

Bike Share Capital Program Phase I

Programming and Allocations Committee
November 8, 2017

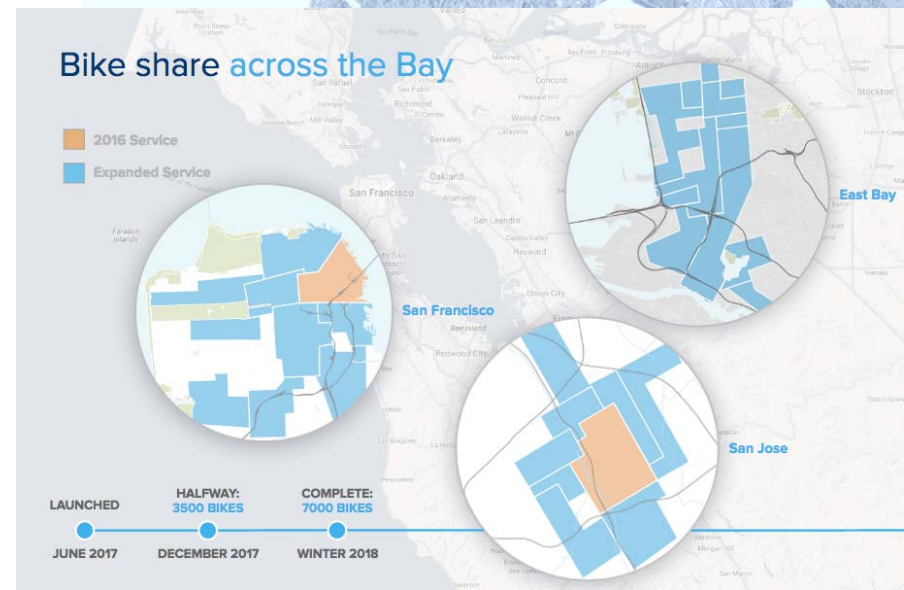


Bike Share Background in the Bay Area

- May 27, 2015 Commission authorized Motivate contract and the programming of \$4.5 million for emerging cities (from OBAG funds)
- April 29, 2016 MTC released call for projects for \$2 million Capital Program (Phase I)
- June 17, 2016 Alameda, Fremont, Palo Alto, Richmond, and TAM/SCTA submitted Letters of Interest
- April 29, 2017 Request for full applications
- June 28, 2017 Ford GoBike Launched in Berkeley, Emeryville, Oakland, San Francisco, and San Jose
- June 30, 2017 Fremont, Richmond, and TAM/SCTA submitted full applications

Bike Share Background in Bay Area

- June 28, 2017 Ford GoBike launched in Bay Area
 - Over 2,500 bicycles and 239 stations have been deployed
 - 3,300 trips/day average
 - Over 800 residents enrolled in Bike Share For All



Bike Share Background – Dockless Bike Share

- Dockless bike share – manual wheel locking mechanism
- Dockless bike share opportunities & challenges:
 - + No cost to jurisdictions for equipment, operations and marketing
 - Public policy concerns with:
 - Right-of-way regulation
 - Open data
 - Bicycle safety
 - Equity & Access
 - Interoperability

Table 1: Examples of Dockless Bike Share Across the U.S. and Bay Area

City	# of Dockless Bikes	# of Dockless Companies	Dockless Trips/Day	# of Dock Based Bikes	Docked Trips/Day
South San Francisco	400	2	500	0	N/A
Alameda	300	1	TBA	0	N/A
Seattle	5,000	3	2,231	0	N/A
Washington D.C	1,600	4	TBA	4,000	8,400



Bike Share Capital Phase I Applications

TAM/SCTA Project:

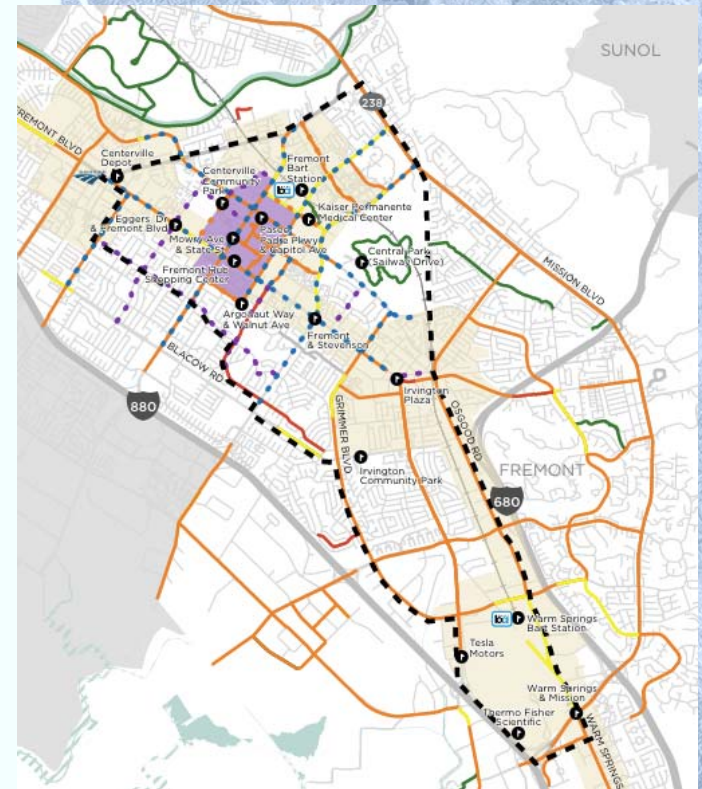
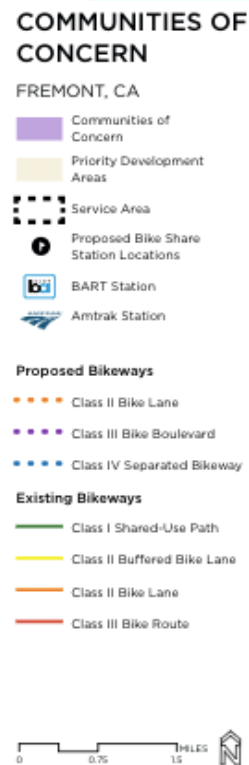
200 stationless bicycles
in Marin and Sonoma
counties along the
SMART Corridor



Bike Share Capital Phase I Applications

Fremont Project:

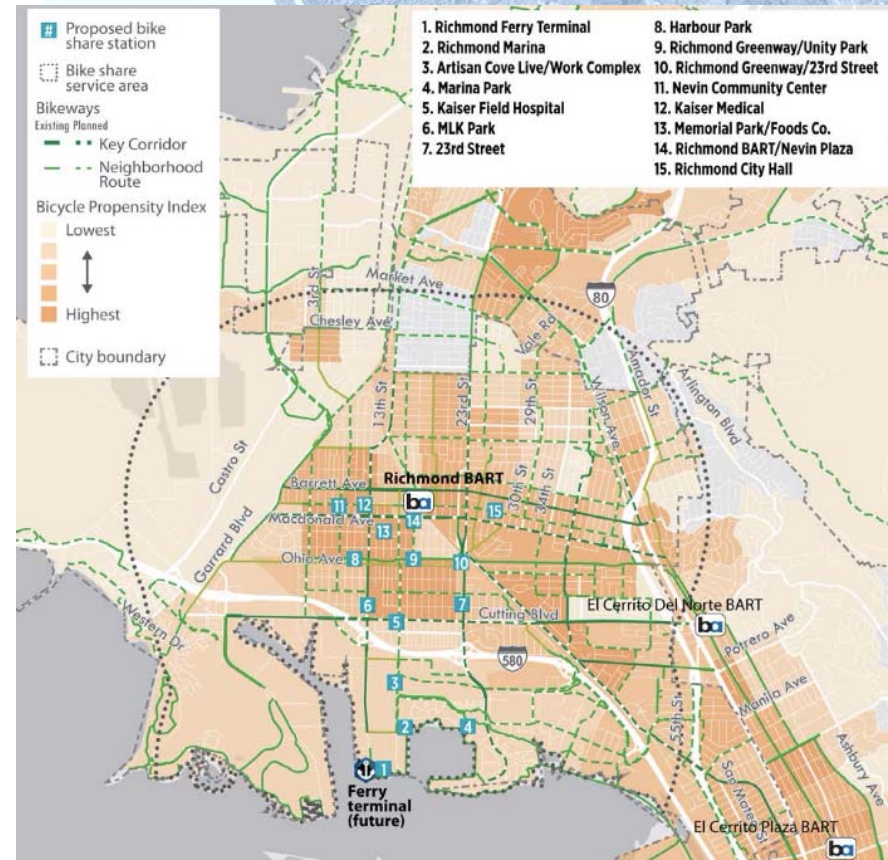
150 bicycles & 17 stations,
with mix of walk-up,
Point of Sale kiosks
and mobile only access
stations



Bike Share Capital Phase I Applications

Richmond Project:

144 bicycles & 15 stations,
focused on BART Station
and upcoming ferry
terminal areas



Capital Program Staff Recommendation

Option 1 (Recommended)

- Fund all 3 programs for \$2.6 million
- With small set-aside for MTC grant administration, to reduce sponsor costs
- Due to diverse nature of applications, similar scoring from the review panel
- Exceeds Phase I funding set-aside; additional funds to be advanced from Phase II

Recommendation Continued

For Option 1 require systems to meet the following policy conditions, to address potential challenges:

1. Bicycles must lock to a city bicycle rack or other permanent structure
2. At least 20% of service area must be located in Community of Concern or Community Air Risk Evaluation Program
3. Require use of Clipper as membership identifier
4. Require equipment to meet safety standards such as International Organization for Standardization (ISO): Safety Requirements for City and Trekking Bicycles

Capital Program – Options

Option 2

- Fund outreach, equity and program management only; and develop details of bike share principles and workshops at \$1.2 million

Option 3

- Postpone the programming of Phase I Bike Share Capital, evaluate releasing a regional RFP

Capital Program – Recommendation

Refer MTC Resolution No. 3925, Revised to incorporate Phase I Bike Capital to the Commission for approval

Jurisdiction	Recommended		
	Option 1 Amount	Option 2 Amount	Option 3
Richmond	\$826,000	\$350,000	Postpone
SCTA & TAM	\$1,024,000	\$350,000	
Fremont	\$659,000	\$350,000	
MTC	\$75,000	\$150,000	
Phase I Total	\$2.6 million	\$1.2 million	
Amount Remaining for Future Phase /Investment	\$1.9 million	\$3.3 million	\$4.5 million