



Board Report

File #: 2026-0501, File Type: Contract

Agenda Number: 48.

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE JULY 16, 2026

SUBJECT: METRO BIKE SHARE CONTRACT MODIFICATION

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to:

- A. EXECUTE Modification No. 24 to Contract No. PS272680011357 with Bicycle Transit Systems, Inc. (BTS) to exercise up to six, one-month options, each separately as needed from December 1, 2026 to May 31, 2027, to continue Metro Bike Share (MBS) program services in the Not-To-Exceed (NTE) amount of \$6,505,955, increasing the total contract value from \$137,661,378 to \$144,167,333; and
- B. EXECUTE individual contract modifications for Contract No. PS272680011357 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 implemented. The current MBS contract with BTS expires on November 30, 2026, and this extension is needed to ensure uninterrupted service while the procurement is underway.

BACKGROUND

MBS launched in July 2016 in partnership with the City of Los Angeles. It serves Los Angeles County residents with 225 stations located in Downtown Los Angeles, Central Los Angeles, Hollywood, Westside, and North Hollywood. In 2025, over 430,000 trips were taken, representing 1.5 million miles traveled, and 1.5 million pounds of CO2 averted.

The program continues to provide service to the Los Angeles community. Of the trips taken in 2025, more than 145,000 trips (33%) were taken by users with reduced-fare 30-Day and 365-Day passes. 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. In May 2026, three MBS stations were relocated and installed at the new Metro D Line Stations - Wilshire/La Brea, Wilshire/Fairfax, and Wilshire/La Cienega.

DISCUSSION

Based on the Board-approved model, the award of a new MBS contract is currently underway and subject to a communications blackout. The new MBS contract requires the replacement of all existing bike share equipment (bikes, docks, stations) and systems (website, mobile app, back-end operational, administrative, and customer service).

Extension of the current contract is needed to ensure continued MBS operations until completion of the equipment and systems replacement/transition of services to the new contract. The new contract Scope of Service (SOS) provides up to six months from the Notice to Proceed (NTP) to complete the transition of operations. The current contract expires on November 30, 2026, leaving no time or authority to extend it and ensure continued MBS operations in the event of any delays in executing the new contract and/or issuing the NTP. The recommendation to allow up to 6 one-month extensions provides a mechanism to address any delays associated with the equipment and system replacement and the operational transition, and to ensure uninterrupted service to the public. The exercise of any current contract extension will depend upon the issuance of the NTP and the implementation of the approved transition schedule. Any exercise of extensions will be managed to ensure a seamless transition while minimizing costs associated with dual operations.

DETERMINATION OF SAFETY IMPACT

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

FINANCIAL IMPACT

Funding in the amount of \$6,505,955 is included in the FY27 budget under cost center 4540 - TDM Policy & Regional Shared Mobility, and project 308010 - Bike Share Program O&M. Under the existing cost-sharing partnership with the City of Los Angeles, operating costs are allocated on a 35% Metro-65% City split. The City of Los Angeles is aware of the costs, provisions, and requirements of this contract and has provided their concurrence to proceed with the award of this contract.

Impact to Budget

Funding for MBS consists of City of Los Angeles subsidy, fares, and other bus and rail operating-eligible funds.

EQUITY PLATFORM

The approval of this contract modification and extension will ensure Metro's ability to continue operating and maintaining a regional bike share program accessible to Los Angeles County

residents. This contract extension will allow Metro to continue providing current service to those who live and work in Equity Focus Communities (EFCs) in Downtown Los Angeles, Central Los Angeles, the Westside, and North Hollywood. Currently, 48% of MBS stations are located in EFCs, and 41% 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, 33% of all rides are taken by passholders with 30-Day and 365-Day Reduced Fare passes.

As part of the annual survey conducted by MBS, demographic data is collected. In 2025, trends from previous surveys were consistent. However, certain changes were observed. For example, although 55% of respondents were male, this was lower than in 2024, when males represented 61% of respondents. Similarly, Caucasians represent the largest group of survey respondents in 2025 at 35%, down from 44% in 2024. Respondents younger than 50 years also decreased from 79% in 2024 to 75% in 2025.

The DBE commitment is not a factor in the staff recommendation, but two certified small businesses are participating in this contract.

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 10.0 million miles have been traveled by MBS users, which represents a minimum reduction of approximately 2.4 million Vehicle Miles Traveled since the 2025 MBS survey results show that approximately 24% 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 it would not support the Board motion and 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 November 30, 2026.

NEXT STEPS

Upon Board approval, staff will execute Modification No. 24 to Contract No. PS272680011357 with BTS to exercise up to six, one-month options, each separately, as needed, from December 1, 2026, through May 31, 2027, to continue MBS program services.

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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Reviewed by: Conan Cheung, Chief Operations Officer, (213) 418-3034



Stephanie 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: Exercise up to six, one-month options, each separately, as needed from December 1, 2026, to May 31, 2027, to continue Metro Bike Share Program services.			
4.	Contract Work Description: Metro Bike Share Program			
5.	The following data is current as of: 06/29/2026			
6.	Contract Completion Status		Financial Status	
	Contract Awarded:		Contract Award Amount:	\$11,065,673
	06/25/15			
	Notice to Proceed (NTP):		Total of Modifications Approved:	\$126,595,705
	07/31/15			
	Original Complete Date:		Pending Modifications (including this action):	\$6,505,955
	07/29/22			
	Current Est. Complete Date:		Current Contract Value (with this action):	\$144,167,333
	03/31/27			
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. 24 to exercise up to six, one-month options, each separately, as needed from December 1, 2026 to May 31, 2027, to continue Metro Bike Share (MBS) program services and ensure uninterrupted service until the award of the new contract.

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

On June 25, 2015, the Board approved 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.

There have been 23 modifications issued to date.

Refer to Attachment C – 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, and technical analysis.

Proposal Amount	Metro ICE	Recommended Amount
\$6,505,955	\$6,701,133	\$6,505,955

**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	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 by 5 months 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	Extended POP through 8/31/25.	Approved	03/27/25	\$4,730,373
19	Exercise up to three, one-month options each separately as needed from September 1, 2025 to November 30, 2025.	Approved	07/24/25	\$3,627,011
20	Loan bikes and extend POP 6 months through May 31, 2026.	Approved	10/29/25	\$6,505,955
21	Exercise three of the six, one-month options, from June 1, 2026 to August 31, 2026.	Approved	03/26/26	\$3,252,977
22	Exercise up to three, one-month options each separately as needed from September 1, 2026 to November 30, 2026.	Approved	06/08/26	\$3,252,977
23	Name change from Bicycle Transit Systems, Inc., to Bicycle Transit Systems, Inc., DBA Revolution.	Pending	Pending	\$0.00
24	Exercise up to six, one-month options each separately as needed from December 1, 2026 to May 31, 2027.	Pending	Pending	\$6,505,955
	Modification Total:			\$133,101,659
	Original Contract:		07/24/15	\$11,065,673
	Total:			\$144,167,333

DEOD SUMMARY**METRO BIKE SHARE / PS272680011357****A. Small Business Participation**

Bicycle Transit Systems, Inc. (BTS) made a 22.37% Disadvantaged Business Enterprise (DBE) commitment on this contract. However, the U.S. Department of Transportation (USDOT) has issued an Interim Final Rule (IFR) that makes changes to the DBE Program, including the suspension of goals, counting participation, and enforcement effective October 3, 2025. Metro is currently reviewing the Interim Final Rule (IFR) to identify necessary program and procedural changes to ensure full compliance. While the DBE commitment is not a factor in the staff recommendation, there are two certified small businesses participating in this contract.

B. Living Wage and Service Contract Worker Retention Policy Applicability

The Living Wage and Service Contract Worker Retention Policy (LW/SCWRP) is applicable to this modification. Metro staff will monitor and enforce the policy guidelines to ensure that applicable workers are paid at minimum, the current Living Wage rate of \$25.12 per hour (\$17.47 base + \$7.65 health benefits), including yearly increases. The increase may be up to 3% of the total wage, annually. In addition, contractors will be responsible for submitting the required reports for the Living Wage and Service Contract Worker Retention Policy and other related documentation to staff to determine overall compliance with the policy.

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

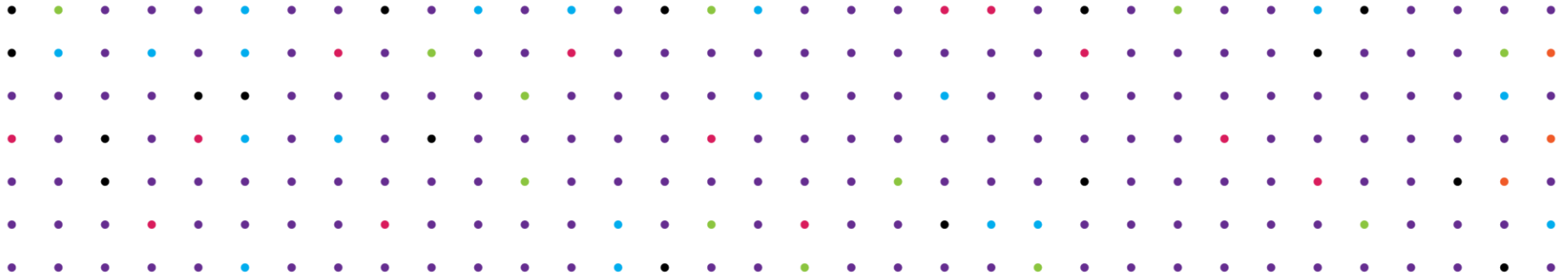
Project Labor Agreement/Construction Careers Policy is not applicable to this Contract. PLA/CCP is applicable only to construction contracts that have a construction related value in excess of \$2.5 million.

E. Manufacturing Careers Policy

The Manufacturing Careers Policy (MCP) does not apply to this contract. The MCP is required on Metro's Rolling Stock RFPs, with an Independent Cost Estimate of at least \$50 million.

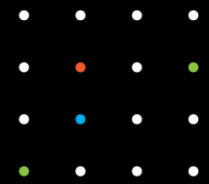
SHARED MOBILITY

METRO BIKE SHARE



Operations, Safety, & Customer Experience Committee Meeting
July 16, 2026

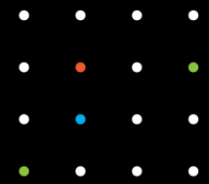
RECOMMENDATION



AUTHORIZE the Chief Executive Officer (CEO) to:

- A. EXECUTE Modification No. 24 to Contract No. PS272680011357 with Bicycle Transit Systems, Inc. (BTS) to exercise up to six, one-month options, each separately as needed from December 1, 2026 to May 31, 2027, to continue Metro Bike Share (MBS) program services in the Not-To-Exceed (NTE) amount of \$6,505,955, increasing the total contract value from \$137,661,378 to \$144,167,333; and
- B. EXECUTE individual contract modifications for Contract No. PS272680011357 within the Board-approved contract modification authority.

ISSUE & DISCUSSION



AWARDEE

Bicycle Transit Systems, Inc. (BTS)

NUMBER OF BIDS/PROPOSALS

One proposal received as this is a modification to an existing contract.

DEOD COMMITMENT

The DBE commitment is not a factor in the staff recommendation, but two certified small businesses are participating in this contract.

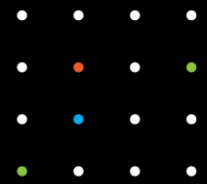
ISSUE

The current MBS contract expires November 30, 2026, and this modification is needed to ensure uninterrupted service until completion of the transition of operations to the new multi-year contract.

DISCUSSION

The recommendation authorizes the CEO to exercise up to six one-month options to extend the contract to May 31, 2027.

BACKGROUND



MBS service is available in Central/DTLA, Westside and North Hollywood

- 225 stations & 1,800 bikes (10% e-bikes)
- 5 stations located along Rail-to-Rail project
- More than 3M rides taken to date; 2025 ridership 430K
- 33% of rides in 2025 taken by users with reduced fare passes
- Reduced fare passes include LIFE, EBT Verification, Seniors 62+, Students 16+, individuals with disabilities

