



Board Report

File #: 2019-0276, File Type: Motion / Motion Response

Agenda Number: 13.

PLANNING AND PROGRAMMING COMMITTEE MAY 15, 2019

SUBJECT: RESPONSE TO MOTION ITEM 17: METRO BIKE SHARE BUSINESS PLAN AND FARE STRUCTURE

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE report on Metro Bike Share Business Plan and Fare Structure in response to Board Motion Item 17 on the Regular Board Meeting agenda, May 24, 2018.

ISSUE

Pursuant to Motion Item 17:

Through data collection and submittal to the State and Federal governments, MTA receives substantial funding annually for commuter ferry miles, vanpools and bus travel. Since implementation of the bike share program, the following data has been captured: total trips, 407,349; passes sold: 13,522; miles traveled: 1,185,389, emissions reduced: 1,126,119 pounds of CO2, not to mention traffic reduction. Clearly the reduction in vehicle miles traveled makes this eligible for Cap and Trade funds and possibly other sources of funding. At the very least we should be looking into these resources as a revenue stream to further advance and expedite the bike sharing program throughout the County.

At the May 24, 2018 the Metro Board of Directors submitted Motion Item 17 which directed staff to:

- Pursue qualifying MTA's bicycle programs as a transportation mode, which should be eligible for funding from State or Federal funds; and
- Report back with an update on staff efforts/information and a path forward with next steps.

The motion was amended to include a report back by the Planning Department and Office of Extraordinary Innovation on the feasibility and plans for Metro's Bike Share program. This report will detail efforts on the State and Federal level to support funding and advocacy for Metro's Bike Share program.

BACKGROUND

According to the Bike Share Business Plan report, which was submitted to the Board of Directors in

May of 2018, Metro's Board of Directors approved bicycles as a transportation mode in October 2013. January 2014 marked the Board's direction to establish a Countywide Bike Share system. Metro's Bike Share program launched in July 2016 - Phase I included 700 bikes at 61 stations throughout Downtown Los Angeles. Phase II included Pasadena, Port of Los Angeles and Venice - doubling the number of bikes and station locations. Costs to develop, market, implement, maintain and operate the program are shared by Metro and the participating jurisdictions in cooperative operating agreements.

DISCUSSION

State Eligibility and Advocacy Efforts

Currently, bike share is considered an eligible mode of transportation. This designates the Bike Share program for funding under the State's Active Transportation Program and a number of programs that are funded by the Greenhouse Gas Reduction Fund (GGRF/Cap and Trade). Metro was previously successful in receiving approximately \$7 million of GGRF grants. Metro, in partnership with the City of LA, successfully utilized the \$2.5 million for DTLA expansion to USC.

This is a fund source that the Planning staff can consider submission of Bike Share Program for future award cycles. Metro works with cities throughout the county to submit applications for Active Transportation Program funds, which are partially funded through SB 1 dollars. This funding program is competitive, and in Cycle 4 of the program - Los Angeles County received over \$88 million in funding. The CTC's discretionary program includes a rigorous application process, wherein projects showing significant GHG reductions while demonstrating direct benefits to Cal-Enviroscreen designated disadvantaged communities are given priority. In support of the agency's 2019 State Legislative Program Goals, staff will advocate for funding for Metro's first/last mile, bike and pedestrian projects under the State's Active Transportation and Local Planning Grants programs.

Federal Eligibility and Advocacy Efforts

On the federal level, bike share systems are not currently considered an eligible mode of transit for federal formula funding. In support of the agency's 2019 Federal Legislative Program Goals, staff will continue to communicate Metro's support for funding for bike share on the federal level as well express support for legislation and/or legislative provisions that would designate bike share as an eligible mode - to gain access to additional potential funding.

During the 115th Congress, which ended in December of 2018, Congressman Earl Blumenauer (D-OR), a senior member of the House Ways and Means Committee, sponsored legislation to allow bike share systems to be eligible for federal funding. With an appreciation that Congressman Blumenauer has not yet reintroduced this bill in the current 116th Congress, Metro is working closely with his senior professional staff to support the goals of the bill and having its provisions embedded in any future transportation legislation that moves through Congress. In addition to working with Congressman Blumenauer's office, we are working with the transit associations and our Los Angeles County Congressional Delegation to support the legislative goal of defining bike share as an eligible mode of transit at the federal level.

Considerations

Metro staff is always looking for long term funding stream for Bike Share and other micro mobility

programs. There is always a question of funding sources - most discretionary grant programs cover infrastructure/capital costs. We are working on ways to ensure that Operations and Maintenance - including the purchase of bikes as a covered expense in the future.

FINANCIAL IMPACT

The estimated financial impact has yet to be determined.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Motion response supports strategic plan goal # 4.2: Metro will help drive mobility agendas, discussions and policies at the state, regional and national levels.

NEXT STEPS

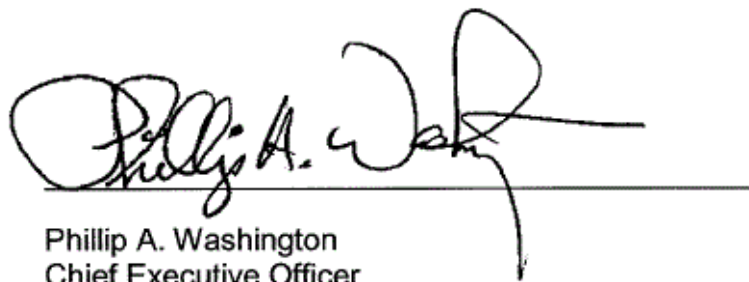
Should the Board RECEIVE AND FILE this report, staff will communicate the Board's position through the execution of the State and Federal Legislative Program Goals throughout the State Legislative and Federal Congressional sessions. Pursuant to the Board's direction, staff will aggressively pursue additional funding for the Metro Bikeshare program in various state and federal funding processes.

ATTACHMENTS

Attachment A - Board Motion - Item 17, May 2018

Prepared by: Desarae Jones, State Affairs Administrator, (213) 922-2230
Michael Davies, Senior Manager, Federal Affairs, (213) 314-8090
Michael Turner, Deputy Executive Officer, Government Relations, (213) 922-2122

Reviewed by: Yvette Rapose, Chief Communications Officer (Interim), (213) 418-3154



Phillip A. Washington
Chief Executive Officer

REGULAR BOARD MEETING

MAY 24, 2018

Motion by: Najarian and Barger

Item 17: Metro Bike Share Business Plan and Fare Structure

Through data collection and submittal to the State and Federal governments, MTA receives substantial funding annually for commuter ferry miles, vanpools and bus travel. Since implementation of the bike share program, the following data has been captured: total trips, 407,349; passes sold: 13,522; miles traveled: 1,185,389, emissions reduced: 1,126,119 pounds of CO₂, not to mention traffic reduction. Clearly the reduction in vehicle miles traveled makes this eligible for Cap and Trade funds and possibly other sources of funding. At the very least we should be looking into these resources as a revenue stream to further advance and expedite the bike sharing program throughout the County.

APPROVE Motion by Najarian and Barger that the CEO direct staff to pursue qualifying MTA's bicycle programs as a transportation mode, which should be eligible for funding from State or Federal funds; and

FURTHER MOVE that staff report back to the Board in 60 days with an update on staff efforts/information and a path forward with next steps.