSS THAT E-BIKES DON'T MAKE  
7 SENSE, WE THINK E-BIKES MAKE SENSE EVERYWHERE BUT THERE ARE  
8 OTHER WAYS TO PROVIDE ACCESS TO E-BIKES AND WE HAVE SEEN  
9 CITIES AND COUNTIES RUN E-BIKE REBATE PROGRAMS THAT HAVE BEEN  
10 MORE EFFICIENT IN SOME OF THOSE LOWER DENSITY AREAS PROVIDING  
11 PEOPLE ACCESS TO THOSE PROGRAMS. OR JUST BIKESHARE, IN  
12 PARTICULAR, IT MAKES MOST SENSE IN THOSE DENSEST AREAS. ALL  
13 RIGHT. AND WITH THAT, I GUESS I'M BEING ENCOURAGED BY  
14 POWERPOINT TO SPEED THIS UP. ALL RIGHT. NEXT SLIDE, PLEASE.  
15 SO, YEAH, THANK YOU FOR LISTENING TO THE PRESENTATION. I'M  
16 HAPPY TO TAKE ANY QUESTIONS.

17

18 **CHAIR, ALICIA JOHN-BAPTISTE:** THANK YOU TOSHI. BEFORE WE GO TO  
19 MEMBER QUESTIONS AND COMMENTS, IS THERE ANY PUBLIC COMMENT?

20

21 **BOARD CLERK:** THERE IS NO WRITTEN CORRESPONDENCE RECEIVED ON  
22 THIS ITEM THERE IS NO ONE IN THE BOARDROOM WISHING TO SPEAK.  
23 WE HAVE TWO MEMBERS OF THE PUBLIC THAT WOULD LIKE TO SPEAK.  
24 FIRST IS ALETA DUPREE FOLLOWED BY ADINA LEVIN. ALETA, GO AHEAD  
25 AND UNMUTE YOURSELF. YOU WILL HAVE TWO MINUTES.



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1

2 **SPEAKER:** THANK YOU. GOOD AFTERNOON, CHAIR ALICIA JOHN-BAPTISTE  
3 AND MEMBERS. ALETA DUPREE FOR THE RECORD, SHE AND HER WITH  
4 TEAM FOALS, REPRESENTING SKIRT FOLD. THIS IS A VERY IMPORTANT  
5 TOPIC TO ME. I HAVE BEEN RIDING BIKES FOR OVER 15 YEARS, SO  
6 NOT CONSISTENTLY. I REALLY LIKE BIKESHARE, I HAVEN'T USED IT  
7 AS MUCH AS OF LATE, MOSTLY BECAUSE I TRAVEL AND CAN'T REALLY  
8 FIT A BIKE HELMET IN MY BACKPACK, AND I FEEL IT'S BEST THAT  
9 SOMEBODY SHOULD WEAR A BIKE HELMET WHEN THEY RIDE ON TWO-  
10 WHEELED VEHICLES. I THINK THIS IS A PROGRAM THAT DEFINITELY  
11 NEEDS SUPPORT. FOR ME, THE BIGGEST DETERRENT IN THE NOT HAVING  
12 A BIKE OF MY OWN IS THEFT. AND BEHIND THAT IS MAINTENANCE. I  
13 DON'T REALLY KNOW HOW YOU TO FIX A BIKE. I HAVE HAD AN E-BIKE  
14 STOLEN YEARS AGO, AND THIS MEMBERSHIP PUTS ALL OF THIS IN THE  
15 HANDS OF EXPERTS. ALL I HAVE TO DO IS BE A RESPONSIBLE RIDER  
16 AND COMPLY WITH THE RULES. AND I REMEMBER A DOCKLESS PROGRAM,  
17 I DON'T KNOW IF WE'RE STILL DOING THAT. I THINK THERE WERE  
18 MIXED RESULTS WITH THAT. I LIKE THE DOCK FEATURE. WHEN I'M  
19 DONE, I JUST PUT IT RIGHT INTO -- INTO THAT BIG MACHINE THERE.  
20 I DON'T HAVE TO WORRY ABOUT CUT CABLES AND TRYING TO FIND  
21 APPROPRIATE THINGS, FURNITURE TO LOCK IT TO. BUT THIS DOES  
22 HAVE PRECEDENT. I WENT TO NEW YORK, AND THERE WAS THIS HUGE  
23 PROGRAM CALLED CITY BIKE, AND I THINK A LOT OF THEIR BIKES ARE  
24 ELECTRIC. I DEFINITELY SUPPORT MORE ELECTRIC BIKES. AS I GET  
25 OLDER. IT'S KIND OF HARD TO PEDDLE THOUGH HEAVY BIKES. OKAY.



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1 MY TIME IS UP. THANK YOU.

2

3 **BOARD CLERK:** THANK YOU. OUR NEXT SPEAKER WILL BE ADINA LEVIN.

4 ADINA GO AHEAD AND UNMUTE YOURSELF.

5

6 **ADINA LEVIN:** YES, SO, THINKING WITH AN ADVOCACY HAT, IT'S GOOD  
7 TO SEE THE UPDATE ON THE PROGRESS OF THE BIKESHARE SYSTEMS AND  
8 SEEING THE RESULTS OF MTC PUBLIC INVESTMENT. SEAMLESS WAS PART  
9 OF THE COALITION LETTERS WHEN THE DECISION WAS BEING MADE  
10 ABOUT WHETHER TO GO AHEAD WITH PUBLIC INVESTMENT AND AUTO  
11 REALLY CLEAR THAT PUBLIC INVESTMENT IN THE BIKESHARE SYSTEM IS  
12 CORRELATED HERE WITH A SIGNIFICANT INCREASE IN USAGE. AND IT  
13 SEEMS LIKE A GOOD DIRECTION. LIKE, WITH THAT DATA SHOWING THAT  
14 BIKESHARE IS THE 7TH LARGEST ORGANIZATIONAL COMPONENT OF THE  
15 PUBLIC TRANSPORTATION SYSTEM. I THINK CONSIDERING IT AS PART  
16 OF THE PUBLIC TRANSPORTATION SYSTEM IS A GOOD AND HEALTHY  
17 THING TO DO, AND ONE THING TO BE THINKING ABOUT, OF COURSE,  
18 YOU KNOW, FUNDING CONSIDERED AND TIME OF LIMITED FUNDING  
19 THINKING ABOUT FUNDING IS NOT SO EASY, SO ALSO BIKESHARE RIGHT  
20 NOW COSTS THREE TIMES MAYBE COST OF TAKING A DIFFERENT FORM OF  
21 PUBLIC TRANSPORTATION. SO LOOKING STRATEGICALLY AND ALSO  
22 CONSIDERING AVAILABLE FUNDING, I THINK IT WOULD BE USEFUL TO  
23 THINK ABOUT, YOU KNOW, WHETHER IT MAKES SENSE TO HAVE  
24 BIKESHARE TO BE A PREMIUM PRODUCT THAT COSTS MORE, OR WHETHER  
25 THERE MIGHT BE PUBLIC FUNDING AVAILABLE TO MAKE IT A MORE



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1 ACCESSIBLE ELEMENT OF THE PUBLIC TRANSPORTATION SYSTEM. I'M  
2 LOOKING FORWARD TO THE DISCUSSION ABOUT WHAT NEXT STEPS FOR  
3 BIKESHARE AND ALSO GETTING THE WORD OUT TO MORE BIKE USING AND  
4 ADVOCACY COMMUNITY TO PAY ATTENTION TO THIS DECISION. THANKS.

5

6 **BOARD CLERK:** THANK YOU. THERE ARE NO OTHER MEMBERS OF THE  
7 PUBLIC WISHING TO SPEAK ON THIS ITEM.

8

9 **CHAIR, ALICIA JOHN-BAPTISTE:** THANK YOU. MEMBER LEE?

10

11 **JANICE LI:** THANK YOU SO MUCH. I WILL FIRST SAY THAT I AM AN  
12 ANNUAL BIKESHARE MEMBER. I HAVE BEEN FOR A LONG TIME. WELL --  
13 SORRY, I SHOULD SAY I PAUSED FOR A COUPLE OF YEARS BECAUSE I  
14 DIDN'T LIKE THE PRICE, AND THEN I RETURNED BECAUSE I DID A  
15 LITTLE BIT OF MATH AND REALIZED IT WAS ACTUALLY WORTH IT  
16 DESPITE THE PRICES, THE INCREASE IN PRICES FOR E-BIKE USAGE  
17 AND IT'S BEEN GREAT NOW THAT MY PARTNER AND I BOTH WORK IN SAN  
18 FRANCISCO, WE ACTUALLY HAVE OUR OWN E-BIKE THAT'S WHAT I RODE  
19 HERE TODAY, BUT WE HAVE BEEN ABLE TO BASICALLY TAKE A  
20 BIKESHARE BIKE. SHE TAKES THE E-BIKE, AND WE HAVE REPLACED, I  
21 WOULD SAY, ABOUT 95% OF OUR UBER, LYFT, WAYMO TRIPS. IT HAS  
22 BEEN AN INCREDIBLE, LIKE, REPLACEMENT FOR SO MANY OTHER TRIPS  
23 WE WOULD BE TAKING OUR CAR, BECAUSE WE ACTUALLY ALSO OWN A  
24 CAR, AND YOU KNOW, OTHER RIDE-SHARE TRIPS. SO BIKESHARE HAS  
25 BEEN REALLY ESSENTIAL IN MY LIFE, AND I HAVE SEEN THE PRICES



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1 INCREASE. ADINA, WE CAN DO A LITTLE BIT OF MATH BUT I ACTUALLY  
2 FEEL LIKE A SAVE A LOT OF MONEY EVEN WHEN I PAY THE E-BIKE  
3 FEE. WITH ALL THAT SAID, I REALLY ONLY HAVE ONE QUESTION, AND  
4 THEN I HAVE A LOT OF THOUGHTS ABOUT THE NEXT BIKESHARE  
5 CONTRACT THE ONLY REAL QUESTION I HAVE IS WHAT NUMBERS HAVE  
6 BEEN SHARED ON THE LYFT SIDE ABOUT FINANCIAL VIABILITY?

7

8 **TOSHI SHEPARD-OHTA:** WE DO DISCUSS THE FINANCES WITH LYFT BUT  
9 DON'T GET ACTUAL REPORTING OF THE PROFIT AND LOSS BUT THEY  
10 HAVE BEEN CONFIRMED AND BEEN CLEAR THAT BAY WHEELS CONTINUES  
11 TO BE UNPROFITABLE JUST GIVEN THE COST WITH THE SYSTEM. AND I  
12 THINK ONE THING TO HIGHLIGHT WITH THE INVESTMENT THAT WE MADE  
13 AND THAT GROWTH IN RIDERSHIP, IS THAT THE MAJORITY OF THOSE  
14 NEW TRIPS ARE MEMBER TRIPS AND THE LOW-INCOME BIKESHARE FOR  
15 ALL TRIPS. SO THAT'S WHY, EVEN THOUGH WE HAVE SEEN THAT GROWTH  
16 IN RIDERSHIP THAT ACTUALLY HAVEN'T DRIVEN NECESSARILY A PROFIT  
17 FOR THE PROGRAM.

18

19 **JANICE LI:** SO, I WOULD SAY EVERYTHING THAT WE DO AS MTC, OR  
20 YOU KNOW, LYFT, WHATEVER THEY DO, IS ALL ULTIMATELY GOING TO  
21 BE DRIVEN BY THE FINANCIAL VIABILITY. AND THERE IS A LOT OF  
22 DIFFERENT WAYS THAT YOU GET TO FINANCIAL VIABILITY. AND WE SEE  
23 THAT WITH PUBLIC TRANSIT, AS WELL. BUT WE DON'T VIEW BIKESHARE  
24 NECESSARILY AS PUBLIC TRANSIT. BECAUSE WE DON'T MAKE THE  
25 PUBLIC INVESTMENT SUBSIDIES, YOU KNOW, INTO BIKESHARE IN THE



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1 SAME WAY WE DO WITH BART, WITH MUNI, WITH A LOT OF TRANSIT  
2 OPERATION. SO, I THINK THAT'S INEVITABLY GOING TO BE A CLOUD  
3 OVER, YOU KNOW, WHAT DECISIONS THIS BODY MAKES, YOU ALL MAKE,  
4 AS YOU LOOK AT THE FUTURE OF BIKESHARE, BECAUSE THAT WAS MY  
5 UNDERSTANDING IS THAT IT IS BASICALLY THE CURRENT OPERATIONS  
6 OF BIKESHARE IS DUE TO PRIVATE CORPORATE SUBSIDIZATION VIA,  
7 BASICALLY, THE LYFT RIDE-SHARE TRIPS THAT ARE TAKEN. RIGHT?  
8 SO, WITH ALL THAT SAID, I HAVE A FEW THOUGHTS TO CONSIDER FOR  
9 THE NEXT BIKESHARE CONTRACT. FIRST, IS REALLY THINKING THROUGH  
10 WHAT IT WOULD MEAN TO STEP UP AS THE PUBLIC ENTITY, MTC TO  
11 STEP UP AS A PUBLIC ENTITY AS PART OF THAT PUBLIC PRIVATE  
12 PARTNERSHIP RECOGNIZING THAT IN ORDER FOR THE LONG-TERM  
13 VIABILITY OF A REAL BIKESHARE SYSTEM THAT IS BEING ABLE TO  
14 SERVE SO MANY FOLKS AND SERVE SO MANY NON-CAR TRIPS. I HAD  
15 WORKED WITH SUPERVISOR DEAN PRESTON BACK IN 2021 WHICH LED TO  
16 A 2022 SAN FRANCISCO BUDGET AND LEGISLATIVE ANALYST REPORT TO  
17 EXPLORE DIFFERENT BIKESHARE MODELS NOTING THAT OTHER CITIES  
18 LIKE CHICAGO AND DC HAVE A VERY SUCCESSFUL PUBLICLY OWNED  
19 PRIVATE OPERATED PROGRAM WITH THE SAME OPERATOR LYFT AND THAT  
20 GIVES THE PUBLIC ENTITY THE GOVERNMENT A LOT MORE CONTROL OVER  
21 DIFFERENT ASPECTS OF IT BUT REQUIRES THE PUBLIC ENTITY ALSO  
22 STEP UP AS PART OF THAT PARTNERSHIP. THE SECOND IS TO  
23 STRENGTHEN THE BIKESHARE FOR ALL PROGRAMS AND HAVE A BETTER  
24 GRASP OF THE OPERATING COST THAT BIKESHARE FOR ALL TAKES BUT  
25 ALSO LOOKING AT CLIPPER START INTEGRATION, THIRD IS



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1 STRENGTHENING POLICIES AROUND PRICING CHANGES JUST THAT'S  
2 CONTINUED TO BE FRUSTRATING BASICALLY THEY CAN WITH SOME  
3 INTERPERSONAL REVIEW LYFT CAN INCREASE THE COST OF THEIR  
4 BIKESHARE FEES BASICALLY WHENEVER THEY WANT IT'S NEVER REALLY  
5 FOLLOWED A SET SCHEDULE LIKE WITH SOME INTERNAL APPROVAL  
6 VERSUS BART MUNI WHICH HAS A SET SCHEDULE YOU KNOW FOR BART  
7 IT'S TIED TO INFLATION YOU KNOW THOSE INCREASES THAT ARE GOING  
8 TO HAPPEN. NEXT THOUGHT WITH CONTRACT BETTER ACCOUNTING FOR  
9 THE TIME AND ENERGY THAT CITIES AND LOCAL JURISDICTIONS DO PUT  
10 INTO THE PROGRAM YOU SAID AT THE FRONT THAT THERE ISN'T PUBLIC  
11 OPERATING COST SUPPORT BUT THERE ISN'T RIGHT SO I KNOW  
12 PERSONALLY HOW MUCH TIME AND ENERGY SFM HAVE PUT INTO ENDLESS  
13 COMMUNITY MEETINGS FOR STATION PLACEMENT LIKE ENDLESS  
14 NEGOTIATION WITH SAN FRANCISCO SUPERVISORS THEY HAVE TO DO ALL  
15 THE TECHNICAL WORK FOR THE SITING AND I KNOW THAT IS NOT  
16 INEXPENSIVE SO WE SHOULD HAVE BETTER UNDERSTANDING OF THE  
17 WHOLE COST EVEN IF THERE ISN'T A PUBLIC OPERATING SUBSIDY  
18 THAT'S GOING TO LYFT TO RUN THE PROGRAM RIGHT PER SE BUT THERE  
19 ARE OTHER COSTS THAT CITIES AND LOCAL JURISDICTIONS DO TAKE ON  
20 TO MAKE BIKESHARE SUCCESSFUL WE SHOULD UNDERSTAND WHAT THOSE  
21 COSTS ARE. THE LAST THING WHICH IS PERSONAL FRUSTRATION OF  
22 MINE, SORT OF, POINT OUT IT'S AN ISSUE THAT TRANSIT HUBS AN  
23 ISSUE FOR SPECIAL EVENTS, I WAS BIKING INTO VALKYRIE'S GAME,  
24 GOING TO TAKE MY BIKESHARE I'M TONS OF STATIONS AROUND I HAD  
25 TO CIRCLE AROUND FOR 20 MINUTES I WAS LATE TO THE GAME, FOUR



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1 DIFFERENT STATIONS JUST TO FIND A SLOT TO LOCK MY BIKE AND IT  
2 SUCKED. I KNOW THAT PRE-PANDEMIC WHEN MOTIVATION, YOU NEED TO  
3 REPLACE HUNDREDS OF TRIPS IN JUST THAT SMALL WINDOW FROM CAR  
4 OR BUS RIDE-SHARE ON TO BIKE WHICH IS GRIT THERE ARE PIECES  
5 THAT NEED TO BE CONSIDERED IN ORDER TO REALLY MAKE BIKESHARE  
6 REALLY GREAT OPTION FOR THOSE WHO CAN USE IT THOSE ARE MY  
7 THOUGHTS.

8

9 **CHAIR, ALICIA JOHN-BAPTISTE:** THANK YOU.

10

11 **DAVID CANEPA:** CAN YOU PULL UP THE SLIDE WHERE THE OPERATORS  
12 ARE AS WELL AS BIKESHARE. I THINK THAT'S A PRETTY TELLING  
13 SLIDE. I WANT TO SAY THIS, CLEARLY THIS HAS BEEN WILDLY  
14 SUCCESSFUL. RIGHT? THE ABILITY TO SCALE IN SUCH A SHORT TIME  
15 THE VALUE OF PUBLIC PRIVATE PARTNERSHIP IS CRITICALLY  
16 IMPORTANT IN HOW WE MOVE. I THINK IT'S THE SAMTRANS.

17

18 **ALIX BOCKELMAN:** SLIDE SEVEN, I THINK.

19

20 **DAVID CANEPA:** SAMTRANS MUNI CALTRAIN. YOU MENTIONED EARLIER  
21 AND MAYBE SOMETHING FOR STAFF TO CONSIDER, SO, YESTERDAY I  
22 WENT TO DO THE BIKESHARE OVER AT THE DALY CITY BART. THERE  
23 WERE NO BIKES AT THE DOCKING STATION. AND THE REASON IS, IS  
24 BECAUSE OF THE CONNECTION BETWEEN THE DALY CITY BART STATION  
25 AND ONE OF OUR LARGEST INSTITUTIONS, PUBLIC INSTITUTIONS OF



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1 THE STATE OF CALIFORNIA, SAN FRANCISCO STATE. AND, SO,  
2 OBVIOUSLY, THROUGH THE DATA, THE PROGRAM IS WORKING. WHAT I  
3 WOULD LIKE TO SEE -- AND I HAVE BEEN THROUGH THIS VOYAGE AS A  
4 CITY COUNCIL MEMBER IN THE PAST, AND OTHER COUNCILS THROUGHOUT  
5 SAN MATEO COUNTY, THERE WAS, SORT OF, A MIXED BAG OF  
6 PROVIDERS. I REMEMBER THERE WAS LIME, THERE WERE ALL THESE  
7 OTHER ALTERNATIVES. I THINK IF WE COULD THINK REGIONALLY IN  
8 PROVIDING UNIFORM SERVICE, AND MAYBE LOOKING AT ADDITIONAL  
9 INVESTMENT TO SCALE, MAYBE THE BAY WHEELS, IN TERMS OF  
10 RANKING, CONTINUES TO GROW. TO ME. I'M JUST SHOCKED BY THE  
11 NUMBER OF RIDES. SO, IT LOOKS LIKE WE'RE ALMOST -- I'M NOT A  
12 MATHEMATICIAN, BUT AT ALMOST DOUBLING SAN FRANCISCO BAY FERRY.  
13 WE'RE VERY, VERY CLOSE. TO ME, THAT'S VERY, VERY POWERFUL.  
14 AND, SO, I THINK WHEN WE LOOK AT SCALE, AND THEN TOSHI -- IS  
15 IT TOSHI? TOSHI, THIS HAS BEEN PRETTY AMAZING IN A SHORT TIME  
16 TO HAVE THIS MUCH RIDERSHIP, WOULD YOU AGREE?

17

18 **TOSHI SHEPARD-OHTA:** YES WE HAVE BEEN VERY IMPRESSED WITH THE  
19 GROWTH THAT WE HAVE SEEN IN THE LAST TWO YEARS.

20

21 **DAVID CANEPA:** YEAH, SO, I THINK, WITH ANYTHING, WITH MINIMAL  
22 INVESTMENT, CORRECT? CORRECT? SO, I WOULD LIKE STAFF TO REALLY  
23 CONSIDER NOT WITH WE COULD DO AT A BASELINE, BUT WHAT WE CAN  
24 DO AT AGGRESSIVE LEVEL FOR ADDITIONAL INVESTMENT. AND THEN  
25 TAKE A LOOK AT PRIORITIZING. SO, MY UNDERSTANDING IS, WHERE,



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1 SAN JOSE STATE -- IS THAT CORRECT? SAN JOSE STATE, SAN  
2 FRANCISCO STATE, WHAT OTHER INSTITUTIONS? UNIVERSITIES?  
3

4 **TOSHI SHEPARD-OHTA:** WITHIN THE SERVICE AREA, THERE IS ALSO UC  
5 BERKELEY, SAN FRANCISCO STATE, A FEW COMMUNITY COLLEGES, ALSO  
6 PRIVATE INSTITUTIONS. SAN JOSE STATE IS THE ONLY ONE THAT WE  
7 HAVE A FORMAL PROGRAM WITH WHERE WE PROVIDE THOSE FOR DOUBTED  
8 MEMBERSHIPS BUT WE'RE LOOKING HOW TO EXPAND THAT TO OTHERS AS  
9 WELL.

10

11 **DAVID CANEPA:** YEAH, SORT OF, A NATURAL PARTNER WOULD BE  
12 STANFORD; RIGHT? SO FROM THE CALTRAIN, I DON'T KNOW IF THIS IS  
13 A DOCKING STATION THERE. SO REALLY TRYING TO LOOK AT HOW TO  
14 SCALE THROUGH UNIVERSITIES MIGHT PROBABLY EVEN INCREASE WHAT  
15 WE'RE DOING NOW. SO, IT'S JUST -- THE SLIDE IS JUST SO  
16 REMARKABLE WHEN YOU THINK ABOUT, YOU KNOW, YOU HAVE MTA, YOU  
17 HAVE BART, AC TRANSIT, VTA, CALTRAIN, SAM TRANSIT, THEN BAY  
18 WHEELS. I MEAN WHO WOULD HAVE THOUGHT THAT I MEAN THE  
19 CHALLENGES THAT WE HAVE HAD TO DEAL WITH IN THE PAST WITH SO  
20 MANY NUMEROUS OPERATORS, THIS DEFINITELY HAS TO BE AN QUIVER  
21 IN OUR ARSENAL MAKING SURE THAT WE'RE ABLE TO ELIMINATE THE  
22 HALF MILE. I HAVE USED THIS QUITE A LOT IT'S A GREAT  
23 CONNECTION POINT FOR ME FROM DALY CITY TO BART TO WHERE I LIVE  
24 BECAUSE OF THE HILLS AND I WOULD SAY LET'S CONTINUE TO -- YOU  
25 MAY HAVE A PLAN, BUT I WOULD BE INTERESTED TO SEE WHAT WE



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1 COULD DO, TO MAYBE FOUR OR FIVE EXISTS IN TERMS OF US BEING  
2 AGGRESSIVE. THANK YOU.

3

4 **CHAIR, ALICIA JOHN-BAPTISTE:** THANK YOU.

5

6 **STEPHANIE MOULTON-PETERS:** GREAT REPORT, TOSHI. TWO COMMENTS IN  
7 MARIN SONOMA NOT ON THE AGENDA TODAY BUT I WONDER, ON BEHALF  
8 OF MARIN AND SONOMA, I WANT TO THANK MTC FOR THE FUNDING WE  
9 HAVE. WE STARTED OUR PROGRAM REALLY LAST YEAR FOR THE FIRST  
10 YEAR. AND WE'RE WATCHING RIDERSHIP. WE NEED TO KEEP IT GOING  
11 FOR A COUPLE MORE YEARS. BUT I THINK IN COMBINATION WITH SMART  
12 WE'LL SEE THE KIND OF USAGE WE'RE SEEING ELSEWHERE IN THE BAY  
13 AREA. THANK YOU.

14

15 **CHAIR, ALICIA JOHN-BAPTISTE:** THANK YOU. COMMISSIONER ASHCRAFT?

16

17 **MARILYN EZZY ASHCRAFT:** THANK YOU. IF YOU COULD BRING UP THE  
18 SLIDE THAT WE'RE ALL ENTHUSED ABOUT. SO, AS I DO REPRESENT,  
19 I'M THE MAYOR OF THE CITY OF ALAMEDA, REPRESENT THE ALAMEDA  
20 COUNTY CITIES AND I DON'T FEEL COMPETITION WHEN I SEE WHERE  
21 BAY WHEELS IS, IN COMPARISON TO THE FERRY. I HAVE BEEN MAKING  
22 NOTES ABOUT I WOULD LIKE THIS PROGRAM IN ALAMEDA, BECAUSE  
23 THERE IS ALWAYS THAT LAST MILE FROM THE -- WE HAVE, NOT ONE,  
24 BUT THREE FERRY TERMINALS, IN ALAMEDA, WE ARE AN ISLAND. BUT  
25 YOU ARE ABSOLUTELY CORRECT, I HAVE BEEN ON FERRY RUNS IN THE



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1 MORNINGS, DURING COMMUTER HOURS WHERE THEY'RE MAKING  
2 ANNOUNCEMENTS, "SORRY CYCLISTS, NO MORE ROOM FOR BIKES." THEY  
3 HAVE NOW ADDED ANOTHER MORNING RUN TO HELP ACCOMMODATE THAT.  
4 BUT FOR PEOPLE WHO ARE EXPECTING THAT THEY BRING THEIR BIKE ON  
5 BOARD THEN RIDE TO THEIR DESTINATION, THAT'S NOT GOOD. BUT I  
6 THINK WE WOULD JUST INCREASE RIDERSHIP IF PEOPLE KNEW THAT  
7 THIS WAS AVAILABLE THERE. AND WHEN YOU TALK ABOUT EDUCATIONAL  
8 INSTITUTIONS, OVER ON OUR SIDE OF THE BAY WE CERTAINLY HAVE  
9 UNIVERSITY OF CALIFORNIA BERKELEY; HAS THERE BEEN OUTREACH TO  
10 THEM?

11

12 **TOSHI SHEPARD-OHTA:** YES, WE HAVE BEEN TALKING WITH THEM FOR  
13 YEARS. WE DO SEE THE STRONGEST RIDERSHIP IN THESE DAYS AROUND  
14 UC BERKELEY CAMPUS. SO, I'M HOPING WE CAN BUILD ON THAT IN  
15 2026.

16

17 **MARILYN EZZY ASHCRAFT:** I'M GOING TO VOLUNTEER A CONVERSATION  
18 WITH MY FELLOW MAYOR ADINA ISHI, BERKELEY MAYOR AND CAL GRAD,  
19 BUT I JUST THINK THAT MAKES PERFECT SENSE. I'M REALLY EXCITED  
20 ABOUT THIS. THEN LASTLY I WILL SAY, I HAVE A SON WHO LIVES IN  
21 THE DC AREA, AND HIS HOUSE WHEN I VISIT IS LIKE A BLOCK FROM  
22 THE CAPITAL BIKESHARE DOCKING STATION, AND I HAVE GONE TO THE  
23 TARGET NEAR HIS HOUSE AND BOUGHT A BIKE HELMET, THAT I SAID IS  
24 THE PEOPLE'S HELMET AND WHENEVER YOU HAVE PEOPLE VISITING YOU  
25 MAKE THEM WEAR A HELMET WHEN THEY DO BIKESHARE. BUT ONE OF THE



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1 THINGS CAPITAL BIKESHARE DOES IS THE EXPAND FOR THEIR EVENTS.  
2 SO, IF YOU'RE THERE FOR THE CHERRY BLOSSOM FESTIVAL, YOU CAN  
3 RIDE TO DIFFERENT MONUMENTS, RIDE TO JEFFERSON MEMORIAL SEE  
4 THE CHERRY BLOSSOMS. AND THERE WILL BE MORE BIKES AND VANS  
5 COMING AROUND YOU KNOW DISTRIBUTE THEM. SO IT'S ALL DOABLE. I  
6 KNOW IT TAKES FUNDING, BUT THAT'S REALLY SUCCESSFUL MODEL TO  
7 EMULATE. THANK YOU FOR ALL THE GOOD WORK AND BRINGING THIS TO  
8 US.

9

10 **CHAIR, ALICIA JOHN-BAPTISTE:** COMMISSIONER PAPAN.

11

12 **GINA PAPAN:** THANK YOU VERY MUCH FOR THE REPORT HERE. ALONG THE  
13 LINES OF FUTURE, ADDING TO THESE NUMBERS -- I DO KNOW THAT  
14 THERE WAS CONCERN OVER SIGNAGE PARTICULARLY AT DALY CITY  
15 STATION I'M JUST WONDERING HERE IS THERE -- THIS APPLIES TO  
16 EVERYBODY MOVING FORWARD BECAUSE WE DO HAVE SOME SPECIAL  
17 EVENTS COMING UP LIKE AT BART STATION QR CODE WHERE I CAN FIND  
18 BAY WHEELS JUST PLACEMENT OF HOW I MIGHT KNOW IT IT'S CALLED  
19 BAY WHEELS OR SOMEHOW GETTING THAT MESSAGING OUT THERE MORE SO  
20 IN COORDINATION WITH OTHER OPERATORS EVEN ON THE BUS OR OTHER  
21 THINGS A SIMPLE QR CODE I THINK WOULD BE HELPFUL ALSO WE TALK  
22 ABOUT SIGNAGE WHICH SAN FRANCISCO IS DOING THAT ON THE STREET  
23 LIKE JUST AN ARROW, HERE IS WHERE YOU CAN FIND IT KIND OF  
24 THING AND I KNOW BART WE HAVE TO TALK TO SFO BECAUSE THEY'RE  
25 AROUND CONSTRUCTION [LAUGHTER] IT'S HARD TO FIND BART TO GO



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1 USE THEM I'M HOPING OUR SIGNAGE PROGRAM IS NOT THAT EXPENSIVE  
2 BUT LET'S SEE THE OPERATORS AND INCLUDING BAY WHEELS TRY TO  
3 USE THAT MORE SO MAKE IT EASY ON PEOPLE FINDING THIS I KNOW  
4 MAYBE WE TALKED TO SAN MATEO COUNTY HAS THREE COMMUNITY  
5 COLLEGES AND IT'S A PROBLEM CONNECTING TO TRANSIT. OR MAYBE  
6 REACHING OUT TO THEM AS PARTNERS IN THIS EFFORT TO ENABLE  
7 STUDENTS TO GET TO AND FROM, SAY, CALTRAIN, OR BART, THAT KIND  
8 OF THING. YOUR ALUMNI HERE, SKYLINE COLLEGE. SO, I THINK THOSE  
9 THINGS WOULD BE GREAT AS WE MOVE FORWARD HERE. AND I WOULD  
10 LOVE TO SEE, AS THE COMMISSIONER SAID HERE, SPECIAL EVENTS.  
11 WE'VE HAVE TO WORK WITH BAY WHEELS. YOU HAVE GOT TO  
12 ACCOMMODATE. YOU COUNTY HAVE PEOPLE CIRCLING AROUND AND LATE  
13 FOR THEIR EVENT. THERE MUST BE SOME WAY THAT PEOPLE ARE  
14 CHECKING PEOPLE IN JUST TO SAY, WE'LL REORGANIZE THE BIKES  
15 LATER. SOMETHING -- THAT WOULD BE REALLY HELPFUL. AND IT'S A  
16 REALITY. WHATEVER THE EVENT IS, WE HAVE TO LEARN TO ADAPT SO  
17 THAT MORE PEOPLE ARE USING THIS MODE OF TRANSPORTATION. THANK  
18 YOU.

19

20 **CHAIR, ALICIA JOHN-BAPTISTE:** THANK YOU. I THINK THAT CLOSES  
21 THIS ITEM. THANK YOU SO MUCH FOR THE PRESENTATION AND THE GOOD  
22 WORK. WE'RE GOING TO MOVE TO AGENDA ITEM FIVE, PUBLIC COMMENT  
23 AND OTHER BUSINESS. IS THERE ANY GENERAL PUBLIC COMMENT FOR  
24 ITEMS NOT LISTED ON TODAY'S AGENDA?

25



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1 **BOARD CLERK:** THERE IS NO WRITTEN CORRESPONDENCE RECEIVED UNDER  
2 GENERAL PUBLIC COMMENT THERE IS NO ONE IN THE BOARDROOM  
3 WISHING TO SPEAK OF THE THERE IS ONE MEMBER OF THE PUBLIC THAT  
4 WOULD LIKE TO SPEAK UNDER GENERAL PUBLIC COMMENT. ALETA  
5 DUPREE. YOU HAVE TWO MINUTES. GO AHEAD AND UNMUTE YOURSELF.

6

7 **SPEAKER:** THANKS AGAIN, CHAIR ALICIA JOHN-BAPTISTE AND MEMBERS.  
8 ALETA DUPREE FOR THE RECORD, SHE AND HER WITH TEAM FOLDS. WISH  
9 I COULD BE WITH YOU TODAY, GOOD MEETING TODAY LOTS OF  
10 IMPORTANT THINGS. HOPE TO GET BACK TO THE BAY AREA AND  
11 PRACTICE SOME OF THESE THINGS, INCLUDING THE BIKESHARE. I'LL  
12 JUST HAVE TO GET -- BUY, OR BORROW A HELMET FROM SOMEONE, AND,  
13 CERTAINLY TO USE THE NEW CLIPPER PROGRAM AND SEE HOW THINGS  
14 ARE PLAYING OUT IN THE NEW YEAR. BUT I THINK ABOUT THE IDEA OF  
15 NETWORKING, WHICH IS IN OUR NAME ABOUT BUILDING NETWORKS, AND  
16 AS I SEEK TO DO WHEREVER I GO. PEOPLE COME UP TO ME AND THEY  
17 ASK ME QUESTIONS ALL THE TIME. PEOPLE FROM ALL OVER THE WORLD.  
18 THEY SAY, ALETA, YOU TALK ABOUT NEW YORK SO MUCH, WHAT IS THIS  
19 THING CALLED THE SUBWAY THAT YOU TALK ABOUT ALL THE TIME. AND  
20 I SAY, WELL, IT'S A TRANSPORTATION SYSTEM. IT'S VERY FAMOUS,  
21 LEGENDARY TO START. AND THEY ASKED ABOUT GRAND CENTRAL  
22 TERMINAL AND ALL KIND OF OTHER THINGS. SOME OF YOU HAVE TOLD  
23 ME THAT YOU HAVE ACTUALLY SEEN GRAND CENTRAL TERMINAL. SO, WE  
24 HAVE SOME THINGS IN COMMON THEMES HERE. BUT HOW DO WE GET  
25 PEOPLE INTERESTED IN NETWORKING TOGETHER IN USING THESE



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1 SYSTEMS OF PUBLIC TRANSPORTATION? I GAVE AWAY MY CAR IN 2009,  
2 I KEEP TALKING ABOUT RENTING AN ELECTRIC CAR BUT HAVEN'T SO I  
3 DON'T LIKE DEALING WITH TRAFFIC AND PARKING IT. I WOULD LIKE  
4 TO LEARN HOW TO CHARGE IT CHANGING I WATCH VIDEOS ABOUT THAT  
5 SO I RIDE PUBLIC TRANSPORTATION I THINK I WILL RENEW NEW  
6 DRIVER'S LICENSE BUT THEN AGAIN I JUST THINK ABOUT GETTING  
7 MYSELF A STATE ID AND LEAVING ALL TO THE WAY MOST INVESTING IN  
8 THAT SO LET'S CONTINUE NETWORKING HOPEFULLY I'LL SEE YOU ALL  
9 SOON. THANK YOU.

10

11 **BOARD CLERK:** THANK YOU. THERE ARE NO OTHER MEMBERS OF THE  
12 PUBLIC WISHING TO SPEAK SURROUND GENERAL PUBLIC COMMENT.

13

14 **CHAIR, ALICIA JOHN-BAPTISTE:** THANK YOU. THAT BRINGS US TO  
15 ADJOURNMENT OF THE NEXT MEETING OF THE REGIONAL NETWORK  
16 MANAGEMENT COMMITTEE HELD ON FRIDAY 13th 2026 AT NOON IN THE  
17 BAY AREA METRO CENTER 375 BEALE STREET BAY AREA METRO CENTER  
18 SAN FRANCISCO. ANY CHANGES TO THE SCHEDULE WILL BE DULY  
19 NOTICED TO THE PUBLIC. WITH THAT THE MEETING OF THE REGIONAL  
20 NETWORK MANAGEMENT COMMITTEE IS ADJOURNED. THANK YOU ALL SO  
21 MUCH. [ADJOURNED]