



Metropolitan Transportation Commission

Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105

Meeting Agenda

Operations Committee

Committee Members:

Carol Dutra-Vernaci, Chair Damon Connolly, Vice Chair

*Eddie Ahn, David Canepa, Victoria Fleming,
Sam Liccardo, Libby Schaaf, and James P. Spering*

Non-Voting Members: Dorene M. Giacomini and Vacant

Friday, November 4, 2022

9:35 AM

REMOTE

In light of Governor Newsom's State of Emergency declaration regarding COVID-19 and in accordance with Assembly Bill 361's (Rivas) provisions allowing remote meetings, this meeting will be accessible via webcast, teleconference, and Zoom for all participants.

A Zoom panelist link for meeting participants will be sent separately to Committee members.

The meeting webcast will be available at <http://mtc.ca.gov/whats-happening/meetings>. Members of the public are encouraged to participate remotely via Zoom at the following link or phone number. Committee Members and members of the public participating by Zoom wishing to speak should use the "raise hand" feature or dial *9. When called upon, unmute yourself or dial *6. In order to get the full Zoom experience, please make sure your application is up to date.

Attendee Link: <https://bayareametro.zoom.us/j/85175872068>

iPhone One-Tap: US: +13126266799,,85175872068# or +16468769923,,85175872068#

Join by Telephone (for higher quality, dial a number based on your current location) US:
888 788 0099 (Toll Free) or 877 853 5247 (Toll Free)

Webinar ID: 851 7587 2068

International numbers available: <https://bayareametro.zoom.us/j/85175872068>

Detailed instructions on participating via Zoom are available at:

<https://mtc.ca.gov/how-provide-public-comment-board-meeting-zoom>

Members of the public may participate by phone or Zoom or may submit comments by email at info@bayareametro.gov by 5:00 p.m. the day before the scheduled meeting date. Please include the committee or board meeting name and agenda item number in the subject line. Due to the current circumstances there may be limited opportunity to address comments during the meeting. All comments received will be submitted into the record.

1. Call to Order / Roll Call / Confirm Quorum

Quorum: A quorum of this body shall be a majority of its regular voting members (5).

2. Pledge of Allegiance / Acknowledgement of the Flag**3. Compensation Announcement – Clerk of the Committee****4. Consent Calendar**

- 4a.** [22-1515](#) Approval of Operations Committee Minutes of the October 14, 2022 Meeting

 Action: Committee Approval

 Attachments: [4a 22-1515 2022-10-14 Operations Committee Meeting Minutes Draft.pdf](#)
- 4b.** [22-1551](#) Change Order (CO) Amendment - CO 145, Clipper® Card Order: Cubic Transportation Systems, Inc. (\$2,000,000)

 Action: Committee Approval

 Presenter: Jason Weinstein

 Attachments: [4b 22-1551 Change Order Amendment–Clipper Card Order.pdf](#)

5. Information

- 5a.** [22-1683](#) Bikeshare Update

 Update on bikeshare programs supported by MTC including the Bikeshare Capital Grant Program, with a focus on Bay Wheels, the bikeshare program operated by Bay Area Motivate, Inc. (Motivate) and owned by Lyft, which is under contracts with MTC and the participating cities of Berkeley, Emeryville, Oakland, San Francisco and San Jose.

 Action: Information

 Presenter: Toshi Shepard-Ohta

 Attachments: [5ai 22-1683 Summary Sheet Bikeshare Update.pdf](#)
 [5aii 22-1683 Attachment A Bikeshare Update.pdf](#)
 [5aiii 22-1683 PowerPoint Bikeshare Update.pdf](#)
 [5aiv 22-1683 Public Comment.pdf](#)

6. Public Comment / Other Business

*Committee Members and members of the public participating by Zoom wishing to speak should use the "raise hand" feature or dial *9. When called upon, unmute yourself or dial *6.*

7. Adjournment / Next Meeting

The next meeting of the Operations Committee will be Friday, December 9, 2022 at 9:35 a.m. Any changes to the schedule will be duly noticed to the public.

Public Comment: The public is encouraged to comment on agenda items at Committee meetings by completing a request-to-speak card (available from staff) and passing it to the Committee secretary. Public comment may be limited by any of the procedures set forth in Section 3.09 of MTC's Procedures Manual (Resolution No. 1058, Revised) if, in the chair's judgment, it is necessary to maintain the orderly flow of business.

Meeting Conduct: If this meeting is willfully interrupted or disrupted by one or more persons rendering orderly conduct of the meeting unfeasible, the Chair may order the removal of individuals who are willfully disrupting the meeting. Such individuals may be arrested. If order cannot be restored by such removal, the members of the Committee may direct that the meeting room be cleared (except for representatives of the press or other news media not participating in the disturbance), and the session may continue.

Record of Meeting: Committee meetings are recorded. Copies of recordings are available at a nominal charge, or recordings may be listened to at MTC offices by appointment. Audiocasts are maintained on MTC's Web site (mtc.ca.gov) for public review for at least one year.

Accessibility and Title VI: MTC provides services/accommodations upon request to persons with disabilities and individuals who are limited-English proficient who wish to address Commission matters. For accommodations or translations assistance, please call 415.778.6757 or 415.778.6769 for TDD/TTY. We require three working days' notice to accommodate your request.

可及性和法令第六章: MTC 根據要求向希望來委員會討論有關事宜的殘疾人士及英語有限者提供服務/方便。需要便利設施或翻譯協助者，請致電 415.778.6757 或 415.778.6769 TDD / TTY。我們要求您在三個工作日前告知，以滿足您的要求。

Acceso y el Titulo VI: La MTC puede proveer asistencia/facilitar la comunicación a las personas discapacitadas y los individuos con conocimiento limitado del inglés quienes quieran dirigirse a la Comisión. Para solicitar asistencia, por favor llame al número 415.778.6757 o al 415.778.6769 para TDD/TTY. Requerimos que solicite asistencia con tres días hábiles de anticipación para poderle proveer asistencia.

Attachments are sent to Committee members, key staff and others as appropriate. Copies will be available at the meeting.

All items on the agenda are subject to action and/or change by the Committee. Actions recommended by staff are subject to change by the Committee.

MTC's Chair and Vice-Chair are ex-officio voting members of all standing Committees.



Metropolitan Transportation Commission

Meeting Minutes - Draft

Operations Committee

Agenda Item 4a

Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105

Committee Members:

Carol Dutra-Vernaci, Chair Damon Connolly, Vice Chair

*Eddie Ahn, David Canepa, Victoria Fleming,
Sam Liccardo, Libby Schaaf, and James P. Spering*

Non-Voting Members: Dorene M. Giacomini and Vacant

Friday, October 14, 2022

9:35 AM

REMOTE

1. Call to Order / Roll Call / Confirm Quorum

Present: 7 - Vice Chair Connolly, Commissioner Liccardo, Commissioner Spering,
Commissioner Ahn, Commissioner Canepa, Chair Dutra-Vernaci and Commissioner
Fleming

Absent: 1 - Commissioner Schaaf

Non-Voting Member Present: Commissioner Giacomini

Ex Officio Voting Members Present: Commission Chair Pedroza and
Commission Vice Chair Josefowitz

Ad Hoc Non-Voting Members Present: Commissioner Papan and Commissioner Worth

2. Pledge of Allegiance / Acknowledgement of the Flag

3. Compensation Announcement – Clerk of the Committee

4. Consent Calendar

**Upon the motion by Commissioner Spering and second by Vice Chair Connolly,
the Consent Calendar was unanimously approved. The motion carried by the
following vote:**

Aye: 7 - Vice Chair Connolly, Commissioner Liccardo, Commissioner Spering,
Commissioner Ahn, Commissioner Canepa, Chair Dutra-Vernaci and Commissioner
Fleming

Absent: 1 - Commissioner Schaaf

4a. [22-1422](#) Approval of Operations Committee Minutes of the September 9, 2022
Meeting

Action: Committee Approval

Attachments: [4a 22-1422 2022-09-09 Operations Committee Meeting Minutes Draft.pdf](#)

- 4b. [22-1476](#) Contract Amendment - On-Call Project/Program Management and Strategic Advisory Services for State Route 37 - Gray-Bowen-Scott (\$300,000)

Action: Committee Approval

Presenter: Kevin Chen

Attachments: [4b 22-1476 Contract Amendment State Route 37 Gray-Bowen-Scott \\$300,000.pdf](#)

5. Approval

- 5a. [22-1423](#) Contracts - Freeway Service Patrol Towing Services: AAA NCNU dba AAA Roadside Services, Action Towing and Road Service, Inc. dba Great America Towing, Ayub Azam dba AM/PM Tow, Amer Tow Inc. dba American Tow., B&A Body Works/Towing Inc., C&M Towing and Recovery dba C&M Towing, Island Auto Towing Inc., Road Runner Tow, Inc., and Yarbrough Brothers Towing Inc. (\$47,751,850)

Request for approval of five-year contracts with the nine towing services firms listed in Attachment A for their respective not to exceed amounts, totaling \$47,751,850.

Action: Committee Approval

Presenter: Giovanni DiFabio

Attachments: [5a 22-1423 Contract Freeway Service Patrol Biennial Procurement.pdf](#)

Upon the motion by Commissioner Sperling and second by Vice Chair Connolly, the Contracts - Freeway Service Patrol Towing Services: AAA NCNU dba AAA Roadside Services, Action Towing and Road Service, Inc. dba Great America Towing, Ayub Azam dba AM/PM Tow, Amer Tow Inc. dba American Tow., B&A Body Works/Towing Inc., C&M Towing and Recovery dba C&M Towing, Island Auto Towing Inc., Road Runner Tow, Inc., and Yarbrough Brothers Towing Inc. not to exceed \$47,751,850 were unanimously approved. The motion carried by the following vote:

Aye: 7 - Vice Chair Connolly, Commissioner Liccardo, Commissioner Sperling, Commissioner Ahn, Commissioner Canepa, Chair Dutra-Vernaci and Commissioner Fleming

Absent: 1 - Commissioner Schaaf

6. Public Comment / Other Business

7. Adjournment / Next Meeting

The next meeting of the Operations Committee will be Friday, November 4, 2022 at 9:35 a.m. Any changes to the schedule will be duly noticed to the public.

**Metropolitan Transportation Commission
Operations Committee**

November 4, 2022

Agenda Item 4b

**Change Order (CO) Amendment – CO 145, Clipper® Card Order: Cubic Transportation
Systems, Inc. (\$2,000,000)**

Subject:

Request for approval of a Change Order Amendment for procurement of Clipper cards: Cubic Transportation Systems, Inc. (Cubic) (\$2,000,000).

Background:

Since its inception, the Clipper program has issued nearly eight million cards. Demand has remained steady with the program issuing approximately 175,000 new adult cards each month. This amendment is intended to be the last order of cards for the current card-based Clipper system. The Clipper program partially offsets the cost of cards by charging most adults a \$3 card acquisition fee. In the early years of the program, there was no charge for Clipper cards, but transit operators encountered a loss of revenue due to some customers taking one ride and then disposing of the card with a negative balance. After the card fee was instituted, this loss was measurably reduced.

MTC does not recoup the full cost of producing a card with the \$3 card acquisition fee. With current supply chain issues, the actual cost of each card is approximately \$2.25, while the program cost of issuing each card is approximately \$1.85, bringing the total cost of issuing a new card to approximately \$4.10. Funds from the \$3 card fee will be used to partially fund this Change Order Amendment. The funds for this proposed change order amendment are currently available in the Clipper card fee account.

This item was approved by the Clipper Executive Board on October 17, 2022. Cubic is neither a small business nor a disadvantaged business enterprise and has no subcontractors for this work.

Issues:

None identified.

Recommendation:

Staff recommends the Operations Committee authorize the Executive Director or designee to approve a Change Order amendment with Cubic in an amount not to exceed \$2,000,000 to produce Clipper cards for distribution to customers.

Attachments:

None.

A handwritten signature in blue ink, appearing to read "Therese W. McMillan", is written over a horizontal line.

Therese W. McMillan

Request for Committee Approval

Summary of Proposed Change Order Amendment

Contractor: Cubic Transportation Systems
San Diego, California

Work Project Title: Clipper Card Procurement (Change Order Amendment, CO-145)

Purpose of Project: To procure Clipper cards

Brief Scope of Work: Under this Change Order Amendment, Cubic will purchase Clipper cards as directed by MTC. This Amendment adds funds to an already existing Change Order.

Project Cost Not to Exceed: \$2,000,000 (this Change Order Amendment)
Total contract value including amendments before this amendment = \$182,191,808
Total contract amount with this amendment = \$184,191,808

Funding Source: Clipper cardholder administrative fees, STP, CMAQ, STA, STP Exchange, Regional Measure 2 Capital and Regional Measure 2 Operating, Regional Measure 3, SB1 State of Good Repair

Fiscal Impact: Funds available in the Clipper card fee account and in the 2021-22 MTC agency budget

Motion by Committee: That the Executive Director or designee is authorized to negotiate and enter into a Change Order Amendment for the purpose described above and in the Operations Committee Summary Sheet dated November 4, 2022, and that the Chief Financial Officer is authorized to set aside \$2,000,000 for such amendment.

Operations Committee:

Carol Dutra-Vernaci, Chair

Approved: November 4, 2022

**Metropolitan Transportation Commission
Operations Committee**

November 4, 2022

Agenda Item 5a

Bikeshare Update

Subject:

Update on bikeshare programs supported by MTC including the Bikeshare Capital Grant Program, with a focus on Bay Wheels, the bikeshare program operated by Bay Area Motivate, Inc. (Motivate) and owned by Lyft, which is under contracts with MTC and the participating cities of Berkeley, Emeryville, Oakland, San Francisco and San Jose.

Executive Summary:

Bikeshare began in the Bay Area in 2013 as a pilot with 700 bikes and 70 stations in Mountain View, Palo Alto, Redwood City, San Francisco and San Jose. Approximately \$8.7 million was spent to procure the equipment and operate the system. When the pilot ended in 2015, MTC approved \$16.4 million to expand the system. Instead, Motivate came forward with a proposal to launch and operate the system at no cost, in exchange for exclusive rights to operate in five Bay Area cities. The proposal allowed for funds to be reprogrammed to other transportation projects and eliminated the need to purchase bike share capital. After significant input and direction from the Commission and partner cities, the Commission approved a ten-year contract with Motivate, a leader in the industry with a proven track record, that incorporated important equity and performance provisions. A contract was signed with Motivate in 2015 with system launch in 2017 (note that Lyft bought Motivate in 2018). A more detailed background of bikeshare in the Bay Area is included in Attachment A.

In 2019 some bikeshare systems across the country began adding shared e-bikes and Lyft was interested in doing the same. Because e-bikes were not explicitly defined in the contract, coordination was needed to ensure the whole system could add e-bikes on the same terms. MTC made a concerted effort to coordinate for a systemic roll out, however, a disagreement on contract terms among the participating cities led to separate agreements and e-bikes only launched in San Jose and San Francisco, and not on the same terms. This was a lost opportunity given the public support and acceptance of e-bikes, given the high utilization we see currently.

Since Bay Area Bike Share relaunched in 2017, the system has logged more than 11 million trips at no cost to the public. This number of trips is comparable to a transit operator; in 2022 Bay Wheels would be the 8th largest transit operator in the Bay Area and was 11th in 2019 in terms of trips. Just as transit is an important part of efforts in Plan Bay Area to reduce vehicle miles traveled, so is bikeshare, however no public funds have gone to subsidize the Bay Wheels system. In addition, Bay Wheels continued to operate during the pandemic, despite a 60% drop in trips between February and March 2020. On the other hand, transit operators cut service and received over \$3 billion in subsidy to weather the pandemic and restore essential routes.

An easy-to-use bikeshare system helps the region to achieve the Plan Bay Area 2050 statutory target to reduce greenhouse gas emissions, as well as the goal of reducing vehicle miles traveled. Implementation of all thirty-five strategies outlined in the Plan is expected to nearly double biking and walking commute trips, increasing from 5% to 9% by 2050¹. Transportation Strategy 8 (T8) – build a complete streets network, and Transportation Strategy 9 (T9) – advance regional Vision Zero policy through street design and reduced speeds – are specifically focused on promoting increased biking and walking. Bikeshare is a key implementation component to encourage Bay Area residents to take more trips by biking than by single occupancy vehicles.

While Bay Wheels has provided uninterrupted service since launch, other cities that have entered the shared mobility (bikes and scooter) space, including MTC funded programs, have faced volatility such as acquisitions and bankruptcies, as well as periods where operators have removed their fleets for many months. Richmond, who received funding from the MTC Bikeshare Capital Grant Program, had its operator unexpectedly cease operations in July 2022 due to financial reasons. Similarly, the operator in Fremont, who also received funding from the MTC Bikeshare Capital Grant Program, removed its fleet early 2022 due to theft and vandalism issues. This “here today, gone tomorrow” state of the industry creates an uncertain presence for the customer, which makes it hard for users to rely on shared mobility and choose a sustainable mode.

¹ PBA2050, pg. 119

The current Bay Wheels/Motivate contract expires in July 2027 so MTC and its partners need to start shaping what the future of the system should look like. Our peer agencies who have gone through similar contracting processes recommend a minimum of 3 years for procurement and transition, which would be July 2024. Given that timeline, now may be the time to consider whether some strategic public investments can deliver on early improvements to the system and set the stage for a more stable and reliable system longer term. Strategic public investments now could also assist the region in better understanding what will be required to achieve a financially sustainable system in 2027. With that in mind, staff will return within the next several months with some initial concepts for Committee consideration after receiving input from Commissioners on this update on the state of bike share in the region.

Next Steps:

There are no actionable steps at this time.

Issues:

None identified.

Recommendations:

Information

Attachments:

- Attachment A: Bay Area Bikeshare Background & History
- Attachment B: PowerPoint Presentation



Therese W. McMillan

Bay Area Bikeshare Background & History

Bay Wheels

In 2013, the Bay Area Air Quality Management District (Air District) launched the Bay Area Bike Share pilot with Alta Bicycle Share in five cities. In May 2015, the Commission approved the 10-year, zero-cost and contract with Motivate to grow the system to at least 7,000 bicycles in the cities of Berkeley, Emeryville, Oakland, San Francisco and San Jose. The contract terms were crafted to promote public benefits including price protection, low-income membership and siting requirements and Clipper access. On December 31, 2015 the 7-party contract was signed and on June 27, 2017 the system launched as Ford GoBike in San Francisco. In 2018 Lyft acquired Motivate and rebranded the system as Bay Wheels. While the contract is now with Lyft, Motivate still operates the system as Bay Wheels.

The system is currently built out in Berkeley, Emeryville, Oakland and San Jose. San Francisco still has 38 remaining stations to install as it has faced delays in permitting stations, which has led to a slower deployment of bikes.

The program has two membership options, an annual membership at \$169/year and a monthly membership of \$29/month, both of which are subject to an annual regulated increase of Consumer Price Index (CPI) + 2%. Prices have increased twice since launch in 2017. The program also offers a low-income membership option, called Bike Share for All, which is \$5/year for the first year and then \$5/month thereafter for unlimited 60-minute trips. Bike Share for All members also receive a 75% discount on e-bike pricing, a \$1 cap on fees. Bike Share for All members make up 10.5% of all members.

E-bikes

In April 2018, Lyft launched its own 250-ebike pilot in San Francisco, and by December 2018, Motivate had deployed over 1,400 e-bikes in the five cities with about half of those in Emeryville, Berkeley, Oakland and San Jose.

Although various parties raised concerns about Lyft's exclusive rights as they relate to dockless bikes since e-bikes were not explicitly mentioned in the contract, the cities resolved these issues sufficiently to re-affirm Lyft's exclusive rights through a Right of First Offer and to proceed with hybrid e-bike procurement. In early 2019, San Jose signed a letter agreement, consistent within

the terms of the 2015 agreement, regarding an expansion of Bay Wheels to include 500 hybrid ebikes. In late 2019, San Francisco agreed to Lyft's offer to add 4,000 hybrid e-bikes. The new e-bikes began deployment in late 2019, and San Jose e-bikes did not have additional pricing (e-bikes were priced the same as classic bikes). The cities of Berkeley, Emeryville, and Oakland did not sign onto the agreement with San Jose and opted to proceed in their own negotiations with Lyft. However, COVID-19 derailed those negotiations and Oakland, Emeryville and Berkeley proceeded to develop their own electric micromobility permit programs separate from Bay Wheels. Oakland and Emeryville launched their programs in 2021 and have e-scooters, and Berkeley launched their program in 2022 and has e-scooters and e-bikes.

After agreeing to reduce the fleet size to 100 in September 2021, Lyft and San Jose added e-bike pricing in April 2022 to match San Francisco pricing. E-bike pricing agreements are between Lyft and individual cities, separate from the Program Agreement.

COVID-19

The Coronavirus impacted the industry and ridership. Overall ridership dropped 65% in April 2020 compared to April 2019. Ridership continued to drop in 2021, and while 2022 has seen an overall return to ridership, San Jose and the East Bay cities have seen a significant drop in ridership at 55% and 54% respectively in September 2022 compared to September 2019. Factors such as changing commute patterns, and a slow return to work likely explain some of this trend in San Jose and the East Bay. San Francisco, however, has seen a return in ridership in 2022, and saw a 45% increase in trips in September compared to 2019. With almost 50% of its fleet as e-bikes, and 70% of trips taken on e-bikes, this may be due to user preferences of e-bikes.

Since COVID-19, more casual users (non-members) have been using the system. Overall, members make up 49% of trips and casual users make up 44% of trips in 2022. This is a change from 2019 where members made up 70% of trips and casual users make up 22% of trips. The change in 2022 is due to a large drop in members, likely due to a reduction in workers returning to the office regularly. Overall, the system saw a 9% reduction in trips in 2020, compared to 2019. However, much of this was due to the deployment of e-bikes in early 2020, before COVID-19 spread throughout the country. In the East Bay cities, where e-bikes weren't deployed, they saw a 62% decrease in 2020, compared to 2019.

Theft and vandalism rates have also been high since COVID-19 across the Bay Wheels system. Theft includes bicycles (both classic and e-bikes), e-bike batteries and station batteries, which has been further exacerbated by supply chain issues. Impacts on the system include longer outages for down stations due to supply chain issues of batteries and the operator facing high costs to replace stolen parts and a slower redeployment of bikes.

Bikeshare Capital Grant Program

Richmond

Richmond launched its bikeshare system June 2021 after having significant delays due to COVID-19. The original operator Gotcha was acquired by another company Bolt, who took over the contract in early 2021. The system used a phased launch to build out stations and bikes but due to high theft/vandalism rates and supply chain issues the system never reached the full 250 bike deployment. One year after launch, the operator Bolt unexpectedly ceased operations due to financial reasons. Richmond relaunched the system two months later with LEAP Mobility using city funds to cover operating costs for 6 months and retaining the original equipment.

Safety, Mobility, Automated Real-time Traffic Management (SMART) Corridor [Sonoma County Transportation Authority (SCTA) and Transportation Authority of Marin (TAM)]

SCTA and TAM are leading the program to develop bikeshare along the SMART corridor with 7 cities (Santa Rosa, Rohnert Park, Cotati, Petaluma, Novato, San Rafael, Larkspur) The program was in the development phase when Bolt abruptly ceased operations. Since no funds of the grant have been spent, MTC staff are supporting TAM/SCTA on next steps.

Industry

Since 2015, the bike share industry has changed significantly and continues to be volatile. In late 2017, dockless bike share began to proliferate across the Bay Area and country, funded largely through private capital. Within two years, most of those companies went out of business, stopped operating in North America or stopped operating bike share. Following the ridership challenges resulting from the COVID-19 pandemic, consolidation has continued. In addition to consolidation, the industry frequently sees vendors exiting markets or going out of business. For example, Zagster, which operated bike share in small communities across the country, including a system launched in Healdsburg in 2017, ended all operations in 2020. There has also been a

significant shift in the bike share and shared micromobility funding landscape; the days of private venture-backed systems are now in the past. The industry has faced a reality in which public subsidies, grants, single-operator permits and/or income from other revenue streams, such as e-scooter programs, are required for bike share programs to pencil out.

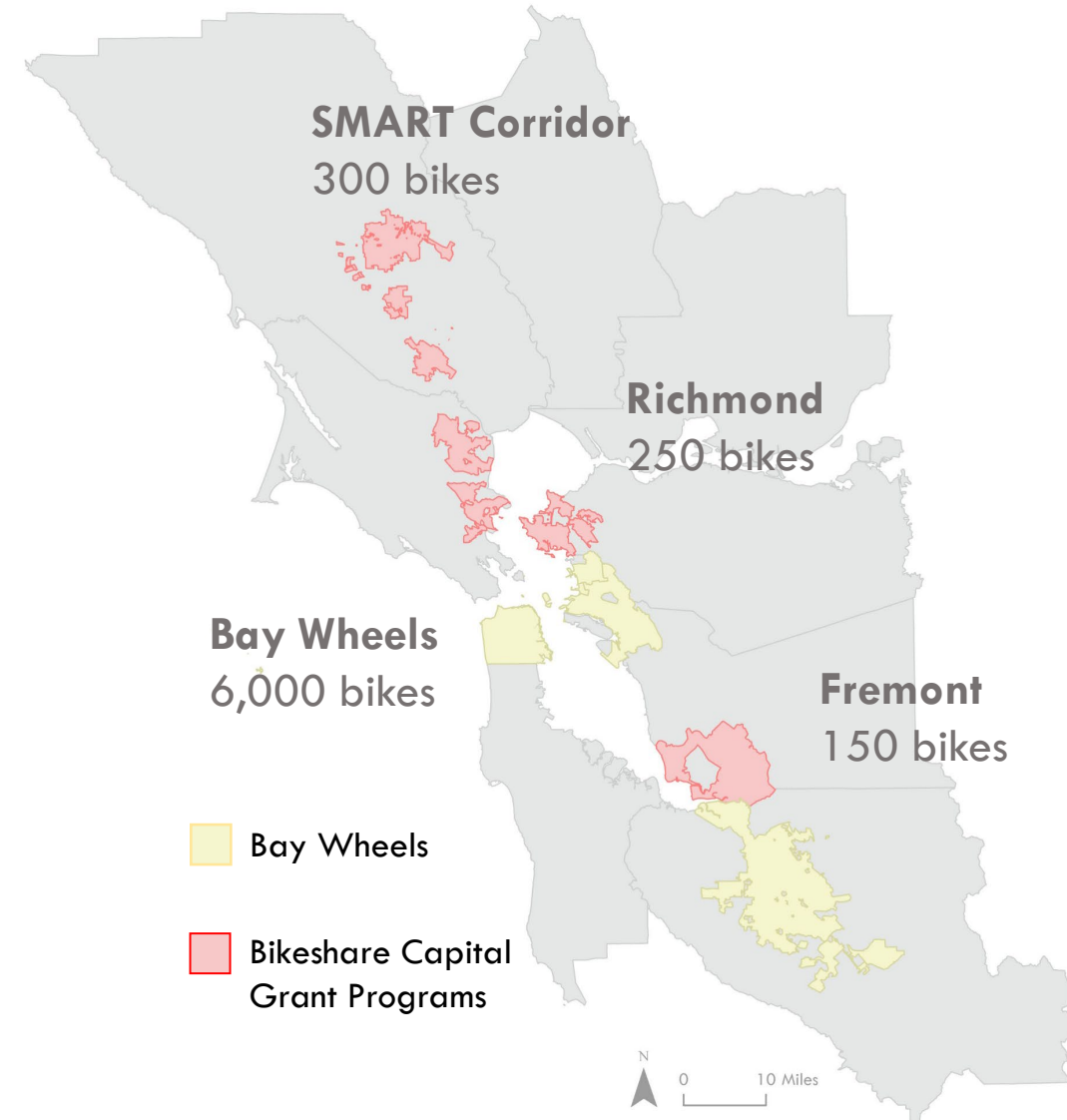
Bikeshare Update



MTC Operations Committee
November 4, 2022

Bikeshare Programs in the Region

- **MTC: Bay Wheels**
 - Launched in 2017 in SF, SJ, Oakland, Berkeley, Emeryville
 - Lyft bought operator in 2018
 - MTC manages \$0 contract with Lyft, and coordination agreement between cities and Lyft
- **MTC: Bikeshare Capital Program**
 - Grant program to pilot bikeshare in less dense areas.
 - Grants awarded to Fremont, Richmond and SCTA/TAM.
 - SCTA/TAM system hasn't launched yet
- **Other Programs:**
 - Cities in San Mateo County planning to launch e-bikes with SMCTD funding
 - Many cities in the region have or are developing shared micromobility (scooters/bikes) permit programs
 - Berkeley launched e-bikes with different operator



Bay Wheels History

2013: **Air District launches Bay Area Bike Share** 2 year pilot in SF, SJ, and Peninsula cities, with up to \$11.4M (only \$8.7 used)

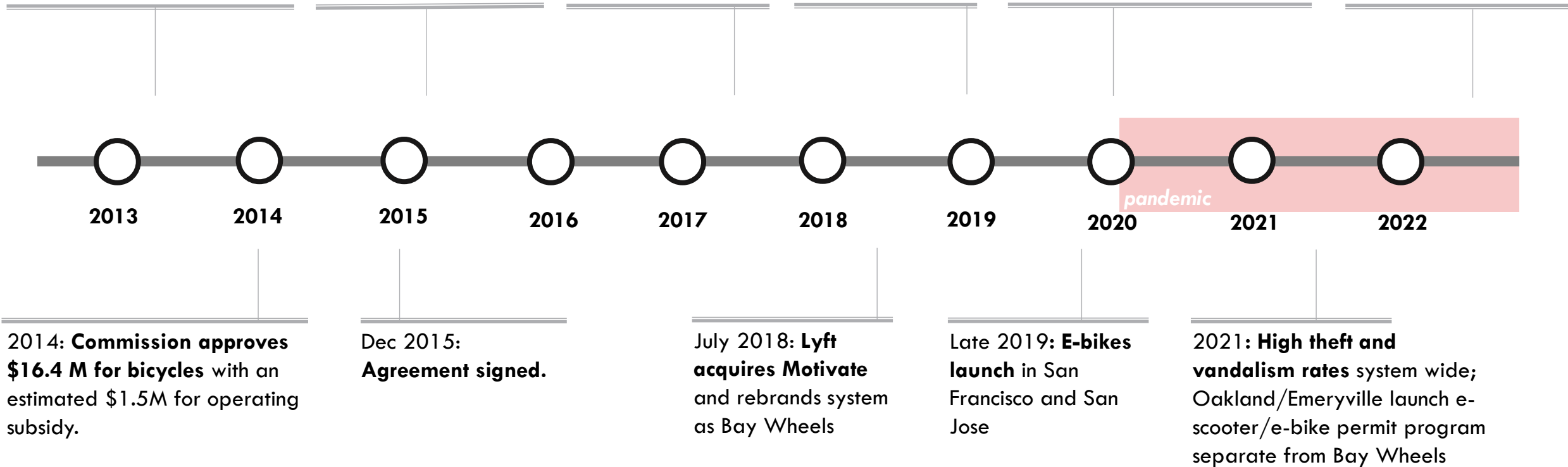
2015: **Commission approves exclusive agreement with Motivate** between 5-cities for 10 year at zero cost.

June 2017: **System launches as Ford GoBike** with Ford as title sponsor

Early 2019: **Failed ROFO for e-bikes**, no regional continuity for e-bikes.

Early 2020: **E-bike roll out continues** with high utilization. **COVID-19 negatively impacts ridership** but system doesn't shut down; 23% of systems in North American shut down

April 2022: **San Jose adds e-bike pricing** and e-bike ridership drops; **Berkeley gets 100 e-bikes** (Spin) thru shared electric mobility permit program



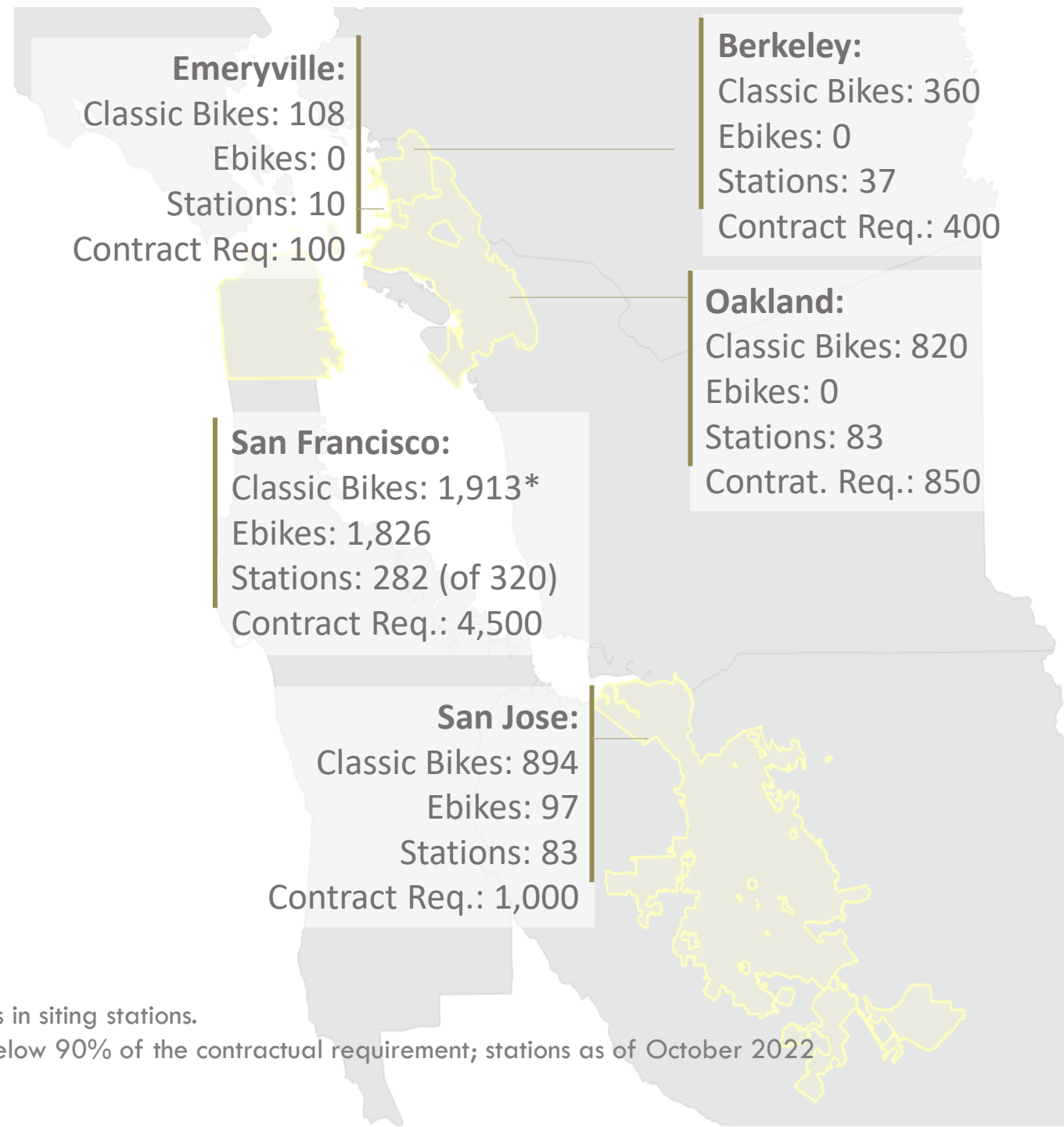
Overview: Bay Wheels

Contract:

- 10 year \$0 contract launched 2017
- Fully built out except San Francisco
 - Major delays in siting stations
- Only includes classic (pedal) bikes

MTC role:

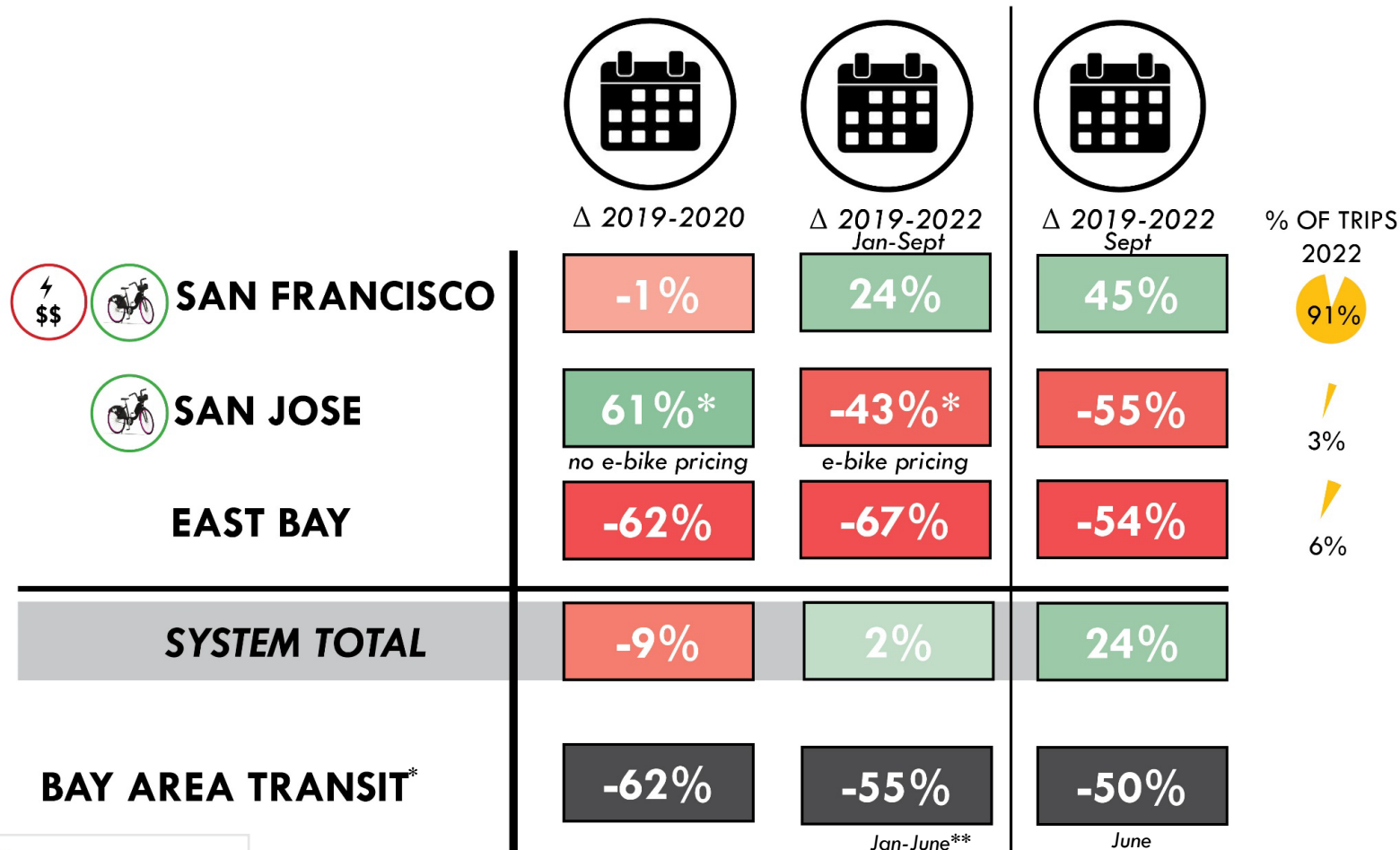
- Convene regular meetings with Cities & Lyft
- Track KPIs
- Assess Liquidated Damages



*Slow deployment of stations in San Francisco is in part due to the City's delays in siting stations.

Note: Fleet size is shown as an average for 2022; Lyft is fined if fleet size is below 90% of the contractual requirement; stations as of October 2022

Ridership returning in SF; East Bay and San Jose down for various reasons



- SJ added premium pricing to e-bikes in April 2022, ridership decreased and shifted to classics
- System at 2019 levels due to SF (which is 91% of ridership), East Bay and San Jose ridership has not returned similarly

*Petaluma Transit, Union City Transit and Vacaville City Coach are not included due to insufficient data

**Bay Area Transit data shown in 2022 Jan-June as June is the most recent full month of data for all transit providers

E-bikes popular and well utilized in SF & SJ

Uncoordinated deployment left out East Bay

E-BIKES

- E-bike trips now make up **65% of trips in 2022**
 - SF: 70% of trips are taken on e-bikes
 - 49% of fleet is e-bikes
 - SJ: 55% of trips are taken on e-bikes
 - 10% of fleet is e-bikes



Top: Lyft launched new e-bikes in San Francisco and is testing new station hardware with hope that both will be more theft proof.

Bottom: Existing e-bikes and stations. Lyft has seen high theft of e-bikes, e-bike batteries and station hardware (mainly station batteries).

UTILIZATION

- Utilization is low for classic bikes outside SF
 - 1.0 utilization means each bike is being used once a day*

	SF	SJ	EB
<u>Classic:</u>	1.0	0.1	0.4
<u>Ebike:</u>	2.5	1.3	(no e-bikes)

Part of Regional Transit Network

Bay Wheels 8th largest transit operator

Bay Wheels provided 11 million trips with no subsidy

Serves as last mile connection to regional transit:

- Pre-COVID many of the Bay Wheels stations with the highest ridership were next to regional transit hubs in SF: Caltrain, downtown BART stations, Ferry Terminal, and Transbay Transit Center

Clipper 2.0 may offer new opportunities for bikeshare and transit payment integration

Jan-June 2022 Ridership

Rank	Ridership	Agency	Rank 2019
1	53,361,521	SFMTA	1
2	20,403,858	BART	2
3	15,153,241	AC Transit	3
4	9,771,938	VTA	4
5	3,729,028	SamTrans	6
6	1,715,150	Caltrain	5
7	1,246,245	Marin Transit	9
8	1,225,025	Bay Wheels	11
9	992,665	GGBHTD	7
10	964,650	County Connection	8
11	782,542	WETA	10
12	546,392	Santa Rosa CityBus	13
13	498,169	Tri Delta Transit	12
14	484,577	MTC	22
15	452,700	LAVTA	14
16	305,115	SolTrans	16
17	284,270	WestCAT	17
18	271,191	Sonoma County Transit	19
19	230,280	Napa Vine	18
20	199,054	SMART	21
21	180,084	FAST	20
22	176,931	ACE	15
23	6,488	Bikeshare Capital Grant Program	-

Equity Focused Programs

- **Bikeshare for All**

- Bay Wheels low-income program
- \$5 first year, \$5/month after
- Low and capped e-bike fees
- 10.5% of all members are Bike Share for All members

- **Adaptive Bikeshare**

- Pilot for understanding accessibility needs
- MTC supported 6 months of pop-up accessible bicycle locations in Oakland and SF in partnership with Bay Area Outreach and Recreation Program (BORP)
- Regional Technical Advisory Committee (TAC)



Capital Bikeshare Program

Programs completed or unable to proceed; operators facing challenges



Fremont (HOPR):

- HOPR removed fleet (scooters and regular bikes) due to theft/vandalism issues.
- City and HOPR remain on good terms.



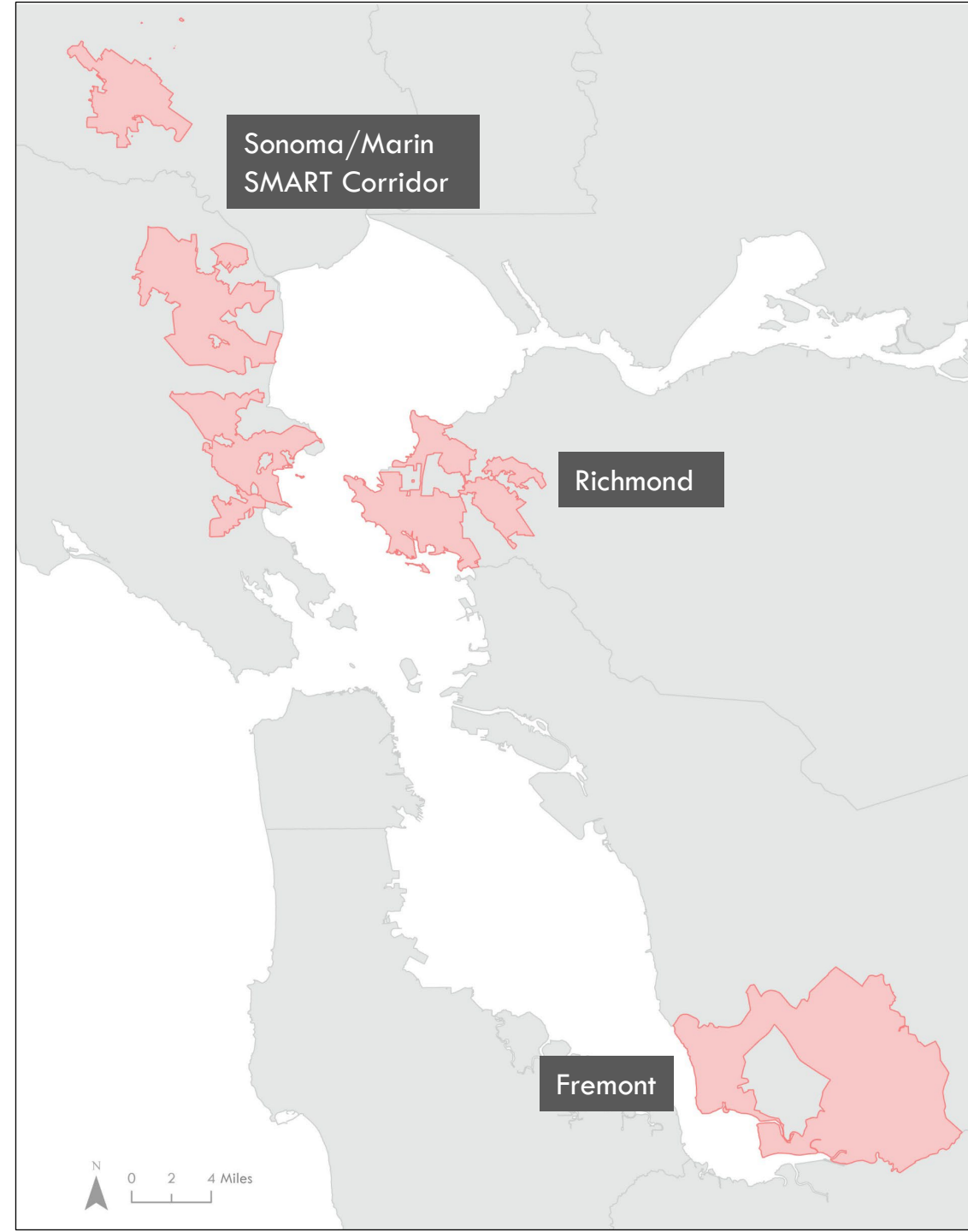
Marin TAM/Sonoma SCTA SMART Corridor

- \$826k in MTC funding (no funds used)
- SCTA/TAM are terminating contract with operator



Richmond:

- Launched June 2021 after COVID delays. System plagued by theft/vandalism and supply chain issues.
- MTC provided 1.024M for city staff and capital costs.
- Operator ceases operations in July 2022
- Temporary relaunch in September 2022 with same equipment and new operator using City funding.

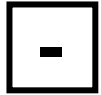


Key Findings



Bay Wheels Successful at Demonstrating Potential

- Shows bikeshare can play a role in regional transportation network. Especially with e-bikes, in dense urban areas, and as a last mile connection to regional transit.



Business Model Challenges Exacerbated By COVID

- E-bikes are more expensive and more costly to operate
- Theft and vandalism are greater in California adding to costs
- Regional bikeshare likely not financially sustainable without public subsidy



Opportunity to Shape Future of Regional Bikeshare

- \$0 contract has shielded MTC from financial risks during COVID
- Public investment likely necessary to sustain regional bikeshare and reach its potential

Next Steps

Bay Wheels Contract through 2027

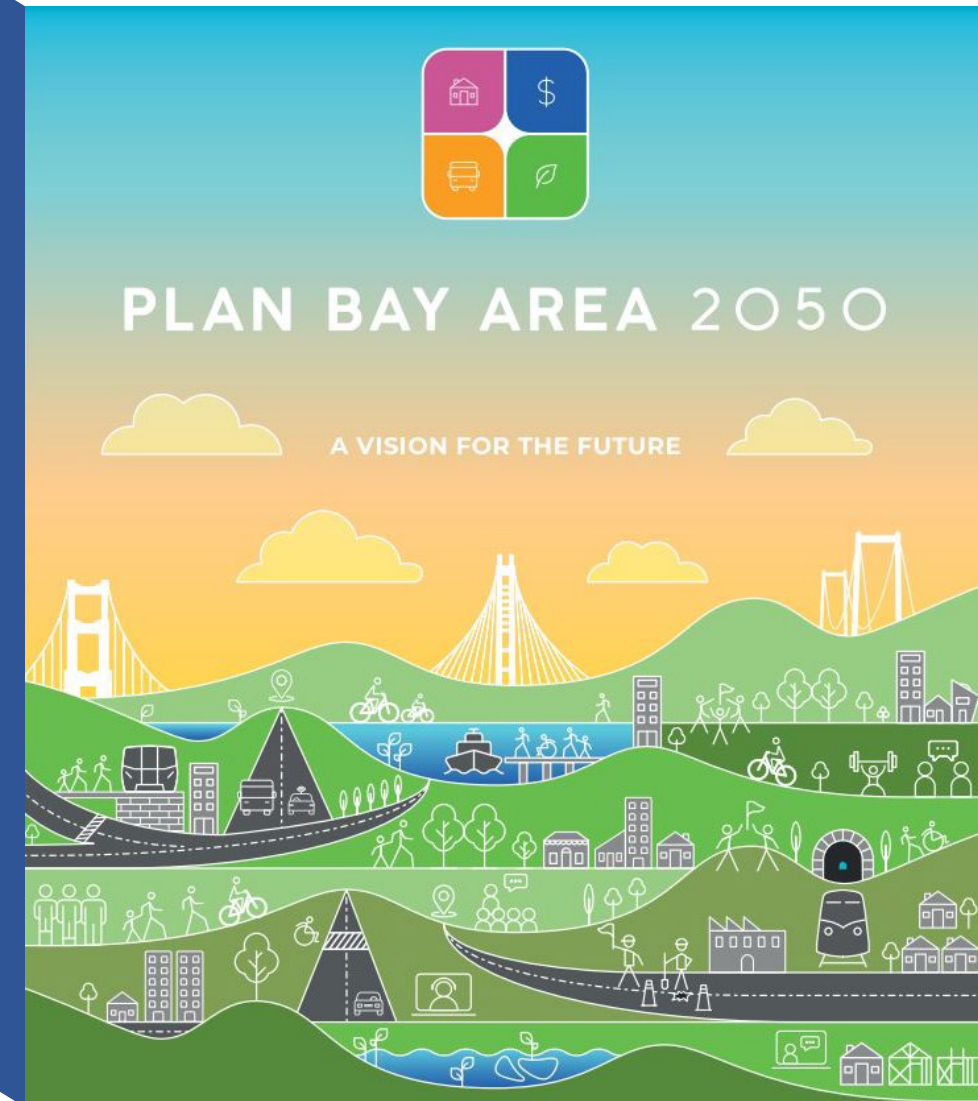
- 3 years to plan & procure next phase

What strategies for public investment can improve system and prep for next contract?

How does bikeshare fit with MTC goals?

- Plan Bay Area 2050 (GHG and VMT reductions)
- Regional transit recovery
- Climate Initiatives
- Regional Active Transportation Plan

Based on feedback from committee, return in coming months with concepts for focused public investment



Operations Committee
November 4, 2022
Page 1 of 4

Public Comment
Agenda Item 5a

From: [Justin Hu-Nguyen](#)
To: [MTC-ASAC Info](#)
Subject: 5a, 22-1683 - Public Comment
Date: Thursday, November 3, 2022 4:54:08 PM

External Email

Hi,

I'm Justin, the Director of Advocacy for the San Francisco Bicycle Coalition. I wanted to write in support of the key findings for the bikeshare report. Finding a public subsidy is important to creating a sustainable and equitable bike sharing program. The system has consistently proved that it is creating modeshift and needs more investment to create better service, lower costs, and streamlining station siting.

Best,

--
Justin Hu-Nguyen
Director of Advocacy
Text or call 415-226-9310 | justin@sfbike.org
Pronouns: he, him

[San Francisco Bicycle Coalition](#)
Promoting the Bicycle for Everyday Transportation
1720 Market St.
San Francisco, CA 94102





November 3, 2022

To: MTC Operations Committee
Re: Agenda #5a

Honorable Commissioners,

We would like to thank staff and the MTC Operations Committee members for initiating this important discussion about the future of regional micromobility. As the presentation lays out, the next three years will decide what comes after the current BayWheels contract comes to an end.

As mobility advocates, we ask the MTC to plan for a publicly-governed, regional micro-mobility system that provides a range of mobility devices with service that is affordable, integrated, reliable, and accessible.

If BayWheels were a transit agency, it would be the eighth-largest in the region in terms of ridership. This demonstrates the importance of micromobility to addressing the Bay Area's mode shift goals.

Data indicates that where bike and scooter sharing are affordable, integrated, reliable, and well-distributed, there is broad adoption, and that transit stations are most frequently reported as a rider's destination. The breadth of that adoption is important; white-collar commuters use micro-mobility, working people in cities use it, teenagers use it, tourists explore, families run errands, and more.

Our public transportation system needs to be a complete solution to be a viable option for people who feel today that they have no alternative but to drive.. Buses and trains are the bones of a good transit system. But we need the connective tissue to hold those bones together. Micromobility is a critical part of this connective tissue, along with excellent pedestrian and bicycle infrastructure, both of which serve to help people travel the last mile between transit and their destination.

In planning for what comes next for regional micromobility, we urge you to follow the four principles cited above: affordability, integration, reliability and accessibility.

These principles make the system more equitable, providing access for working people and people who depend on public transportation. They also attract others for whom convenience and reliability are paramount. Geographic coverage is also critical to accessibility - having micromobility serve as the last-mile extension of the overall transportation system that will keep people out of their cars. Lastly, planning for a future system should consider the needs of seniors and people with disabilities, investigating opportunities for devices such as tricycles.

We believe achieving these four principles of an effective system will require a publicly-governed system at the regional level.

Underlying attributes that support these principles are consistency in fares, a unified payment system, interoperability, a consistent user experience, and broadly accessible, equitable service coverage. We know from long experience that public funding is needed to provide stable and equitable access to transportation that does not depend primarily on private sector profit. The expectation that micromobility must be revenue-positive and fully funded by the private sector leads to service that is unstable and favors people and places with the greatest ability to pay.

A widely used, accessible micro-mobility network that is seamlessly integrated with transit will not emerge from a piecemeal collection of systems. In order to deliver an integrated, affordable, accessible system, an accountable public body must define not only the principles of a successful system, it must also be able to set and enforce rules about service delivery, govern unified regional systems like fare collection, and make decisions for the good of the region and the many constituencies within it.

There are important roles to be played by local jurisdictions as well. The siting, permitting, street infrastructure, safe and orderly deployment, and other location-specific work are best handled by cities and towns within a framework set by the regional system.

To improve mobility of our region's residents, accelerate mode shift, reduce traffic congestion, and realize more benefit from the significant investment in our buses and trains, shared micromobility systems have a critical role to play.

MTC has already shown itself to be a pioneer in micromobility by spearheading BayWheels. We urge MTC to continue to lead by setting a policy direction for a publicly-governed regional micro-mobility system and begin to plan accordingly to leverage this historic opportunity.

Thank you for your consideration,

Adina Levin
Advocacy Director
Seamless Bay Area

Shiloh Ballard
Executive Director
Silicon Valley Bicycle Coalition

Warren J. Wells, AICP
Policy & Planning Director
Marin County Bicycle Coalition