



METROPOLITAN
TRANSPORTATION
COMMISSION

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Agenda Item: 2a

ADMINISTRATION COMMITTEE
April 8, 2015
MINUTES

Dave Cortese, Chair
Santa Clara County

Jake Mackenzie, Vice Chair
Sonoma County and Cities

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Cities of San Mateo County

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U.S. Department of Housing
and Urban Development

Jason Baker
Cities of Santa Clara County

Tom Bates
Cities of Alameda County

David Campos
City and County of San Francisco

Dorene M. Giacomini
U.S. Department of Transportation

Federal D. Glover
Contra Costa County

Scott Haggerty
Alameda County

Anne W. Halsted
San Francisco Bay Conservation
and Development Commission

Steve Kinsey
Marin County and Cities

Sam Liccardo
San Jose Mayor's Appointee

Mark Luce
Napa County and Cities

Julie Pierce
Association of Bay Area Governments

Bijan Sartipi
California State
Transportation Agency

Libby Schaaf
Oakland Mayor's Appointee

James P. Spering
Solano County and Cities

Adrienne J. Tissier
San Mateo County

Scott Wiener
San Francisco Mayor's Appointee

Amy Rein Worth
Cities of Contra Costa County

Steve Heminger
Executive Director

Alix Bockelman
Deputy Executive Director, Policy

Andrew B. Fremier
Deputy Executive Director, Operations

Attendance

Committee Chair Tissier called the meeting to order at 9:50 a.m. Other Committee members present were: Committee Vice Chair Campos and Commissioners Baker, Bates, Luce, Sartipi, Schaaf, Wiener and Worth. Commission Chair Cortese was present as an Ex-Officio voting member. Other Commissioners present as ad hoc non-voting members of the Committee were: Giacomini, Haggerty, Halsted and Kinsey.

Item 2: Consent Calendar:

Upon the motion of Commissioner Campos and the second of Commissioner Worth, the following items on the Consent Calendar were approved unanimously.

• **Item 2a: Minutes**

The Committee received and approved as written the meeting minutes of March 11, 2015.

• **Item 2d: Contract Amendment – Project Based Temporary Staffing Services: Local Government Services (\$270,000)**

The Committee authorized the Executive Director or his designee to negotiate and enter into a contract amendment with Local Government Services to provide project-based temporary staffing services for new initiatives and time-limited planning and operational projects and programs, including but not limited to SharePoint, and the Clipper®, FasTrak®, and Express Lanes programs. The Chief Financial Officer was directed to set aside \$270,000 in FY 2014-15 funds for such contract amendment.

In addition, the Committee received two items for information: Item 2b, MTC Financial Statements from February 2015 which included a comparison of the budget vs. actual plus encumbrances, including salaries and benefits, through February 2015; and Item 2c, Investment Report for February 2015, which is a report of the comprehensive investment holdings for all MTC operating units.

Item 3: MTC Resolution No. 4183 – FY 2015-16 Overall Work Approval Program (OWP) Planning Certification, and Authorization for Execution of Agreements for Federal Planning Grants.

Brian Mayhew, MTC Chief Financial Officer, requested the Committee to forward the FY 2015-16 OWP, which guides the collaborative metropolitan transportation planning process involving MTC, ABAG, Caltrans, and other local transportation partners and the authorization to enter into agreements for \$14.9 million in transportation planning funds to the Commission for approval.

Upon the motion of Commissioner Rein Worth and second by Commissioner Campos, the Committee unanimously agreed to forward MTC Resolution No. 4183 to the Commission for approval.

Item 4: Bike Share Expansion Proposal: Motivate International, Inc.

Alix Bockelman, MTC Deputy Executive Director, Policy requested the Committee to forward to the Commission for approval in May an authorization for staff to complete negotiations with Motivate International, Inc. (Motivate) to supply the cities of San Francisco, San José, Berkeley, Emeryville, and Oakland with 7,000 bikes, bike sharing equipment, and related operational services at no cost to taxpayers.

Commissioner Giacopini requested an analysis of the Shop Mobility Program (Great Britain) which provides electric scooters for people that cannot ride bikes or walk. Commissioner Giacopini also asked if there were any plans for tandem bikes for people with vision impairments require additional assistance. Ms. Bockelman responded that although she was not familiar with the Shop Mobility Program, MTC would research this and other similar programs. She also clarified that Motivate's proposal is for a quite different program (i.e. sharing of bicycles).

The Committee received public comment from the following, who spoke in favor of the expansion program:

- Tyler Frisbee, San Francisco Bicycle Coalition
- Justin Ginsberg, Motivate
- Rene Rivera, Bike East Bay
- Amber Evans, City of Emeryville

Additional comments were received from:

- Jessica Manzi, City of Redwood City spoke in support of the proposal but expressed concern about pilot program cities not included in the Motivate proposal.
- Jane Kramer, League of Women Voters, confirmed that the bikes will not be motorized and spoke in support of Commissioner Giacopini's suggestion to look into providing special needs bikes or scooters. Ms. Kramer stated that safe routes would also need to be provided, and that specialized or motorized equipment would fall under a separate program.
- Alan Talansky commented that the expansion of public-private relations is important but noted that many companies and communities have been excluded in the proposal and suggested renegotiating with a broader community.
- Rich Hedges expressed concern that bike share was excluded from San Mateo County.

Commissioner Comments:

Commissioner Baker commented in support of staff's proposal and suggested that an attempt be made to include the pilot cities in the program. He also asked for clarification on the proposal's exclusivity clause. Ms. Bockelman clarified that the exclusive operator provision in the term sheet applies to the five cities and not throughout the entire Bay Area.

Commissioner Wiener voiced his enthusiasm for the possibility of getting 7,000 bikes at no cost to the public and commented on the unique opportunity for growth of the program throughout the region.

Commissioner Tissier expressed appreciation at the possibility of receiving 7,000 bikes instead of the initial 700, but expressed disappointment that the pilot cities would have to buy back into the program. She suggested that the pilot cities be grandfathered into the program by allowing them to garner sponsorships or a reduction in numbers for the other cities.

Commissioner Haggerty agreed with comments made by Commissioner Tissier and stated that it is unfair to leave out the pilot city programs. He also commented that the Iron House Trail runs throughout the region and could benefit from this program. He also asked if BART had been engaged in discussions to determine commuter needs. Ms. Bockelman responded that, to-date, the discussions have focused on the five cities selected for the expansion. Commissioner Haggerty asked that staff continue to explore funding for other bike projects going forward. Ms. Bockelman explained that the program is exciting because it gets to areas of density within the next 2-1/2 years and does not preclude other areas over time.

Commissioner Halsted asked if helmets would be available to bike users. Ms. Bockelman responded she believes Motivate works in other states that have helmet law requirements and that helmets would likely play a role in the Bay Area program.

Chair Cortese asked if MTC disapproves the proposal will the Bay Area Air Quality Management District (Air District) continue to fund the program. Damien Breen, the Air District's Deputy Air Pollution Control Officer, responded that there is additional funding available for the current pilots to continue. Ms. Bockelman explained that the current operation funding is CMAQ money and new CMAQ money cannot be used to support continued operations.

Chair Cortese suggested that staff have further discussions to determine funding alternatives for the existing pilot cities as well as expansion cities that have expressed interest and Commissioner Tissier commented that those discussions should also look at potential sponsorship and advertisements.

Commissioner Luce commented that the pilot programs have proven that this system could really work and that this is a great expansion opportunity.

Commissioner Worth commented that public-private partnership is a way to expand capacity and MTC has a responsibility to ensure geographic equity. Commissioner Worth also agreed with comments made by Commissioner Haggerty and commented that it is important to provide equal opportunities for suburban areas and communities that have invested in priority development areas and bike trails to participate in the program.

Commissioner Bates commented that Motivate is a company that is coming in because they believe they can make a profit and this is an area in which they have a great opportunity to succeed. Commissioner Bates also asked when funding for the pilot projects will end and Ms. Bockelman explained that the funding will end in about a year. Commissioner Bates suggested that funding should be found to further sustain the pilot programs.

Commissioner Campos commented that finding creative opportunities for existing pilot programs is very important and that he is very wary about private public partnerships and that he would like to see a more competitive process. Ms. Bockelman explained that there aren't any other companies that offer the scale and numbers that Motivate is offering.

Commissioner Campos expressed concern that the fact that Motivate is the only player on this scale means that a monopoly is being created and asked what type of incentives will be provided and what are the limitations in terms of advertisement. Ms. Bockelman explained that there would be title sponsorship with MTC having approval over the title sponsors and the secondary advertisement on kiosks would have to adhere to local and city restrictions.

Commissioner Campos asked if there is any sense of how a termination of a contract would be conducted with regards to default and what the proposed term is. Ms. Bockelman explained that details regarding termination of contract are still being worked out with the MTC Office of General Counsel and the term would be 10 years, or five years if Motivate were in breach of contract or not meeting the KPI's.

Commissioner Schaaf expressed delight that bike share is coming to Oakland but would like to see something worked out with the pilot cities and suggested moving the item forward with the note that something be worked out for the pilot cities. She further commented that she is a fan of private-public partnerships and but expressed concern regarding the types of active monitoring resources that will be in place to make sure that performance is being met before it becomes a problem. She also suggested that Motivate look into "B-Corp" status.

Commissioner Wiener commented that funding options should be explored to continue the existing pilot programs and made a motion that staff forward the item to Commission and directed staff to return to the Committee with a report on the costs for expansion and alternatives for pilot cities plus San Mateo.

Commissioner Giacomini commented that she would like staff to provide an understanding of what private organizations' obligations are with regards to ADA and other accessibility laws.

Commissioner Worth asked for clarification regarding which cities are being referred to when talking about expansion and if that includes all cities in the Bay Area that are interested in participating. Commissioner Wiener clarified that going beyond the pilot cities would be too far reaching.

Commissioner Baker asked for confirmation that the motion is for staff to return with more than just a price tag but also other options to include the pilot cities in the current program. Commissioner Wiener confirmed that the motion is to provide the Committee with alternative options and not to take bikes away from the current five cities.

Commissioner Haggerty expressed concern about the motion today because there is no protection for the suburbs that could be held hostage to a higher cost. He also stated that the Alameda County Transportation Commission has already put up money for bike share and may be willing to put up additional funding.

Commissioner Bates commented that this is an excellent proposal but is not perfect and that the motion gives an opportunity for the pilot cities to find funding and sponsorships.

Commissioner Tissier commented that the motion would provide an opportunity determine if the pilot cities can be included in the program and look at the costs associated with doing so.

Commissioner Campos commented that he will support the motion but agreed with Commissioner Haggerty's comments that there is no protection for the suburbs in the current proposal.

Upon the motion of Commissioner Wiener and second by Commissioner Bates, the Committee unanimously agreed to forward staff's proposal to the Commission for approval in May and directed staff to report back to the Committee with the costs for expansion including alternatives for funding the pilot cities as well as San Mateo.

Item 5: Monthly Travel Report

Committee Chair Tissier acknowledged receipt of the Monthly Travel Report as of February 2015.

Item 6: Other Business/Public Comment/Adjournment

There being no further business or public comment, the meeting was adjourned at 11:27 a.m. The next Committee meeting will be on May 13, 2015, at 9:40 a.m., in the Lawrence D. Dahms Auditorium, 101 Eighth Street, Oakland, California.