



## Board Report

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File #: 2018-0441, File Type: Oral Report / Presentation

Agenda Number: 18.

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**REVISED  
PLANNING AND PROGRAMMING COMMITTEE  
JULY 18, 2018**

**SUBJECT: METRO BIKE SHARE**

**RECOMMENDATION**

RECEIVE oral report on Metro Bike Share.

**DISCUSSION**

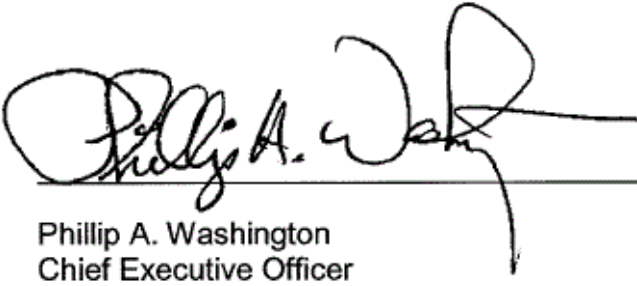
Receive oral report on Metro Bike Share Program Board Motion related to item 17 (Metro Bike Share Business Plan and Fare Structure) approved at the May 2018 Board meeting requesting staff to pursue qualifying MTA's bicycle programs (i.e. bike share) legislatively as a transit transportation mode which reduces trips and greenhouse gas emissions, therefore making the programs eligible for Cap-and-Trade funds or other state or federal funding.

Staff has reviewed current state and federal funding programs that are available for bike share. Under both federal and state requirements, funds are restricted to capital only expenditures. Per the Federal Transit Administration (FTA), capital expenses cannot include the purchase of bicycles specifically. Currently bicycles and bike share programs are not qualified as a transit transportation mode per se but viewed instead as complementing the existing transit system (bus or rail) to provide first and last mile access. State eligibility requirements are very similar to those at the federal levels; however, bicycles themselves can be purchased with state funds. On-going operations and maintenance are not eligible for federal or state funding at this time.

Staff will monitor state and federal programs for any changes to current eligibility guidelines and will pursue legislation efforts to take advantage of any funding opportunities as they come available in the future.

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Phillip A. Washington  
Chief Executive Officer



**Planning and Programming Committee**  
**July 18, 2018**  
**Legistar File 2018-0441**

**Motion Response**  
**July 2018**

# Background

Total Trips



473,318

Passes Sold



16,559

Calories Burned



34,977,826

Miles Traveled



1,407,326

Emissions Reduced

Pounds of CO<sub>2</sub>



1,336,960

60% of users are making first/last mile connections to transit

\* Data illustrates performance between July 7, 2016 to June 30, 2018



\*Program inception date – July 7, 2016

# Metro Bike Share Program Cost Summary

	Total	Grants	Fare Box Revenue	Cost Reimbursement from Cities	Metro Costs
Capital	\$ 8,582,740	\$ (6,796,521)		\$ (716,494)	\$ 1,069,725
Pre-Launch	\$ 3,184,068			\$ (2,069,644)	\$ 1,114,424
O&M	\$ 9,857,575		\$ (1,327,686)	\$ (5,544,428)	\$ 2,985,461
<b>Total</b>	<b>\$ 21,624,383</b>	<b>\$ (6,796,521)</b>	<b>\$ (1,327,686)</b>	<b>\$ (8,330,566)</b>	<b>\$ 5,169,610</b>

- Cumulative since inception of the program to May 2018
- Metro Capital and Pre- Launching Cost was funded by Measure M 2% and General Fund.
- Metro Operating and Maintenance Cost was funded by Prop C 25% and General Fund.



# Motion Response

- Motion directive: “pursue qualifying MTA’s bicycle programs as transportation mode, which should be eligible for funding from State or Federal funds” and “report back to the Board in 60 days with an update on staff efforts/information and a path forward with next steps.”



# Motion Response

- Foundational Background:
- Under both federal and state regulation, pedestrian and bicycle investments are currently recognized as transportation modes
  - Titles 23 and Title 49 of USC; bike and pedestrian transport eligible for funding in numerous categories.

[https://www.fhwa.dot.gov/environment/bicycle\\_pedestrian/funding/funding\\_opportunities.cfm](https://www.fhwa.dot.gov/environment/bicycle_pedestrian/funding/funding_opportunities.cfm)

- Restrictions do apply; for example, funding largely limited to capital, not operations.



# Motion Response

- No legislative or regulatory actions are needed to receive state or federal funding; however, changes would be needed to expand specific eligibilities.
- In March of 2016 – Metro board approved a SUPPORT position for H.R. 4343 (Earl Blumenauer)
  - if enacted, adds bikeshare projects to the formal definitions of transit projects
  - makes clear to states that administer FHWA funding that bikeshare is eligible to receive federal funding
  - Staff recommends in 2018 a Board adopted SUPPORT position for H.R. 3305 (Blumenauer)-same as H.R. 4343





# Motion Response

- Metro's 2018 State Legislative Program includes staff direction to advocate for and support funding for Metro's first/last mile, bike and pedestrian safety projects under the State's Active Transportation and Local Planning Grants programs
- At the June meeting, CTC allocated state grant funding for capital expenditures to expand bike share to the communities around USC/Expo Park.
- Cycle 4 of state Active Transportation Program Grants due July 2018; next cycle in roughly 2 years.

# Motion Response

- Note that major state and federal bike/ pedestrian dedicated funding is programmatically combined in CA; administered by Caltrans
- The May motion was too late to implement bills in 2018 legislative sessions; staff will recommend proposals to address expanded investment authorities, to include in the Board's 2019 legislative program (adopted January ).
- Staff will pursue legislative changes, beginning with Cap and Trade, as well as current state and federal program eligibility guidelines that will provide other funding opportunities for the program.

