



Board Report

File #: 2025-0096, File Type: Contract

Agenda Number: 24.

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE MARCH 20, 2025

SUBJECT: METRO BIKE SHARE
ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to:

- A. EXECUTE Modification No. 18 to Contract No. PS272680011357 with Bicycle Transit Systems, Inc. (BTS) in the amount of \$8,357,384 to continue Metro Bike Share (MBS) program services increasing the total contract value from \$116,292,084 to \$124,649,468 and extend the period of performance by a total of 7 months from April 30, 2025 through November 30, 2025, inclusive of a base period of four months and three, one-month options; and
- B. EXECUTE individual contract modifications within the Board approved contract modification authority.

ISSUE

The Board approved Motion Item No. 41 by Directors Krekorian, Garcetti, Kuehl and Sandoval at its December 2021 meeting (Attachment A). Directive C of the motion requires that staff ensure uninterrupted bike share service as the next iteration of the MBS program is determined and executed. The current MBS contract with BTS is set to expire on April 30, 2025, and this extension is needed to ensure uninterrupted service until the award of the new multi-year contract, which is currently an active procurement.

BACKGROUND

The MBS program was launched in July 2016 in partnership with the City of Los Angeles. It continues to provide service to Los Angeles County residents with 225 stations located in the Downtown Los Angeles, Central Los Angeles, Hollywood, Westside, and North Hollywood areas. To date, over 2.6 million trips have been taken, 9.1 million miles have been traveled, and 8.6 million pounds of CO₂ have been averted through the use of MBS.

The program continues to see improvements overall. More than 519,000 rides were recorded in 2024, the highest annual ridership to date. This represents a 17% increase from the previous 12

months. The number of pass holders continues to increase as well. During 2024, 30-Day and 365-Day passholders increased by 14%. During the last year, the number of pass holders with reduced fare passes increased by 39%. Reduced fare passes are offered to low-income individuals through EBT verification, and Metro's Low Income Fare is Easy (LIFE) program. They are also offered to seniors (62 years and over), students (16 years and over), and individuals with disabilities. Trips taken by reduced fare pass holders increased by more than 70,000 trips, or 77%, in the last 12 months. The number of trips taken per bike each day, an industry metric used to measure the effectiveness of bikeshare, also continues to increase, especially for pedal-assisted electric bikes (e-bikes). In December 2024, human-powered "classic" bikes reported 0.31 trips/bike/day, while e-bikes reported 3.79 trips/bike/day.

The MBS motion passed by the Board in December 2021 directed staff to take a series of actions focused on stabilizing the current program and preparing for the next iteration of bike share in Los Angeles County. In October 2022, the Board approved a new "privately owned - publicly managed (contracted)" bike share model.

..Discussion

DISCUSSION

Based on the Board approved MBS model, staff conducted a procurement action to secure a new contract. The initial procurement was cancelled, and a new solicitation was prepared and issued on July 23, 2024. The new procurement is currently underway and subject to a communications blackout. Staff is requesting an extension of the current contract to allow for the completion of the procurement process, award of the new contract, and the transition of services. The current contract expires on April 30, 2025. If the Board approves the extension, the contract will end November 30, 2025, inclusive of three, one-month options.

Per the MOU with the City of Los Angeles, the City will provide 65% of the funds in support of ongoing operation and maintenance of MBS. Staff reviewed this item with the City of Los Angeles and has received their concurrence to proceed with the extension.

DETERMINATION OF SAFETY IMPACT

Metro's safety standards will be improved through the approval of this recommendation by ensuring the continued operation of a safe and secure bike share program.

FINANCIAL IMPACT

The cost of the extended contract is included in the FY25 Budget and FY26 Proposed Budget in Account 50316, Project 308010, and Cost Center 4540.

Impact to Budget

The funding sources for this expense consist of the City of Los Angeles subsidy, advertising/sponsorship, system user fees, and general funds. The general fund is eligible for bus

and rail operating projects and capital projects.

EQUITY PLATFORM

The approval of this contract modification and extension will ensure Metro's ability to continue to operate and maintain a regional bike share program that is accessible to Los Angeles County residents. This contract extension will allow Metro to continue to provide current service to those who live and work within Equity Focus Communities (EFCs) in Downtown/Central Los Angeles, Westside, and North Hollywood. Currently, 47% of MBS stations are located in EFCs, and 40% of all trips are initiated from these stations. In addition, maintaining low bike share fares and ensuring that participants of the LIFE and Reduced Fare programs continue to have uninterrupted access to service with continued discounted fare media are critical components of this program. As mentioned, the number of pass holders with Reduced Fare passes increased in 2024 and now represents 39% of 30-Day and 365-Day pass holders. Participants with eligibility through California EBT represent 54% of all Reduced Fare passes, while students (16 years and over) represent 30%.

As part of the annual survey conducted by MBS, demographic data is collected. In 2024, and consistent with previous surveys, respondents to the survey were mostly male (61%) and Caucasian (44%), and most were younger than 50 years old (79%). However, one change observed was that just over half (52%) had incomes less than \$75K. This is an increase in individuals with lower incomes and is consistent with the growth observed in reduced fare passes.

This contract has a DBE commitment of 22.37% and is currently operating at a participation rate of 26.70%, exceeding the commitment by 4.33%

VEHICLE MILES TRAVELED OUTCOME

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit.* Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

As part of these ongoing efforts, this item is expected to contribute to further reductions in VMT. Metro conducted a preliminary analysis to show that the net effect of this item is to decrease VMT through operational activities that will improve and further encourage transit ridership, ridesharing, and active transportation. To date, more than 9.1 million miles have been traveled by MBS users, which represents a minimum reduction of approximately 1.9 million Vehicle Miles Traveled since the 2024 MBS survey results show that 22% of users would have driven their personal vehicles or used a taxi or equivalent vehicle to complete their travel if not for Metro Bike Share.

*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

MBS program supports the following Vision 2028 Strategic Plan Goals:

1. Provide a high-quality mobility option that enables people to spend less time traveling.
2. Deliver an outstanding trip experience for all users of the transportation system.
3. Enhance communities and lives through mobility and access to opportunity.
4. Transform LA County through regional collaboration and national leadership.
5. Provide responsive, accountable, and trustworthy governance within the organization.

ALTERNATIVES CONSIDERED

The Board may choose not to authorize the requested action. This alternative is not recommended as this would not support the Board motion, would impact the stability of the program, and Metro's ability to provide uninterrupted MBS service. If the current contract is not extended, Metro Bike Share operations will end on April 30, 2025.

NEXT STEPS

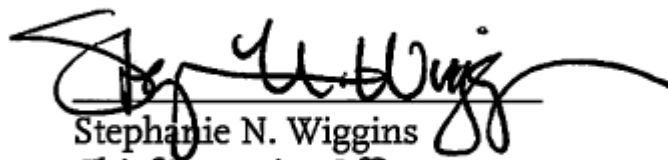
Upon Board approval, staff will execute Modification No. 18 to Contract No. PS272680011357 with BTS to continue MBS program services and extend the period of performance from April 30, 2025, through November 30, 2025, inclusive of three, one-month options.

ATTACHMENTS

- Attachment A - Board Motion Item No. 41
- Attachment B - Procurement Summary
- Attachment C - Contract Modification/Change Order Log
- Attachment D - DEOD Summary

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Stephanie N. Wiggins
Chief Executive Officer

**Board Report**

File #: 2021-0743, **File Type:** Motion / Motion Response**Agenda Number:** 41.

**EXECUTIVE MANAGEMENT COMMITTEE
NOVEMBER 18, 2021****Motion by:****DIRECTORS KREKORIAN, GARCETTI, KUEHL, AND SANDOVAL**

Improving the Effectiveness and Sustainability of Metro Bike Share

Metro Bike Share, a county-wide bike share program, launched in 2016. Since then, Metro has had over 3,300 bicycles in the system, consisting of a mix of Classic, Smart, and E-bikes.

Currently, Metro only has 38% of the total original fleet remaining in operation. Metro Bikes have been targets of theft, and rates of fleet loss ebb and flow as new methods of theft are discovered and addressed. The Metro Bike Share team has increased efforts to recover lost and stolen bicycles but this is not sustaining the fleet and the program does not have an established fleet replenishment strategy. As a result, fewer Metro Bikes are available for use, which degrades the quality of service available to the public.

Affordable, accessible public transportation and active transportation options such as Metro Bike Share are a cornerstone of meeting our region's climate goals. As local jurisdictions in the County continue expanding bicycle infrastructure and mobility options to meet climate goals and improve the quality of life for residents, a successful and sustainable Metro Bike Share program is more important than ever.

SUBJECT: IMPROVING THE EFFECTIVENESS AND SUSTAINABILITY OF METRO BIKE SHARE

RECOMMENDATION

APPROVE Motion by Directors Krekorian, Garcetti, Kuehl, and Sandoval that the Board direct the Chief Executive Officer to report back in 90 days on:

- A. An action plan to stabilize the current fleet size including actions for how to identify, prioritize, and address new mechanisms of theft as they arise.
- B. An action plan to address equitable access in the current program and in any future form of the program. This plan shall include recommendations on issues such as serving people who may be unbanked, addressing the digital divide, and keeping fare cost low.

- C. A plan to provide uninterrupted service as the next iteration of the program is determined and executed.
- D. A plan to convene an industry forum (as was performed for Metro Micro) to bring together academics, cities with existing bike share programs, community stakeholders, and industry experts to provide recommendations on advancing Metro Bike Share beyond the current contract in one of several forms including but not limited to:
1. Continuing Metro Bike Share as a contracted service,
 2. Operating the program In-house with Metro employees,
 3. A private-sector model with financial subsidy provided by Metro.
- E. Performing a market survey to identify best practices and business models among existing bike-share systems in the US, and comparable global systems (e.g., Paris, London, Barcelona, Madrid, and Mexico City), and to develop comparative data on subsidy cost per ride, total ridership, size of fleet, vehicle technology, theft and damage loss and prevention, and alternative financing sources like sponsorship and advertising.
- F. Recommendations for continuing and evolving the Metro Bike Share program to meet the goals of the agency, with countywide stakeholder engagement and consideration of cost-sharing, with the goal of expanding service area and local participation to all subregions in the County. These recommendations should include eligible local, state, and federal funding sources for capital and operations budgets, as well as legislative opportunities to expand such funding eligibility.

PROCUREMENT SUMMARY

METRO BIKE SHARE/PS272680011357

1.	Contract Number: PS272680011357		
2.	Contractor: Bicycle Transit Systems, Inc.		
3.	Mod. Work Description: Continuation of services for the Metro Bike Share Program through November 30, 2025.		
4.	Contract Work Description: Metro Bike Share Program		
5.	The following data is current as of: 1/31/25		
6.	Contract Completion Status		Financial Status
	Contract Awarded:	06/25/15	Contract Award Amount: \$11,065,673
	Notice to Proceed (NTP):	07/31/15	Total of Modifications Approved: \$105,226,411
	Original Complete Date:	07/29/22	Pending Modifications (including this action): \$8,357,384
	Current Est. Complete Date:	11/30/25	Current Contract Value (with this action): \$124,649,468
7.	Contract Administrator: Lily Lopez		Telephone Number: (213) 922-4639
8.	Project Manager: Paula Carvajal		Telephone Number: (213) 922-4258

A. Procurement Background

This Board Action is to approve Contract Modification No. 18 issued in support of the Metro Countywide Bike Share program to ensure uninterrupted service until the award of the new contract. This modification will extend the period of performance from April 30, 2025 through November 30, 2025, for a total of seven months, inclusive of three, one-month options.

This contract modification will be processed in accordance with Metro's Acquisition Policy and the contract type is a firm fixed price.

On June 25, 2015, the Board approved firm fixed price Contract No. PS272680011357 to Bicycle Transit Systems, Inc. for the equipment, installation and operations of the Metro Bike Share Phase I Pilot in the amount of \$11,065,673 for a two-year period.

Seventeen modifications have been issued to date.

Refer to Attachment D – Contract Modification/Change Order Log.

B. Cost Analysis

The recommended amount has been determined to be fair and reasonable based on an Independent Cost Estimate (ICE), cost analysis validating the level of effort, existing overhead rate, other operational costs based on market conditions, a reduction in profit, and technical analysis.

Proposal Amount	Metro ICE	Modification Amount
\$8,357,384	\$8,608,106	\$8,357,384

The variance between the ICE and recommended amount is due to Metro not accounting for a reduction in profit.

CONTRACT MODIFICATION/CHANGE ORDER LOG

METRO BIKE SHARE/PS272680011357

Mod. No.	Description	Status (approved or pending)	Date	Amount
1	Addition of Sponsorship Broker Agreement	Approved	12/30/15	\$0
2	Additional Support for Phase I – Downtown Los Angeles	Approved	06/06/16	\$108,656
3	Addition of 2 Subcontractors	Approved	07/07/16	\$0
4	Extend Phase I (Downtown Los Angeles Pilot), expand and accelerate Phase II (Pasadena) and Phase III (Venice and Port of Los Angeles)	Approved	11/07/16	\$42,618,583
5	Update Exhibit A-1 Milestone Payment Schedule	Approved	03/22/17	\$0
6	Addition of TAP Integration Step 3	Approved	05/31/17	\$610,076
7	Extend and activate Phase III and Phase IV	Approved	10/08/18	\$34,598,747
8	Added Metro Countywide Bike Share Greenhouse Gas Reduction Fund (GGRF) Grant	Approved	12/06/18	\$6,342,126
9	Revised SOW and Milestones	Approved	12/14/18	\$0
10	Reallocation of bikes and update milestones	Approved	08/21/21	\$0
11	Extended period of performance (POP) through 7/29/23, purchase new bicycles to replenish and stabilize the on-street bicycle fleet, purchase and install GPS equipment, and maintain a 10% inventory.	Approved	05/03/22	\$15,250,213
12	Extended POP through 12/31/23.	Approved	05/25/23	\$5,698,010

13	Extended POP through 4/30/24.	Approved	11/02/23	\$0
14	Extended POP through 6/30/24.	Approved	12/21/23	\$0
15	Extended POP through 8/30/24.	Approved	03/07/24	\$0
16	Extended POP through 3/31/25.	Approved	07/23/24	\$0
17	Extended POP through 4/30/25.	Approved	12/11/24	\$0
18	Extend POP through 11/30/25 for a total of seven months (inclusive of three, one-month options).	Pending	Pending	\$8,357,384
	Modification Total:			\$113,583,795
	Original Contract:		06/25/15	\$11,065,673
	Total:			\$124,649,468

DEOD SUMMARY

METRO BIKE SHARE/PS272680011357

A. Small Business Participation

Bicycle Transit Systems, Inc. (BTS) made a 22.37% Disadvantaged Business Enterprise (DBE) commitment. Based on payments, the project is 95% complete and the current DBE participation is 26.70%, exceeding the commitment by 4.33%.

Small Business Commitment	22.37% DBE	Small Business Participation	26.70% DBE
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	DBE Subcontractors	Ethnicity	% Committed	Current Participation¹
1.	Accel Employment Services	Asian-Pacific American	15.28%	11.27%
2.	Bike Hub	Asian-Pacific American	5.48%	14.40%
3.	Say Cargo Express	Hispanic American	0.68%	0.23%
4.	Toole Design Group, LLC	Non-Minority Female	0.93%	0.80%
		Total	22.37%	26.70%

¹Current Participation = Total Actual amount Paid-to-Date to DBE firms ÷ Total Actual Amount Paid-to-date to Prime.

B. Living Wage and Service Contract Worker Retention Policy Applicability

The Living Wage and Service Contract Worker Retention Policy is not applicable to this modification.

C. Prevailing Wage Applicability

Prevailing Wage requirements are applicable to this project. DEOD will continue to monitor contractors' compliance with the State of California Department of Industrial

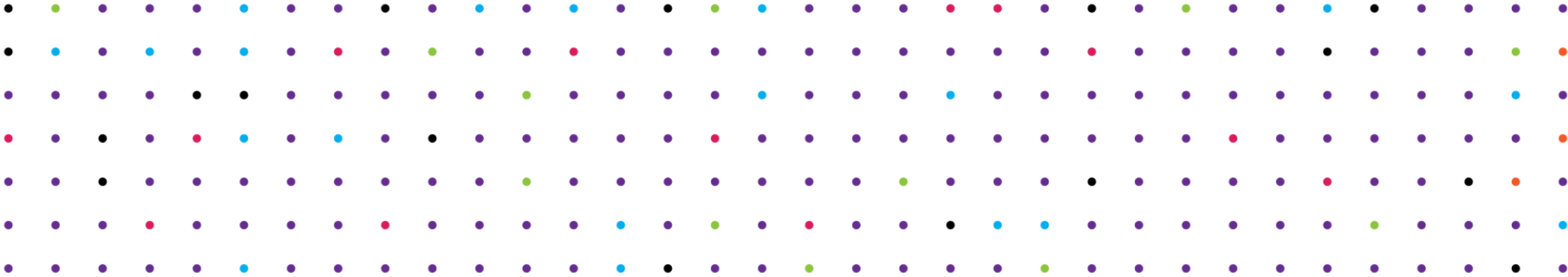
Relations (DIR), California Labor Code, and, if federally funded, the U S Department of Labor (DOL) Davis Bacon and Related Acts (DBRA).

D. Project Labor Agreement/Construction Careers Policy

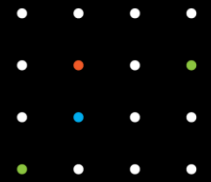
Project Labor Agreement/Construction Careers Policy is not applicable to this Contract. PLA/CCP is applicable only to construction contracts that have a construction related value in excess of \$2.5 million.

METRO BIKE SHARE

March 20, 2025



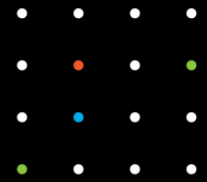
RECOMMENDATION



AUTHORIZE the Chief Executive Officer (CEO) to:

- a. EXECUTE Modification No. 18 to Contract No. PS272680011357 with Bicycle Transit Systems, Inc. (BTS) in the amount of \$8,357,384 to continue Metro Bike Share (MBS) program services increasing the total contract value from \$116,292,084 to \$124,649,468 and extend the period of performance by a total of 7 months from April 30, 2025 through November 30, 2025, inclusive of a base period of four months and three one-month options; and
- b. EXECUTE individual contract modifications within the Board approved contract modification authority.

ISSUE & DISCUSSION



AWARDEE

Bicycle Transit Systems, Inc.

NUMBER OF BIDS

One (1) bid received – This is a modification to an existing contract

DEOD COMMITMENT

DBE commitment – 22.37%

ISSUE

The current contract expires April 30, 2025, and this extension ensures uninterrupted service until the award of the new multi-year contract, which is in procurement.

DISCUSSION

The modification will extend the contract term 7 months, inclusive of a base period of four months and three one-month options. The new term ends November 30,

PROGRAM OVERVIEW



- Program launched July 2016
- Three service areas:
Downtown/Central LA (including Hollywood), Westside and North Hollywood
- Inventory: 225 stations; 1,800 bikes (approximately 15% Electric)
- To date:
 - 2.6 million trips
 - 9.1 million miles traveled
 - 364 thousand passes sold
 - 8.6 million lbs. emissions reduced



RIDERSHIP OVERVIEW

- Approximately 520,000 trips taken in 2024, the highest annual ridership to date, and 17% increase from last year.
- 30-Day & 365-Day passholders grew 14%.
- Reduced fare (RF) passes increased by 39%
 - RF passes include: EBT verification, Metro's LIFE program, seniors (62+), students (16+), and individuals with disabilities.
 - Trips taken by RF passholders grew 70,000.

