



Metropolitan Transportation Commission

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

Meeting Agenda

Policy Advisory Council

Randi Kinman, Chair
Ilaf Esuf, Vice Chair

Wednesday, January 11, 2023

1:30 PM

REMOTE

In light of Governor Newsom's State of Emergency declaration regarding COVID-19 and in accordance with the recently signed Assembly Bill 361 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 Policy Advisory Council 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. Council 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/86985262240>

iPhone One-Tap: US: +13462487799,,86985262240# or +14086380968,,86985262240#

Join by Telephone Dial (for higher quality, dial a number based on your current location) US:
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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.

The Policy Advisory Council advises the Metropolitan Transportation Commission on transportation policies in the San Francisco Bay Area, incorporating diverse perspectives relating to the environment, the economy, and social equity.

1. Call Meeting to Order / Roll Call / Confirm Quorum

Quorum: A quorum of this council shall be a majority of its regular voting members (14).

2. Welcome - Randi Kinman, Council Chair

3. [23-0024](#) Chair's Report
(5 minutes)

Action: Information

Presenter: Randi Kinman, Council Chair

4. [23-0025](#) Approval of the December 14, 2022 Meeting Minutes
(5 minutes)

Action: Approval

Presenter: Randi Kinman, Council Chair

Attachments: [04 23-0025 2022-12-14 Policy Advisory Council Draft Minutes.pdf](#)

5. Public Comments / Other Business

*Council 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.*

6. [23-0032](#) Stakeholder Outreach for Potential Bay Area Transportation Measure
Enabling Legislation Update
(30 minutes)

Update on stakeholder engagement activities conducted in fall 2022 and next steps for the year ahead.

Action: Information

Presenter: Rebecca Long

Attachments: [06i 23-0032_Cover_Summary_Sheet_Potential_Regional_Transportation_Ball](#)
[06ii 23-0032 LEGIS-3b 23-0126 Summary Sheet Stakeholder Outreach for](#)

7. [22-1837](#) Bikeshare Update
(30 minutes)
- 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 and Laura Krull
- Attachments:** [07i 22-1837 Cover Summary Sheet Bikeshare Update.pdf](#)
[07ii 22-1837 OPS-5ai 22-1683 Summary Sheet Bikeshare Update.pdf](#)
[07iii 22-1837 OPS-5aai 22-1683 Attachment A Bikeshare Update.pdf](#)
[07iv 22-1837 OPS-5aiii 22-1683 PowerPoint Bikeshare Update.pdf](#)
8. [23-0026](#) Subcommittee Reports
(10 minutes)
- Action:** Information
- Presenter:** Ilaf Esuf, Policy Advisory Council Equity & Access Subcommittee Chair
and
Adina Levin, Policy Advisory Council Transit Transformation Action Plan Subcommittee Chair
9. [23-0028](#) NextGen Freeway Advisory Group Action Report
(5 minutes)
- Action:** Information
- Presenter:** Anne Olivia Eldred, Council Member
10. [23-0029](#) Staff Liaison Report
(3 minutes)
- Overview of recent MTC policy decisions and other activities.
- Action:** Information
- Presenter:** Kỳ-Nam Miller, Staff Liaison
- Attachments:** [11 23-0029 January 2023 Staff Liaison Report Summary Sheet.pdf](#)

11. [23-0030](#) Council Member Reports
(5 minutes)

Members of the Council may report on locally relevant issues or events.

Action: Information

Presenter: Randi Kinman, Council Chair

12. [23-0031](#) New Business
(5 minutes)

Members of the Council may bring up new business for discussion or addition to a future agenda.

Action: Discussion

Presenter: Randi Kinman, Council Chair

13. Adjournment / Next Meeting

The next meeting of the Policy Advisory Council will be held Wednesday, February 8, 2023, at 1:30 p.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

Agenda Item 4

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

Meeting Minutes - Draft

Policy Advisory Council

Randi Kinman, Chair
Ilaf Esuf, Vice Chair

Wednesday, December 14, 2022

1:30 PM

REMOTE

1. Call Meeting to Order / Roll Call / Confirm Quorum

Present: 21 - Council Member Eldred, Council Member Florez, Council Member Kallins, Chair Kinman, Council Member Levin, Council Member Baldini, Council Member Welte, Council Member Lieu, Council Member Fitzgerald, Council Member Hankerson, Council Member Orantes, Council Member Glaser, Council Member Wong, Vice Chair Esuf, Council Member Campos, Council Member Nickens, Council Member Pimple, Council Member Deutsch-Gross, Council Member Goodwin, Council Member Scott and Council Member Parker

Excused: 2 - Council Member Hedges and Council Member Markham

Absent: 4 - Council Member Wilson, Council Member Pierce, Council Member Zack and Council Member Lodin

2. Welcome - Randi Kinman, Council Chair

3. [22-1697](#) Chair's Report
(5 minutes)

Action: Information

Presenter: Randi Kinman, Council Chair

4. [22-1698](#) Approval of the November 9, 2022 Meeting Minutes
(5 minutes)

Action: Approval

Presenter: Randi Kinman, Council Chair

Attachments: [04 22-1698 2022-11-09 Policy Advisory Council Draft Minutes.pdf](#)

Upon the motion by Council Member Baldini and second by Council Member Florez, the November 9, 2022 Meeting Minutes were unanimously approved. The motion carried by the following vote:

Aye: 17 - Council Member Eldred, Council Member Florez, Council Member Kallins, Chair Kinman, Council Member Levin, Council Member Baldini, Council Member Lieu, Council Member Fitzgerald, Council Member Hankerson, Council Member Orantes, Council Member Glaser, Council Member Wong, Council Member Campos, Council Member Nickens, Council Member Pimple, Council Member Scott and Council Member Parker

Nay: 1 - Council Member Welte

Absent: 9 - Council Member Hedges, Council Member Wilson, Council Member Markham, Vice Chair Esuf, Council Member Pierce, Council Member Zack, Council Member Deutsch-Gross, Council Member Goodwin and Council Member Lodin

Vice Chair Esuf and Council Members Deutsch-Gross, and Goodwin arrived after the approval of the November 9, 2022 Meeting Minutes.

5. Public Comments / Other Business

6. [22-1534](#) Plan Bay Area 2050 Implementation Plan: Annual Progress Update
(30 minutes)

Overview of Plan Bay Area 2050 implementation progress over the past year and upcoming priorities for the year ahead.

Action: Information

Presenter: Chirag Rabari

Attachments: [06i 22-1534 Cover Summary Sheet Plan Bay Area 2050 Implementation Plan-Annual Progress Update.pdf](#)
[06ii 22-1534 PLNG-7ai 22-1532 Summary Sheet Plan Bay Area 2050 Implementation Plan Annual Progress Update.pdf](#)
[06iii 22-1534 PLNG-7aai 22-1532 PowerPoint PBA50 Implementation Plan Annual Progress Update.pdf](#)
[06iv 22-1534 PLNG-7aaii 22-1532 PBA50 Implementation Plan Annual Progress Update Matrix.pdf](#)

7. [22-1832](#) Network Management Business Case Evaluation
(45 minutes)

Regional Network Management Business Case Evaluation Update.

Action: Information

Presenter: Shruti Hari

Attachments: [07i 22-1832 Cover Summary Sheet Network Management Business Case Evaluation.pdf](#)
[07ii 22-1832 4a NM PowerPoint Network Management Business Case Evaluation.pdf](#)
[07iii 22-1832 Attachment B Network Management Business Case _Randi Kinman.pdf](#)

8. [22-1699](#) Subcommittee Reports
(10 minutes)

Action: Information

Presenter: Ilaf Esuf, Policy Advisory Council Equity & Access Subcommittee Chair
and
Adina Levin, Policy Advisory Council Transit Transformation Action Plan Subcommittee Chair

9. [22-1701](#) NextGen Freeway Advisory Group Action Report
(5 minutes)

Action: Information

Presenter: Anne Olivia Eldred, Council Member

10. [22-1702](#) Staff Liaison Report
(3 minutes)

Overview of recent MTC policy decisions and other activities.

Action: Information

Presenter: Kÿ-Nam Miller, Staff Liaison

Attachments: [10 22-1702 December 2022 Staff Liaison Report Summary Sheet.pdf](#)

11. [22-1703](#) Council Member Reports
(5 minutes)

Members of the Council may report on locally relevant issues or events.

Action: Information

Presenter: Randi Kinman, Council Chair

12. [22-1704](#) New Business
(5 minutes)

Members of the Council may bring up new business for discussion or addition to a future agenda.

Action: Discussion

Presenter: Randi Kinman, Council Chair

13. Adjournment / Next Meeting

The next meeting of the Policy Advisory Council will be held Wednesday, January 11, 2023, at 1:30 p.m. Any changes to the schedule will be duly noticed to the public.

**Metropolitan Transportation Commission
Policy Advisory Council**

January 11, 2023

Agenda Item 6

**Stakeholder Outreach for Potential Bay Area Transportation Measure Enabling
Legislation Update**

Subject:

Update on stakeholder engagement activities conducted in fall 2022 and next steps for the year ahead.

Background:

Policy Advisory Council Agenda Item 6, Stakeholder Outreach for Potential Bay Area Transportation Measure Enabling Legislation Update, is attached. This report will be presented to the Joint MTC ABAG Legislation Committee meeting on January 13, 2023.

Staff will be at your January 11, 2023 meeting to deliver and discuss this presentation. The Council's input is requested.

Issues:

None identified.

Recommendations:

Information.

Attachments:

- Attachment A: Agenda Item 3b from the January 13, 2023 Joint MTC ABAG Legislation Committee meeting.

**Metropolitan Transportation Commission and Association of Bay Area Governments
Joint MTC ABAG Legislation Committee**

January 13, 2023

Agenda Item 3b

**Stakeholder Outreach for Potential Bay Area Transportation Measure Enabling
Legislation Update**

Subject:

Update on stakeholder engagement activities conducted in fall 2022 and next steps for the year ahead.

Background:

Plan Bay Area 2050 and the Transit Transformation Action Plan, both adopted in 2021, included a recommendation that MTC convene stakeholders by the end of 2023 to identify priorities and a funding framework for a future transportation ballot measure, including new funding for public transit. Last fall, the Commission directed staff to begin stakeholder engagement on this measure, concurrent with time-critical efforts to identify funding that can “bridge the gap” for additional transit operations funding until more continuous stable revenues are secured.

The Bay Area Housing Finance Authority and the ABAG Executive Board also directed staff to proceed with work on a potential 2024 regional housing ballot measure, recognizing that the timing for a regional *transportation* ballot measure would be better aligned for a subsequent election, given voters ranking of housing and homelessness as their top concern whereas transportation ranked among their lowest concerns.

Engagement Meetings to Date

Since the last update to this joint committee, staff have conducted a first round of stakeholder engagement with many of the key partners critical to a successful regional transportation ballot measure, working to better understand key challenges the transportation system faces today, potential priorities for a future ballot measure, actions that would best complement an infusion of new funding, and gain other insights to guide the process going forward. Meetings were held with both large and small transit operators, county transportation agencies, regional and state agencies working on climate and resilience issues, organizations representing environmental, transit rider, equity, labor, and business interests, and advocates for active transportation, older adults, and persons with disabilities.

Key Themes from Stakeholder Engagement:

Discussions held throughout fall 2022 and into the winter were an opportunity both to inform stakeholders about the impetus and timeline for this process and to hear their priorities and concerns directly. The following key themes emerged from early stakeholder conversations:

- **There is a broad consensus that sustaining and improving transit service is a top priority and should be a focus of a regional transportation measure.** Stakeholders underscored that the Bay Area transit system requires robust investment to improve frequencies and spans of service, to better time transfers, to simplify complex fare structures, to improve the first- and last- mile experience, and to better serve the diverse needs across the Bay Area.
- **Many stakeholders underscored that public transportation need not be limited to traditional fixed-route public transit.** New active transportation investments, expanded bikeshare programs, expanded paratransit services, and new mobility alternatives to the automobile could be characterized under a broader “public transport” category, while better responding to the mobility needs of the public in this post-COVID era. In developing priorities for a future measure, the region should support creative ways to meet the public’s travel needs in an environmentally sustainable way.
- **The region will need to carefully weigh whether to proceed with exploring a targeted transit-focused measure, or to pursue a more expansive multimodal measure that aims to achieve a broad range of goals.** While this question will clearly need to be informed by public polling in the coming months, it is a discussion that should remain a top priority to explore with stakeholders and the Commission this year.
- **County transportation agency staff recommended incorporating local street and road repairs into a future regional measure as a way to gain broader support, especially outside the region’s urban core.** While all stakeholders seemed to recognize that public transit should receive significant funding in a future measure, county transportation agencies favored a multimodal expenditure plan that included funding for local street and road repair, a significantly underfunded need that appeals to all

jurisdictions regionwide and can provide benefits not just for passenger vehicles, but also bus riders, bicycles and pedestrians.

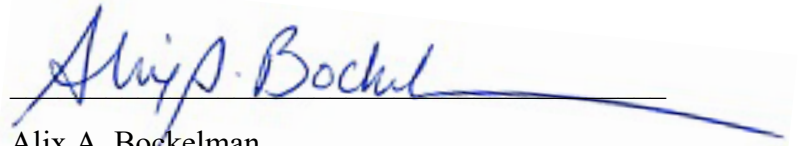
- **Beyond modal themes, cross-cutting policy goals such as advancing social equity, climate mitigation and resilience, and adaptability to an uncertain future were underscored by many different stakeholders.** Rather than exploring these topics as independent funding “silos,” stakeholder discussions helped to illuminate that they should guide the measure’s overall expenditure plan and any associated policies.
- **More funding alone will be insufficient to address current and future challenges.** Both public agencies and advocates alike underscored the need to tackle systemic issues like significant staffing shortages, insufficient bandwidth to pursue fragmented grant opportunities, and bureaucratic hurdles that make it more difficult to implement projects and programs. Building in policy provisions into the measure was recommended as a way to gain more benefits than funding alone.
- **Stakeholders responded favorably to the idea of a transparent and inclusive public process for this potential regional measure.** In addition to continued engagement with stakeholders focused on a future regional transportation measure, there are potential synergies with the envisioned summer 2023 Plan Bay Area 2050+ public engagement process to seek feedback on the contents of a regional transportation ballot measure to be authorized via legislation by the end of 2024.

Next Steps:

As detailed in Attachment A, staff proposes moving forward with a public poll of Bay Area residents this winter to better understand the public’s priorities when it comes to transportation, augmenting further discussions with key stakeholders planned for the spring. Staff proposes returning to this committee later this spring with insights from the poll and proposed goals for a regional transportation ballot measure, for discussion.

Attachments:

- Attachment A: 2023 Proposed Work Plan for Potential Regional Transportation Ballot Measure Enabling Legislation



Alix A. Bockelman

Attachment A

2023 Proposed Work Plan for Regional Transportation Ballot Measure Enabling Legislation

Timeframe	Key Tasks
Winter 2022/23	<ul style="list-style-type: none"> • Complete first round of stakeholder engagement to hear initial priorities from Bay Area partners related to a regional transportation measure (completed) • Conduct public poll to better understand current transportation priorities and to inform next steps
Spring 2023	<ul style="list-style-type: none"> • Develop draft high-level goals for regional transportation ballot measure • Hold second round of stakeholder engagement conversations to discuss polling insights & draft goals • Present update to Joint MTC ABAG Legislation Committee and vet draft goals • Refine high-level goals for regional transportation ballot measure authorizing legislation based upon feedback received • Conduct analysis of revenue options, including revenue forecast and pros and cons from a policy and equity standpoint
Summer 2023	<ul style="list-style-type: none"> • Conduct public engagement to inform authorizing legislation investment priorities, potentially in conjunction with Plan Bay Area 2050+ and Transit 2050+ process given likely synergies • Develop draft concept(s) for ballot measure based upon stakeholder and public feedback
Fall 2023	<ul style="list-style-type: none"> • Publicize draft concept(s) for ballot measure and refine proposal based on feedback from stakeholders, the public and local elected officials (<u>Note</u>: sequencing of local elected official outreach to follow regional housing measure outreach) • Present to Joint MTC ABAG Legislation Committee ballot measure concept to advance during 2024 legislative session for placement on the ballot <i>after</i> 2024. • Present to and secure approval from Commission to sponsor enabling legislation.

**Metropolitan Transportation Commission
Policy Advisory Council**

January 11, 2023

Agenda Item 7

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.

Background:

Policy Advisory Council Agenda Item 7, Bikeshare Update, is attached. This report was presented to the Operations Committee meeting on November 4, 2022. Further, at the December Joint MTC Planning with the ABAG Administrative Committee a report, staff provided a report on the draft Transportation Electrification element of the Climate Program, including an investment strategy related to bikeshare as follows:

- Electric Bikeshare (\$15-\$20 million)
 - Electrifying docking stations
 - Increase in regional e-bike fleet with focus on BayWheels
 - Focus on Equity Priority Communities (EPCs)

Staff will be at your January 11, 2023 meeting to deliver and discuss the presentation and potential investments in electric bikeshare. The Council's input is requested.

Issues:

None identified.

Recommendations:

Information.

Attachments:

- Attachment A: Agenda Item 5a from the November 4, 2022 Operations Committee meeting.

**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 Are 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.

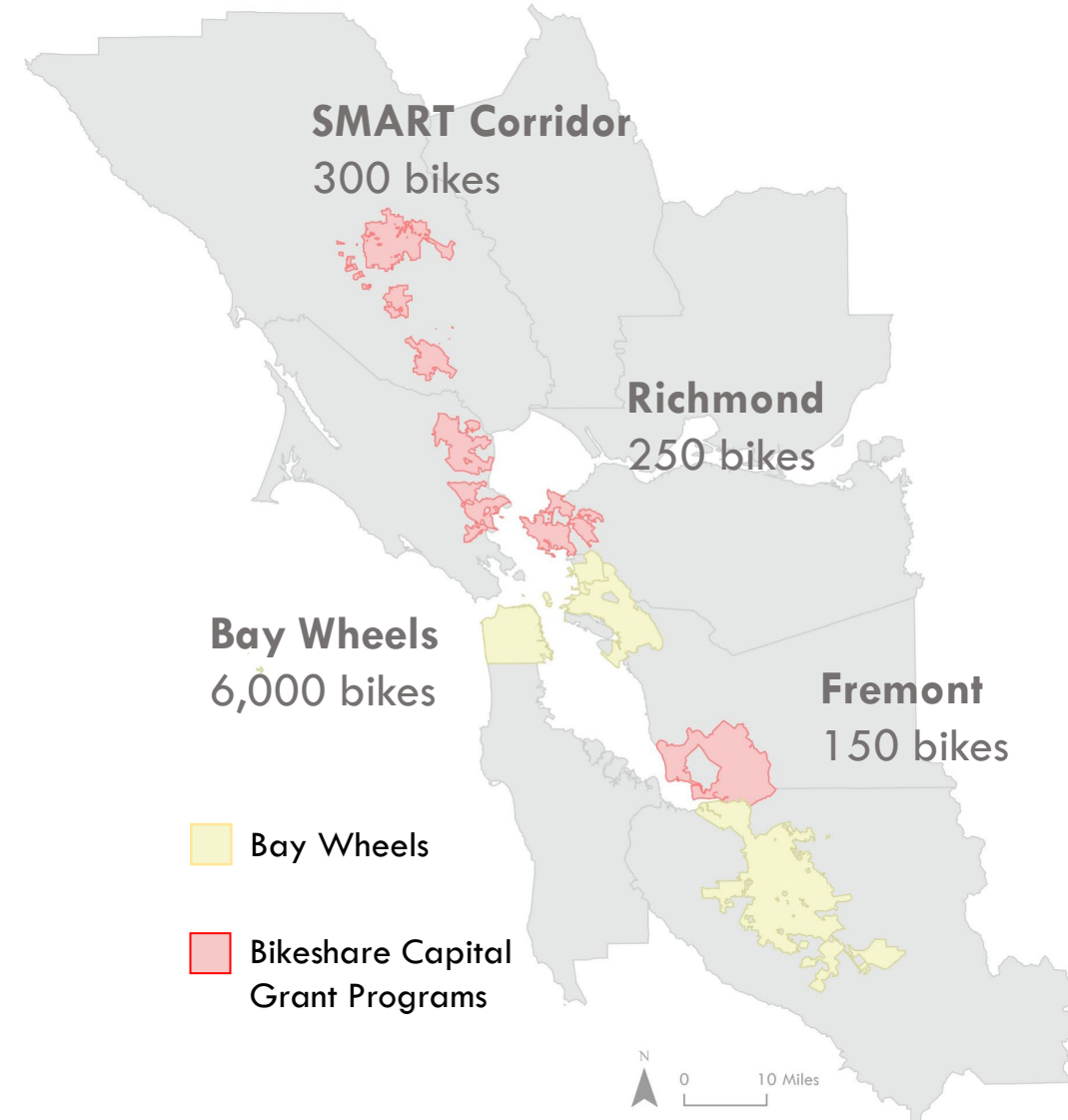
Bikeshare Update



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)

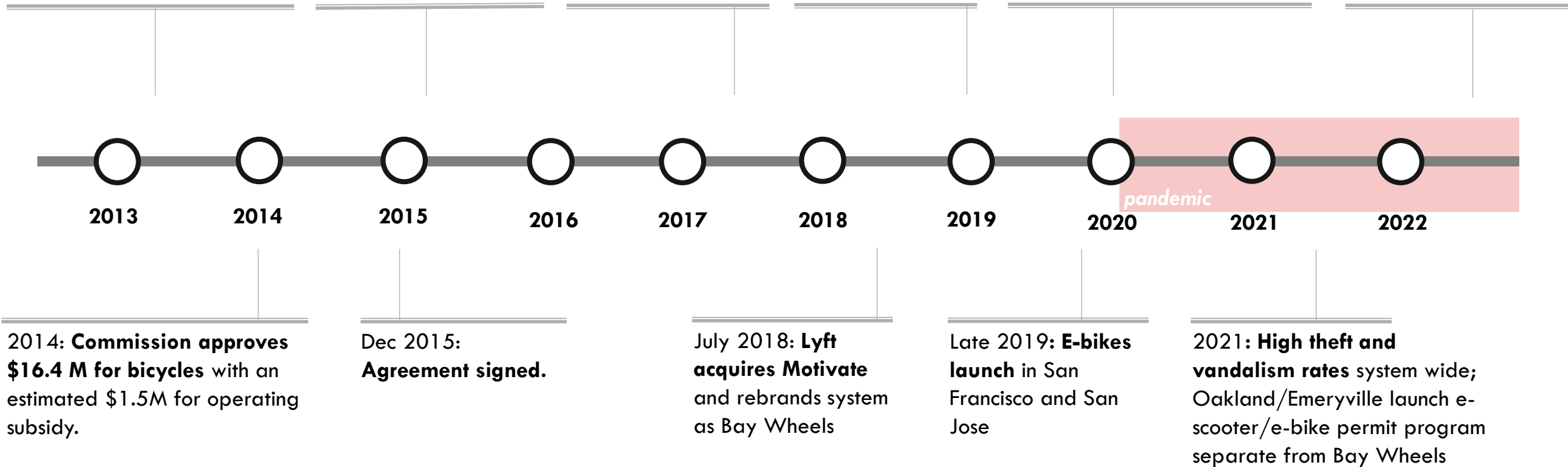
2015: **Commission approves exclusive agreement with Motivate** between 5-cities for 10 year at zero cost.

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



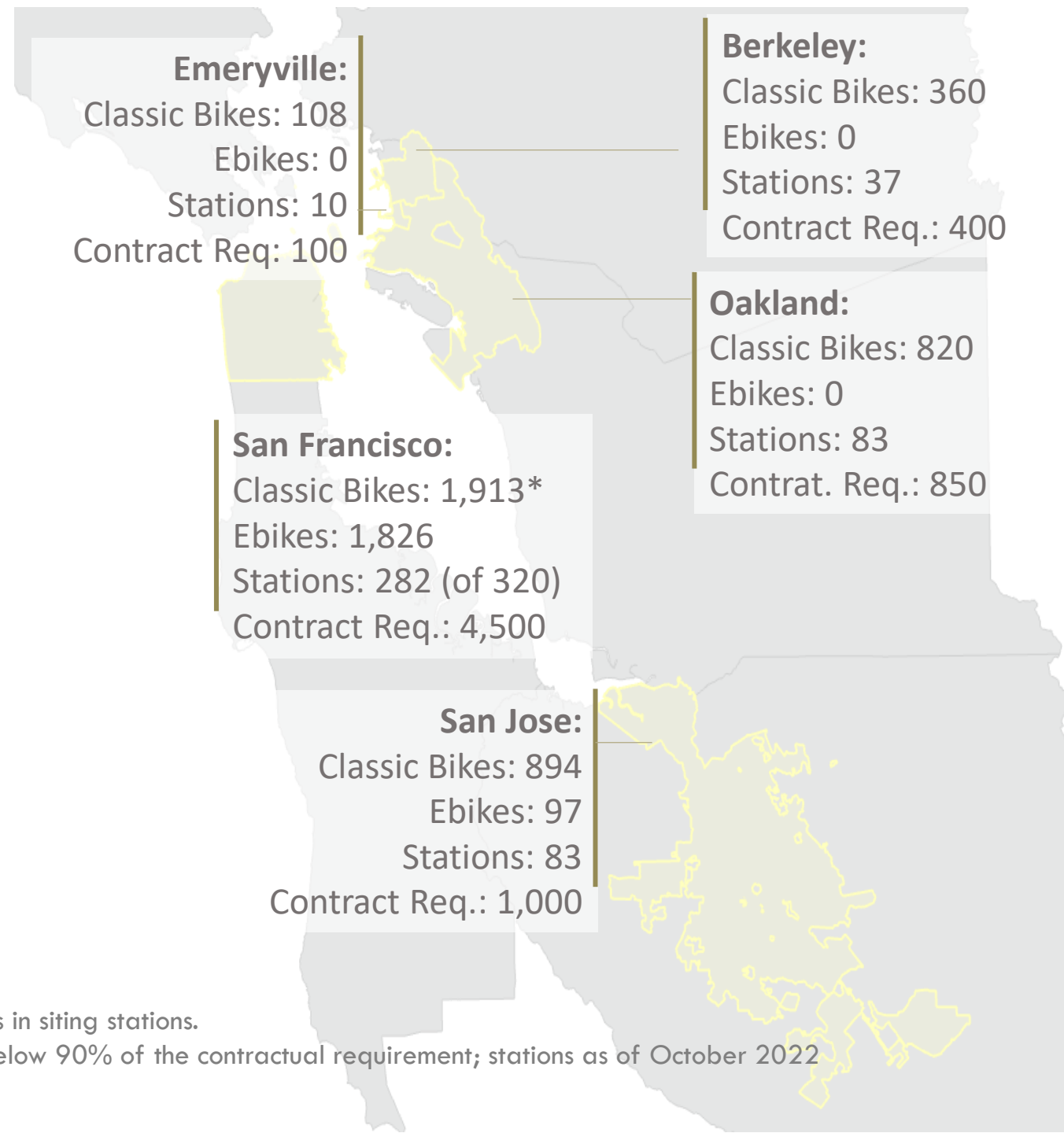
Overview: Bay Wheels

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:

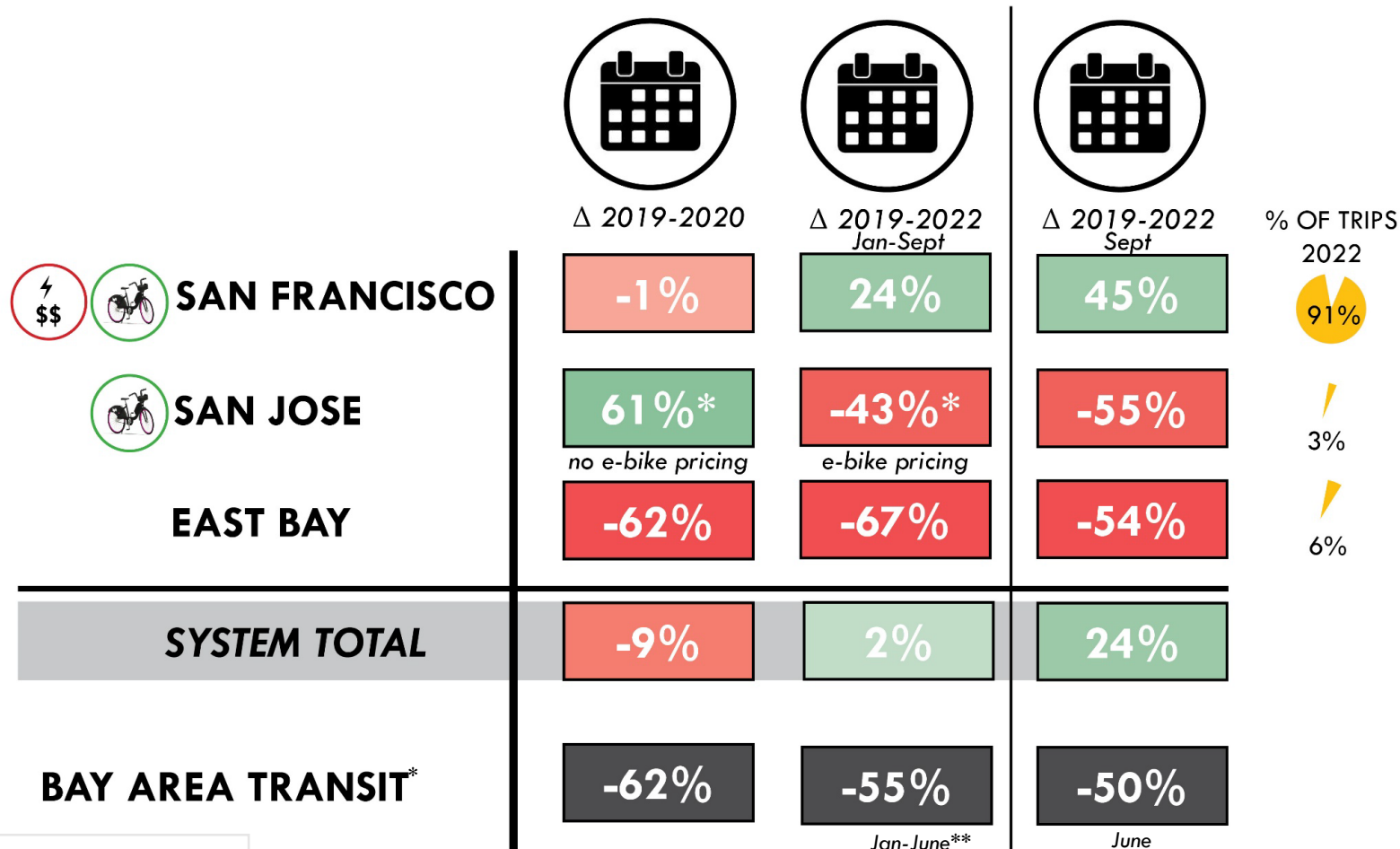
- Convene regular meetings with Cities & Lyft
- Track KPIs
- Assess Liquidated Damages



*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

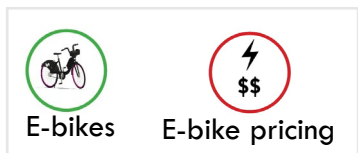
Ridership returning in SF; East Bay and San Jose down for various reasons



- 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

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)



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).

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.



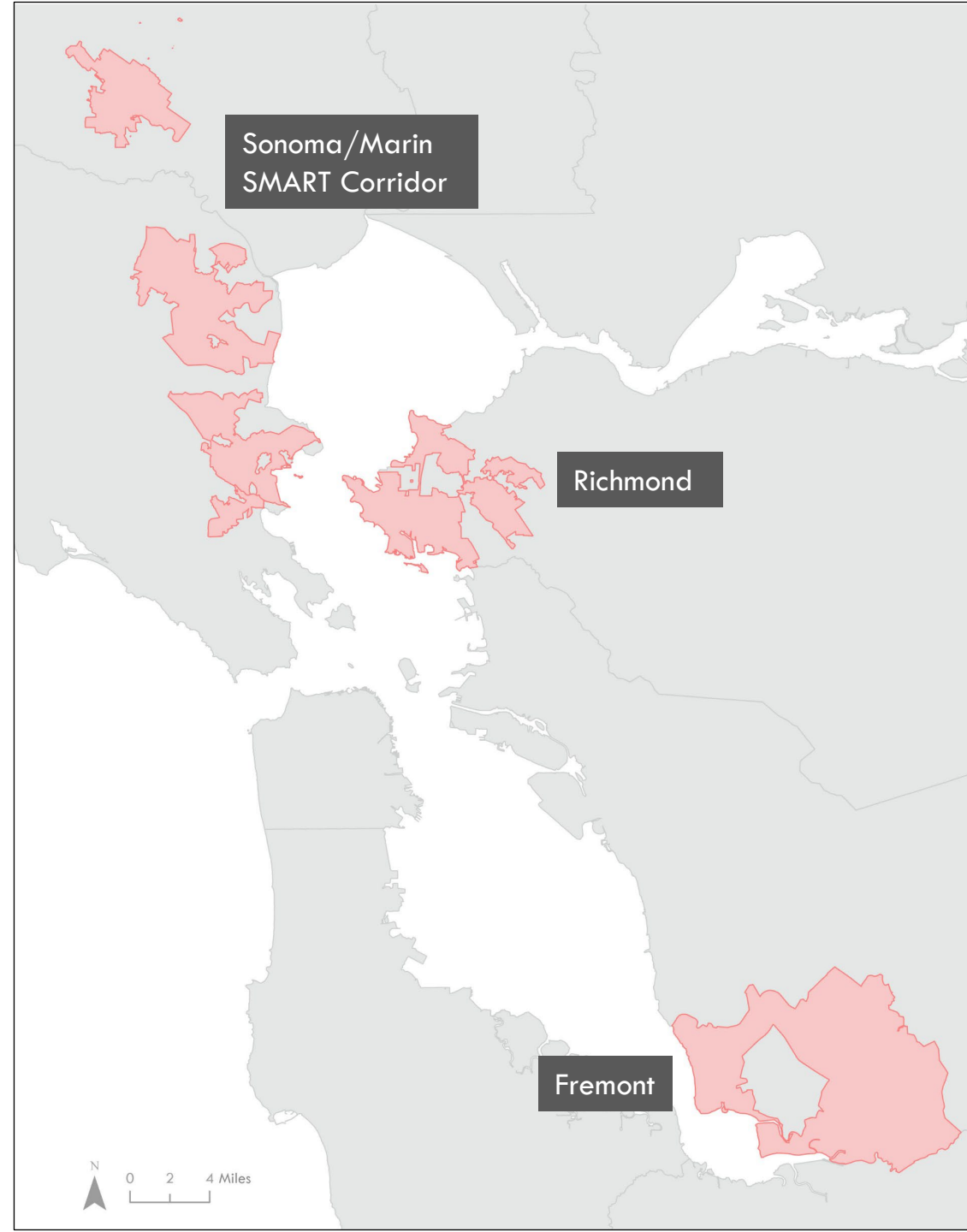
Marin TAM/Sonoma SCTA SMART Corridor

- \$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.

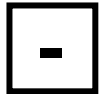


Key Findings



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

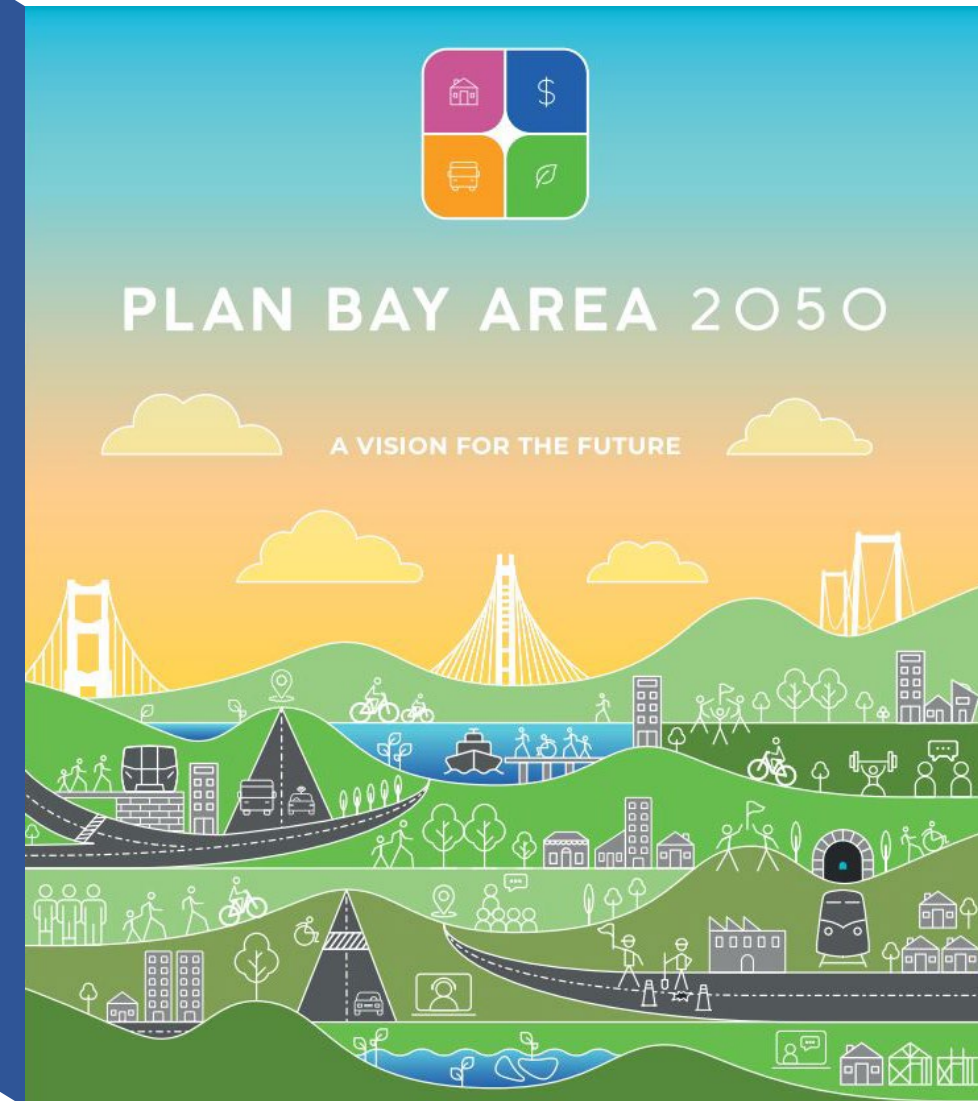
- 3 years to plan & procure next phase

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



**Metropolitan Transportation Commission
Policy Advisory Council**

January 11, 2023

Agenda Item 11

Staff Liaison Report

Subject:

Overview of recent MTC policy decisions and other activities.

Issues:

None identified.

Recommendations:

Information

Attachments:

- Attachment A: Attachment A: Staff Liaison Report – January 2023

Staff Liaison Report – January 2022

Upcoming Meetings + Items:

- Friday, January 27, 2023 Equity and Access Subcommittee
 - Clipper Mobile Card Fee (David Weir)
- Wednesday, February 8, 2023 Policy Advisory Council
 - PBA Priority Conservation Area (PCA) planning framework (Chirag Rabari)
 - Annual Work Plan Development
- Friday, February 24, 2023 Equity and Access Subcommittee
 - Equity Inventory Report (Judis Santos)

Legislative Updates:

Nothing to report this month.

Executive Director's Report:

The following items are excerpts from the December 21, 2022, Executive Director's Report to the Commission. To read this and past reports in their entirety, check the agenda from a given Commission meeting (search for past meetings on [MTCs Legistar webpage](#)).

PBA2050 Update

The **California Air Resource Board (CARB)** officially has approved Plan Bay Area 2050, 13 months after its adoption by MTC and ABAG. CARB's approval marks the final approval milestone for a plan we kicked off internally back in 2017. I just wanted to use this opportunity to acknowledge staff for their hard work in this multi-year planning effort.

BART to Silicon Valley Phase II update

Earlier this month, the Federal Transit Administration (**FTA**) **approved VTA's request that the Bay Area Rapid Transit (BART) Silicon Valley Phase II project** (Project) be allowed to re-enter the New Starts Project Development phase of the Capital Investment Grants (CIG) program superseding its participation in the Expedited Project Delivery (EPD) Pilot Program. Due to an extension of the project timeline, inflation, and refinement of project engineering, the total cost of the project has risen to an estimated \$9.3 billion. FTA's approval for the project to move into New Starts means that the federal Capital Investment Grant contribution toward the project can

increase from approximately \$2 billion to up to 50% of the total project cost. As one of the priority projects in MTC's Major Project Advancement Policy (MAP) that is seeking near term funding, this influx of federal funding for BART to Silicon Valley Phase 2 will help to allow this project and others in the MAP to close funding gaps and move toward completion.

Network Management Update

The latest meeting of the **Network Management Advisory Group** was held on Dec. 12. The Commission will be briefed and asked for input in the coming months on the Network Management Business Case recommendations at an MTC Executive Committee meeting on Friday, Jan. 13, and at the full Commission meeting on Jan. 25.

Vision Zero Update

In the area of safety, Funding Policy and Programs staff recently unveiled **the Bay Area Vision Zero System (BAYVIZ) tool** for local jurisdictions looking to identify traffic safety challenges, understand possible solutions, develop vision zero plans, and apply for safety funding. The tool provides local jurisdictions with customizable traffic safety data dashboards and key analytics offering insights into improving traffic safety for their communities. This tool was created in partnership with local agencies and is part of MTC's Regional Vision Zero program.

Call for Projects (PDA and PPA)

MTC has released a **Call for Projects for Priority Development Area (PDA) and Priority Production Area (PPA) Planning Grants and Technical Assistance**. Now through Feb. 23, 2023, MTC will be accepting applications for a total of \$17 million in available funding for planning and technical assistance efforts for PDAs and PPAs. Visit the [PDA Grant webpage](#) or [PPA Grant webpage](#) for more information and to start an application.

Items to Note

- Public engagement and planning staff hosted [two webinars in November on the Future of Freeways](#). Attendance was robust, with nearly 800 members of the public participating in the webinars and offering feedback.
- Congratulations to **the Bay Area Toll Authority team**, along with Caltrans and Kimley-Horn, for winning the American Council of Engineering Companies Honor Award for the Mainline Metering Light System Upgrade on the San Francisco – Oakland Bay Bridge.

- California High-Speed Rail Authority's Northern California Regional Director Boris Lipkin interviewed Therese McMillan to discuss MTC's efforts to develop a long-range vision for the Bay Area that includes high-speed rail. You can [view the interview on YouTube](#).
- The [annual Bay Bridge holiday wreath](#) has been placed over the tunnel through Yerba Buena Island.

News Headlines from [The Bay Link Blog](#):

[Disability advocate Hale Zukas passes](#): Hale Zukas, a longtime Berkeley resident, untiring advocate for disabled people, founder of the World Institute on Disabilities, co-founder of the [Center for Independent Living\(link is external\)](#), and a winner of MTC's Doris W. Kahn Accessible Transportation Award, died Nov. 30 at the age of 79.

[MTC's Freeway Service Patrol comes to the rescue of Bay Area drivers](#): Have you ever been driving on a Bay Area freeway and run out of gas before getting to a nearby station? Or maybe your vehicle broke down or you got a flat tire? More often than not, the Bay Area Freeway Service Patrol will be there to help. The Freeway Service Patrol is a fleet of roving tow trucks with drivers looking for collisions and clearing dangerous materials from the road to make Bay Area freeways safer and run more smoothly.

[Video: Conversation with MTC's Therese McMillan](#): Metropolitan Transportation Commission (MTC) Executive Director Therese McMillan discusses her career and contributions to regional transportation planning in the Bay Area with California High-Speed Rail Authority Northern California Regional Director Boris Lipkin. In September, McMillan, also Executive Director of the Association of Bay Area Governments (ABAG), announced she will retire from both positions on January 31, 2023.

[Golden Gate Bridge District gets \\$400 million to complete seismic retrofit](#): The grant — announced last week — is provided through the FHWA's Bridge Investment Program, which received \$12.5 billion in funding from the Infrastructure Investment and Jobs Act of 2021.

State air regulators greenlight Plan Bay Area 2050: Three years after the state's review process first began, the [California Air Resources Board](#) (CARB) this month granted final approval for [Plan Bay Area 2050](#), the long-range vision for the next 30 years for transportation, housing, the economy and the environment in the Bay Area.

Further News Updates:

The [Bay Link blog](#) offers a more in-depth look at these topics, often in the context of the work that the Association of Bay Area Governments (ABAG) and MTC are doing, along with other stories of interest to Bay Area residents and professionals. The Bay Link Blog E-Newsletter, with the top Bay Link features of the week, is distributed every Tuesday. You can find more newsletters to subscribe to at this [link](#).

Have a Question? Ask a Librarian

If you need assistance locating information or are having difficulty navigating the MTC-ABAG websites, please feel free to contact the MTC-ABAG head librarian. Reference assistance is available by telephone (415-778-5236), or email library@bayareametro.gov Information can also be found on the [MTC-ABAG library webpage](#).

For MTC and Plan Bay Area glossaries:

- [Glossary of Transportation Planning Acronyms & Terms](#)
- [Plan Bay Area Glossary](#)