

May 12, 2026

SUBJECT: CAB Letter of Support for a Regional Docked, E-Bike Share System

Dear Mayor Gloria, Council President LaCava, Environment Committee Chair Elo-Rivera, and Director Vonblum:

On behalf of the Climate Advisory Board (CAB), we write to provide recommendations to inform the development of a docked, e-bike share system. **These recommendations are submitted in support of Climate Action Plan Items:**

- **MLU-3.1f:** Review and improve flexible fleets and micro-mobility policies/shared use mobility programs, especially focused in Communities of Concern and first mile/last mile applications.
- **MLU-3.1g:** Partner with Microbility Operators to optimize the number of scooters [“micromobility devices”] available in mobility hubs and/or near transit.
- **MLU-3.4:** Reduce Traffic Congestion to Improve Air Quality

The CAB supports the letter submitted by the Mobility Board on April 9, 2026.

In addition to the Mobility Board’s letter of support, the CAB notes research that indicates electrifying ~20% of the bike share docks can significantly improve bike charging and balancing, which can reduce operating costs. If electrified docks are installed, we request that the City of San Diego requires working with a skilled and trained workforce to help ensure a safe installation and reduce the risk of hazards.

We support advancing a regional, docked e-bike share program across San Diego through coordinated interagency collaboration and public-private partnership. It is important to note that this is in reference to Class I rated pedal assist e-bikes, not “e-moto” devices.

Transportation is the largest contributor to greenhouse gas emissions in San Diego. We are confident that a docked, e-bike sharing system is part of a holistic approach to climate action, affordability, transit connectivity, and economic development. Based on independent scoring utilizing the criteria in the Mobility Master Plan, this project achieves 97 points out of 100.

San Diego is one of the largest metropolitan regions in the US without a modern, integrated bike share system. A regional, docked e-bike share network represents an affordable, economically beneficial investment in affordable mobility, workforce access, and regional competitiveness.

Sincerely,

Tanisha-Jean Martin
Chair, Climate Advisory Board



April 9, 2026

Honorable Mayor Todd Gloria
& Honorable City Council Members
202 C Street
San Diego, CA 92101

Subject: Bringing Bikeshare to San Diego

Dear Mayor Gloria and City Council Members,

The San Diego Mobility Board urges the City of San Diego (“City”) to take a leading role in establishing a regional, docked e-bike share network across San Diego County. As the cultural, economic, and population center of the region, the City’s participation would send a clear signal to neighboring jurisdictions that coordinated action on this initiative is a priority. While we acknowledge the City’s structural budgetary constraints, there are proven avenues for funding such a program that would require little to no taxpayer subsidies or impact to the City’s general fund.

San Diego is one of the largest metropolitan regions in the United States without a modern, integrated bike share system. A regional, docked e-bike share network is an affordable, economically beneficial investment in mobility, workforce access, and regional competitiveness. It directly advances the City’s Vision Zero goals, Climate Action Plan, mode shift targets, and first-mile/last-mile connectivity objectives, while supporting communities of concern where rates of car ownership are lower.

Funding Opportunities

Successful e-bike share systems require public investment, as no form of transportation is self-sustaining without subsidy. However, the economic return, including increased sales tax revenue, reduced traffic congestion, and reduced wear and tear to City infrastructure, is well-documented. Moreover, as stated above, the public investment does not necessarily have to fall solely to the City, with many proven public/private/sponsorship models around the country from which to learn and implement best practices. The Mobility Board supports the creation of a regional alliance to pursue a diversified funding model, including, but not limited to:

1. Corporate Title Sponsorship: Multi-year agreement with a major brand (e.g. CitBike, BikeTown, Bike Share Toronto + Tangerine).
2. Advertising Revenue at Stations - Subject to jurisdictional advertising regulations.
3. Public-Private Partnership: Infrastructure developer and investor(s).
4. Grant(s): Active Transportation Program (ATP), Clean Mobility Options (CMO), Congestion Mitigation and Air Quality Improvement (CMAQ) etc.
5. Operator Financing: Direct capital participation from the selected vendor.
6. Employer & University Subsidies: Bulk membership pricing and distribution to promote better commuting, traffic, and parking outcomes.
7. Strategic, Dedicated Public Funding: Strategic local investment aligned with mobility goals, especially in Communities of Concern.

Why the City Should Lead

A fragmented, city-by-city approach increases costs and reduces usability. Regional collaboration under a unified model strengthens the region's negotiating position for funding and reduces duplication of efforts. The City of San Diego's early commitment to this would:

- Anchor the regional coalition and encourage other jurisdictions to participate;
- Establish a single coordinated procurement and contracting process;
- Create one interoperable system across participating jurisdictions; and
- Strengthen the region's competitive position for state and federal grant funding.

Equity, Safety, and Climate Alignment

Transportation is the largest contributor to greenhouse gas emissions in San Diego County. A regional docked e-bike share system directly supports the City's adopted Climate Action Plan and mode shift commitments. We also recommend the program include:

- Equitable station siting in Communities of Concern, where mobility options are most needed;
- Affordable pricing programs, with additional subsidies for CalFresh recipients and other qualifying individuals;
- Safety education through League Certified Instructors and community outreach with trusted local partners; and
- Low- or no-cost helmet distribution through employers, universities, and other partners.



San Diego has the climate, density, transit infrastructure, and institutional partners to support a successful regional docked e-bike share system.

The Mobility Board respectfully urges the Mayor and City Council to:

- Pursue ATP Cycle 8 and other available grant funding,
- Reform [SMDC 83.0308](#), specifically waiving operator permit fees, removing overly restrictive geofencing requirements, and loosening parking restrictions in key areas (including schools, hospitals, and transit hubs),
- Take the steps necessary to ensure San Diego leads this regional effort.

Sincerely,

A handwritten signature in blue ink, appearing to read "Daniel Reeves", is written over a light blue horizontal line.

Daniel Reeves

Chair

City of San Diego Mobility Board

Cc: Chida Warren, Director, Office of Boards and Commissions
Heidi Vonblum, Director, Planning Department