METROPOLITAN TRANSPORTATION COMMISSION

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

Board Room, 1st Floor

MEETING AGENDA

Date: Friday, November 13, 2026 | **Time:** 12 p.m.

Regional Network Management (RNM) Committee

Chair: Candace Andersen
Vice Chair: Marilyn Ezzy Ashcraft
Clerk: Brittny J. Sutherland

This meeting shall consist of a simultaneous teleconference call at the following location(s):
170 Kai Al Drive, Lahaina, HI 96761

Meeting attendees may opt to attend in person for public comment and observation at 375 Beale Street, Board Room (1st Floor). In-person attendees must adhere to posted public health protocols while in the building. The meeting webcast will be available at https://mtc.ca.gov--/whats-happening/meetings/live-webcasts.
Members of the public are encouraged to participate remotely via the following Zoom link or phone number:

Attendee Link: https://bayareametro.zoom.us/j/84643451386

Phone one-tap:
+16699006833,,84643451386# US (San Jose)
+14086380968,,84643451386# US (San Jose)
Webinar ID: 846 4345 1386
International numbers available: https://bayareametro.zoom.us/u/kculMvkA5p
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. All standing committee meeting agendas may also be accessed on MTC’s website here:
https://mtc.ca.gov--/meetings-events
Detailed instructions on participating via Zoom are available at:
https://bayareametro.zoom.us/u/kdR1hznEgA
https://mtc.ca.gov--/how-provide-public-comment-board---meeting-zoom
Members of the public may participate by phone or Zoom during the meeting. In order to be posted to the meeting’s web page and circulated to committee members prior to the meeting, written comments must be sent by email at info@bayareametro.gov by 5:00 p.m. two (2) business days before the scheduled meeting date. Please include the committee or board meeting name and agenda item number in the subject line. All comments received will be submitted into the record.

Roster

Candace Andersen
Chair

Marilyn Ezzy Ashcraft
Vice Chair

Eddie Ahn
Dorene M. Giacopini*
Matt Mahan
Pat Burt
Alicia John-Baptiste
Diane Shaw*
Noelia Corzo
Janice Li*

**Non-Voting Members*

Vacant - 1

Diane Shaw, and Dorene M. Giacopini, will be attending remotely per Government Code s. 54953(c).

Agenda

1. Call to Order / Roll Call / Confirm Quorum

A quorum of the Committee shall be a majority of its voting members (4).

2. Consent Calendar

2a. **Approval of Regional Network Management Committee Minutes of the October 9, 2026 Meeting** 26-2224

Action: Committee Approval

2b. **Contract Amendment – Bay Bridge Forward: Interstate-80 (I-80)/Powell Street Interchange Transit Access Improvements Project – T.Y. Lin International ($900,000)** 26-2013

Request for approval of a contract amendment with T.Y. Lin International (T.Y. Lin) to extend the I-80/Powell Street Interchange Transit Improvements Project contract term to December 31, 2027 and to add $900,000.

Action: Committee Approval

Presenter(s): Andrew Wittner

Attachments:

- 2b_26-2013_Contract_Amendment-I-80_Powell_Interchange.pdf

3. Information

3a. **Bay Area Micromobility Update** 26-2113

Overview of micromobility in the region, including its benefits and challenges; local programs; MTC's role to date; and the planned stakeholder engagement strategy to inform development of a Regional Micromobility Roadmap. Staff seeks Committee input on the approach to the Roadmap.

Action: Information

Presenter(s): Colin Hughes

Attachments:

- 3a_26-2113_Memo_Micromobility_Update.pdf
- 3ai__26-2113_Presentation_Micromobility_Update.pdf
- 3aii_26-2113_Supplement_Micromobility_Update.pdf

4. 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.

5. Adjournment / Next Meetings

The next meeting of the Regional Network Management Committee will be held on Friday, December 11, 2026, 12:00 p.m, at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA. Any changes to the schedule will be duly noticed to the public.

Public Comment: The public is encouraged to comment on agenda items at meetings by completing a request-to-speak card (available from the Clerk) and passing it to the Clerk. 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 meeting body 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: 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 meeting body members, key staff and others as appropriate. Copies will be available at the meeting.

Metropolitan Transportation Commission

Regional Network Management Committee

November 13, 2026 **Agenda Item 2b – 26-2013**

Contract Amendment – Bay Bridge Forward: Interstate-80 (I-80)/Powell Street Interchange Transit Access Improvements Project – T.Y.Lin International ($900,000)

Subject:

Request for authorization to negotiate and execute a contract amendment with T.Y. Lin International (T.Y. Lin) to extend the I-80/Powell Street Interchange Transit Improvements Project (Project) contract term to December 31, 2027 and increase the contract amount by $900,000, for a new total not to exceed contract amount of $2,550,000.

Background:

Located along the Bay Bridge Corridor, the I-80/Powell Street interchange in the City of Emeryville is a key point of freeway access for regional transbay buses. The I-80/Powell Street interchange currently services multiple transbay bus routes including Alameda Contra-Costa County Transit's bus line F and J, and Capital Corridor's transbay bus connection between the Emeryville Amtrak Station and San Francisco Transit Center. The existing interchange is highly congested during the AM and PM peak periods, impacting the travel time and reliability of bus services.

As part of the Bay Bridge Forward Initiative, the I-80/Powell Street Transit Access Improvements Project implements dedicated transit lanes and transit signal priority improvements on Powell Street in the vicinity of the I-80/Powell Street interchange. The Project is designed to improve transit travel time and service reliability while advancing the goals of Plan Bay Area 2050+ to maintain and optimize the existing transportation system and strengthen the Bay Area's public transit network.

In September 2020, following a competitive procurement process and unanimous recommendation by an evaluation panel, MTC approved the selection of T.Y. Lin as the prime consultant to provide project management, engineering, and design services to support the Project for a three-year term. Due to funding availability, the Project was divided into two phases - Phase A and B.

- Phase A: Preliminary Engineering and Project Approval & Environmental Document
- Phase B: Final Design and Design Support During Construction

The Project obtained environmental clearance under California Environmental Quality Act (CEQA) in November 2022 and under National Environmental Policy Act (NEPA) in July 2023. Caltrans project approval has not yet been obtained. The additional time and funding requested in this amendment are due to a change in approach to Caltrans project approval as summarized below.

MTC and T.Y. Lin submitted a draft Design Engineering Evaluation Report (DEER) package in November 2025, but in June 2026 Caltrans determined that the Project involves a level of complexity that makes it ineligible for the DEER process and advised that it instead proceed through the Standard Quality Management Assessment Process. To streamline delivery and recover schedule, and at the recommendation of Caltrans, MTC requested that Caltrans allow the use of a Project Study Report-Project Report – a combined document serving as both the project initiation document and the project approval document – in lieu of separate approval documents.

This contract has been modified through previously approved amendments, bringing the current contract value to $1,650,000. The proposed amendment would add $900,000, bringing the contract to a new total not to exceed the amount of $2,550,000, and extend the term of the contract through December 31, 2027. The proposed amendment would allow T. Y. Lin to prepare a combined Project Study Report-Project Report, along with updated traffic and safety analysis required to support this change in project approval process, through construction completion and project closeout.

T.Y. Lin is not a small business enterprise (SBE). The SBE subcontracts for this contract are listed in Attachment A.

Issues:

None identified.

Recommendations:

Staff recommend that the Regional Network Management Committee authorize the Executive Director or designee to negotiate and enter into a contract amendment with T.Y. Lin

International in an amount not to exceed $900,000 and to extend the term of the agreement through December 31, 2027 for the above-described work.

Attachments:

- Attachment A: Small Business Enterprise Status
- Attachment B: Request for Committee Approval – Summary of Proposed Contract



Andrew B. Fremier

Small Business Enterprise Status

	Firm Name	Role on Project	SBE** Yes / No	If SBE Yes, List #
Prime Contractor	T.Y. Lin International	Project Management, Engineering, Environmental, Construction Support	No	
Subcontractor	Associated Right of Way Services, Inc.	Right of Way	No	
Subcontractor	Horizon Water and Environmental, LLC	Environmental Studies	Yes	52574
Subcontractor	Iteris, Inc.	Traffic	No	
Subcontractor	Kittelson And Associates, Inc.	Traffic	No	
Subcontractor	Parikh Consultants, Inc.	Geotechnical	Yes	9631
Subcontractor	Rincon Consultants, Inc.	Permitting	No	
Subcontractor	Toole Design Group, LLC	Urban Design	No	
Subcontractor	Towill, Inc.	Land Surveying and Mapping	Yes	20103590
Subcontractor	WRECO	Drainage, Hydraulic and Water Quality Studies	No	

Footnote

**Denotes certification by the State of California.

Request for Committee Approval

Summary of Proposed Contract Amendment

Work Item No.:	2657
Consultant:	T.Y. Lin International
Work Project Title:	I-80/Powell Street Interchange Transit Access Improvements Project
Purpose of Project:	Improve transit service and reliability in the vicinity of the I-80/Powell Street Interchange in the City of Emeryville.
Brief Scope of Work:	Completion of Preliminary Engineering, Environmental Studies, Project Study Report-Project Report, Final Design, and providing Design Support During Construction.
Project Cost Not to Exceed:	$900,000 (this amendment) Total Contract before this amendment: $1,650,000 Total Authorized Contract after this amendment: $2,550,000
Funding Source:	RM2
Fiscal Impact:	Funding is included in the FY 2026-27 MTC Budget
Motion by Committee:	That the Executive Director or designee is authorized to negotiate and enter into a contract amendment with T.Y. Lin International for the professional services described above and in the Regional Network Management Committee Summary Sheet dated November 13, 2026 and that the Chief Financial Officer is authorized to set aside $900,000 for such amendment.
Regional Network Management Committee:	
	Candace Andersen, Chair
Approved:	November 13, 2026

Metropolitan Transportation Commission

Regional Network Management Committee

November 13, 2026 **Agenda Item 3a 26-2113**

Bay Area Micromobility Update

Subject:

Overview of micromobility in the region, including its benefits and challenges; local programs; MTC's role to date; and the planned stakeholder engagement strategy to inform development of a Regional Micromobility Roadmap. Staff seeks Committee input on the approach to the Roadmap.

Background:

Micromobility refers to small, low-speed vehicles used for local trips. Local and regional agencies have been investing in micromobility infrastructure – from bike lanes to secure parking at transit stations to bikeshare systems – for decades. In the last ten years, micromobility has seen rapid growth in the types of vehicles, technologies, and ridership in the region.

Micromobility supports Plan Bay Area 2050+ implementation, which calls for expanded clean vehicle initiatives and transportation demand management programs, including bikeshare. Additionally, its benefits include fewer single-occupant vehicle trips, improved first- and last-mile access to transit, affordability, regional network connectivity, equitable mobility, and public health.

Historically, MTC has provided capital funding for micromobility to the regional Lyft Bike (formerly Bay Wheels) system (operating in San Francisco, Oakland, Berkeley, Emeryville, Daly City, San José, and soon Alameda) and to other cities (including Richmond, Fremont, and the counties of Marin and Sonoma) via the Bikeshare Capital Grant Pilot Program. Other public agencies have invested in ebike rebates, bike infrastructure, secure parking, and other transportation demand management programs to support micromobility.

Demand for both personal and shared micromobility use continues a strong growth trend. Lyft Bike ridership has grown 130 percent since 2019, including more than 30 percent year-over-year growth for each of the last three years with ridership expected to total over 6 million trips this year. With regard to personal ebikes, in Alameda County alone, over 7,700 e-bikes were purchased with Ava Community Energy rebates in since their launch in July, 2025.

Further, the micromobility-transit connection appears very strong for first/last mile trips to/from transit. In July 2025, 14,500 bikes were parked at BART's secure bike parking facilities and there were nearly 10,000 trips at bikeshare stations on or near BART property. According to operator surveys of bikeshare riders, 55 percent of customers use public transit on a weekly basis, and

many of the system's highest-ridership stations are located directly adjacent to regional transit hubs.

The region now hosts 15 cities with bikeshare served by three multi-city operations; 10 cities with scooter share served by three operators; 13 ebike incentive or rebate programs at the city, county, regional, and state levels; one bike lending program (Oakland's Electric Bike Lending Pilot); and 89 secure bike parking hubs at rail and ferry stations (40 BART, 22 Caltrain, 14 SMART, 9 SFMTA, and 4 San Francisco Bay Ferry locations).

Micromobility's growth has not come without challenges. While this presentation will not discuss this issue directly, Attachment B gives a short overview of the distinctions and differences between ebikes and e-motos. Opportunities also exist for local agencies to address barriers to micromobility's continued growth by increasing secure parking at regional transit hubs and dense commercial and residential area; subsidies and tax deferrals to make shared micromobility more affordable; safer infrastructure; and improved integration with transit.

With micromobility continuing to grow and mature across the Bay Area, MTC staff will engage stakeholders across the region to understand their goals for micromobility and inform development of a Regional Micromobility Roadmap.

Issues:

None identified.

Recommendations:

Information. No action required.

Attachments

- Attachment A: Presentation - Bay Area Micromobility Update
- Attachment B: Supplemental Materials: Distinguishing between Ebikes and E-motos

Bay Area Micromobility Update



November 13, 2026
Regional Network Management (RNM) Committee

METROPOLITAN TRANSPORTATION COMMISSION

Agenda

Bay Area Micromobility Update

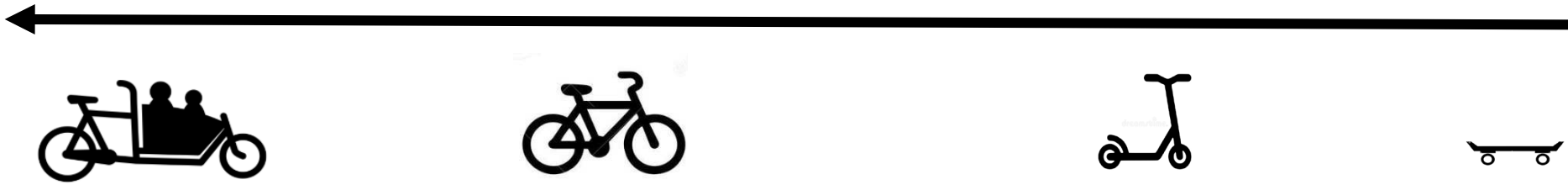
1. What is Micromobility? Why Invest?
2. State of Micromobility in the Region:
   Trends, Challenges, Investments
3. Building a Regional Micromobility Roadmap



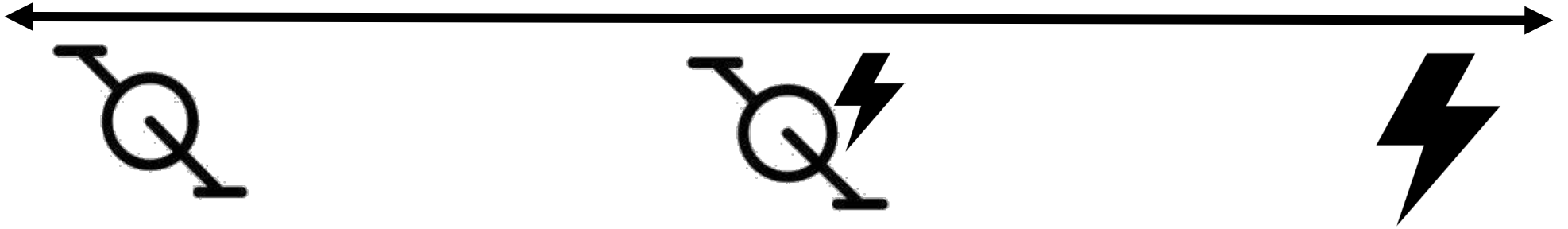
Micromobility: small, low-speed vehicles for local trips.

Public funding has historically focused on bikeshare, ebike rebates, & secure parking

Size & Form:



Electrification:



Ownership Models:



Personal Micromobility Vehicles

Public Subsidies for Privately-Owned Vehicles

Shared Micromobility Vehicles

Micromobility Opportunities and Benefits

Micromobility's benefits align with MTC's Plan Bay Area 2050+ goals

PLAN BAY AREA 2050+

CONNECTED

An expanded, well-functioning, safe and multimodal transportation system connects the Bay Area

STRATEGY EN8
Clean Vehicles

Expand Clean Vehicle Initiatives

STRATEGY EN9
Transportation Demand Management

Expand Transportation Demand Management Initiatives

STRATEGY T9
Complete Streets

Build a Complete Streets Network

STRATEGY T10
Vision Zero

Advance Regional Vision Zero Policy through Street Design and Reduced Speeds



Micromobility in the Bay Area

The region is home to many micromobility programs

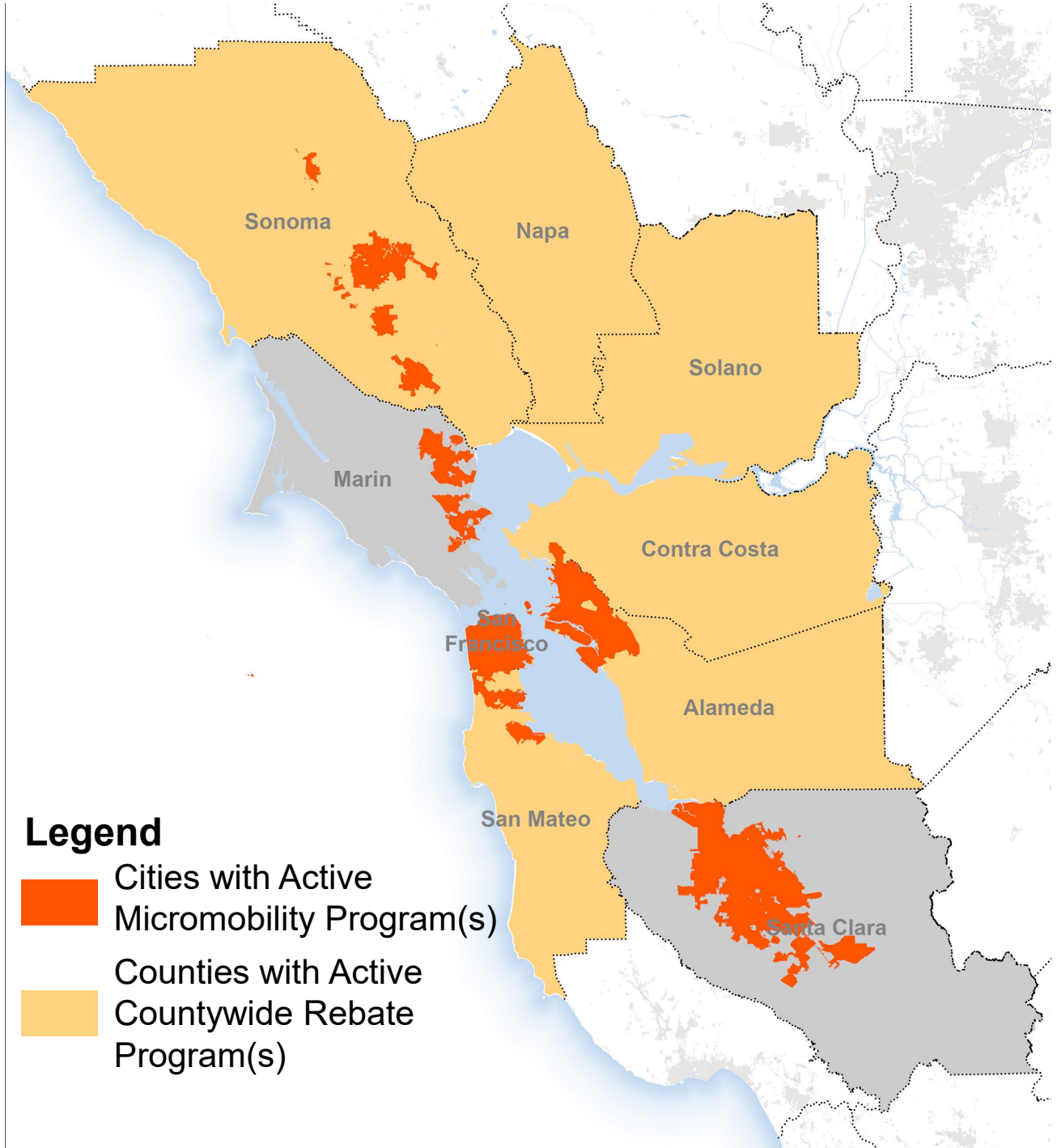
15 Cities with Bike Share
(3 multi-city systems)

7 Cities with Scooter Share

13 E-Bike Incentive/Rebate Programs

1 Bike Lending Program

89 Secure Bike Parking Hubs at Rail & Ferry Stations



Micromobility Trends

New, electrified and shared micromobility vehicles are seeing a surge in demand.

12M

Shared bike & scooter trips expected in the Bay Area in 2026.
(Ridership equal to 6th largest transit operator)



5K

E-bikes purchased using Ava Energy Rebates 2025-2026 in Alameda County.



14K

Bikes parked at BART secure bike parking facilities in July 2025 providing first/last mile access.

Micromobility Gaps & Growth Opportunities

How agencies can help overcome gaps for more micromobility growth

GROWTH BARRIERS

Lack of secure parking for costly ebikes, especially among dense urban multi-family housing and some commercial areas

Cost of ebikes and e-bikeshare is still too high to attract many lower-income people to these new modes

Lack of safe micromobility infrastructure to allow people of all ages to use micromobility in all areas

Incomplete transit integration: bikeshare isn't part of transit fares, bike space on transit is full, bus stops lack secure parking, and bikeshare not tax-free nor deferred

GROWTH OPPORTUNITIES

On-street secure parking via bike lockers and “bike barns” in more residential and commercial areas

Subsidies for bikeshare and ebike purchases (rebates) to lower costs

Continued investment in improving and expanding safe micromobility infrastructure throughout the region

Integrate bikeshare with transit: reduced fares and transfer discounts, plus bikeshare and secure parking across cities, tax-free micromobility

Public Investments in Ebike Programs to Date

MTC investments focused on capital programs across the Bay Area

Program	City/County	MTC Funding	Other Public Funding	Total Public Funding
Bikeshare Capital Grant Pilot Program	SMART corridor, Richmond, & Fremont	$2.6 M	$4.2 M	$4.8 M
Bay Wheels (Lyft Bike) & Expansions	Berkeley, Emeryville, Oakland, San Francisco, San Jose, Daly City, Alameda	$21 M	$1.6 M	$22.6 M
County Ebike Rebate Programs	Alameda, Contra Costa, Napa, San Francisco, San Mateo, Solano, Sonoma	$0	$15 M+ (13M Alameda)	$15 M+ (13M Alameda)

Results of Increased Public Investment in Micromobility

Funding micromobility can lead to more riders, bike trips, & transit use



Discounted transfer fares between micromobility and transit

Example:
Bikeshare-Transit integration resulted in

+53%

Increase in Taipei's YouBike ridership after offering 30 min free (2024) on its transit card; 25% of Youbike trips connect to transit.

Ebike rebates available to all

Example:
E-bike rebates replace

3.4

car trips per rider weekly in Denver's rebate program; every Coloradan now receives $225 off an ebike

Subsidizing long-term ebike leases

Example:
Company bikes resulted in

+54%

Increase in likelihood of biking to work with a leased company bike; 2.2M Germans ride leased bikes

A large, low-cost shared micromobility network

Example:
The cost of a members 30 min ebike ride in Paris

$0.53

Paris subsidizes the cost of its 20,000 shared bikes, especially for members who tend to be commuters.

Building a Micromobility Regional Roadmap

Stakeholder outreach and key objectives

Key questions for regional stakeholders:

1. What types of micromobility investment deliver the most value to the region?
2. What is the best role for MTC to play in supporting the region's micromobility?

Stakeholder Engagement

Local Government

- Cities
- County Transportation Authorities
- Transit Agencies
- Regional Active Transportation Working Group

Community Organizations

- Bicycle Coalitions
- Transit Coalitions
- Other CBO's
- Large Employers, Business Districts, and Universities

Industry

- Shared Micromobility Operators
- Local Micromoblity Retailers
- Secure Parking Operators
- Leasing companies, rebate operators, etc.

Building a Micromobility Regional Roadmap

Fall 2026 – Summer 2027

1

Stakeholder Engagement & Analysis

Fall 2026 - Spring 2027

- Engage government agencies, advocates, and industry
- Synthesize stakeholder input and evaluate program performance
- Identify funding & draft recommendations

2

Report to Committee

Spring / Summer 2027

- Present findings and draft recommendations to MTC
- Gather Committee input on draft recommendations and implementation funding program

3

Roadmap Implementation

Summer/Fall 2027

- Recommend implementation funding program and guidelines
- Commission approval of Regional Roadmap and funding program guidelines
- Launch implementation funding program

Thank you. We look forward to your feedback.

METROPOLITAN TRANSPORTATION COMMISSION

Colin Hughes
Principal Planner – Shared Mobility
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Bay Area Micromobility Update: **Supplemental Materials**



November 13, 2026
Regional Network Management (RNM) Committee

METROPOLITAN TRANSPORTATION COMMISSION

Distinguishing between Ebikes and E-Motos

Rebates and bikeshare are a great opportunity to improve access to safe, legal ebikes.



Class 1 Cargo Ebike



E-Motorcycle

	Motor Assist	Max Speed	CA Max Power	Helmet Requirement
Class 1	Pedal-assist only	20 mph	750 W	Under 18
Class 2	Pedal and throttle-assisted	20 mph	750 W	Under 18
Class 3	Pedal-assist only, speedometer required	28 mph	750 W	Everyone
E-Moto	Throttle, should require motorcycle license and registration	28-60+ mph	750-2000+ W	Everyone

E-Moto Safety Issues

- Vehicles marketed as "ebikes" but sold or modified to exceed legal speed limits function as unregistered motorcycles, raising safety risk and complicating enforcement.
- Under SB 1167, sellers of faster vehicles are required to inform consumers that they don't meet the definition of an e-bike and require vehicle registrations and licenses to operate.
- Factory-limited ebikes used in bikeshare programs or supported via rebate programs do not have such issues.