File #: 2026-0672, **File Type:** Contract **Agenda Number:** 40.

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
SEPTEMBER 17, 2026

SUBJECT: METRO BIKE SHARE

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to execute Modification No. 25 to Contract No. PS272680011357 with Bicycle Transit Systems, Inc., DBA Revolution, to implement and support the grant funded expansion of the Metro Bike Share (MBS) system in the Not-To-Exceed (NTE) amount of $7,550,000, increasing the total contract value from $139,830,029 to $147,380,029.

ISSUE

MBS was awarded a State funded Regional Early Action Planning Grant (REAP 2.0) in the amount of $7,550,000, and the Southern California Association of Governments (SCAG), who administers the grant program within their region, has set a September 30, 2026, deadline for Metro to take action or risk the rescinding of the funds. To ensure Metro meets the deadline and retains the REAP grant funds, contract action is needed to authorize the expansion of MBS.

BACKGROUND

MBS launched in July 2016 in partnership with the City of Los Angeles. MBS is currently comprised of 225 stations located in Downtown/Central Los Angeles, Hollywood, Westside, and North Hollywood. MBS operates up to 1,800 on-street bikes (actual numbers vary depending upon inventory, equipment maintenance and bike availability) of which approximately 10% - 15% are Class 1 pedal assist e-bikes. In 2025, over 430,000 trips were taken, representing 1.5 million miles traveled, and 1.5 million pounds of CO_2 averted.

SCAG oversees REAP 2.0 grants under the County Transportation Commission (CTC) Partnership Program. REAP 2.0 grants are funds from the California Department of Housing and Community Development (HCD) administered by the Southern California Association of Governments (SCAG) to reduce vehicle miles traveled (VMT) and advance equity in Southern California.

DISCUSSION

Metro is the recipient of a REAP 2.0 grant for the MBS program in the amount of $7,550,000. This recommendation is to ensure that Metro retains the REAP funds and expands MBS to provide contiguous service between the Downtown/Central Los Angeles service area and two other service areas. The REAP funds will enable MBS to expand coverage to address two service area gaps:

1) Service gap between the Downtown/Central and the Westside service areas. This gap is approximately 8 miles wide from Wilshire Bl. & Western Ave. to Wilshire Bl. & Westwood Bl. MBS has taken initial steps to address this gap by relocating existing stations to the three new D-Line stations; however, additional stations are needed to adequately cover this area.

2) Service gap between Downtown and MBS stations located along the Rail-to-Rail active transportation corridor on Slauson Ave. in South Los Angeles. This gap is approximately 1.5 miles from Figueroa St. & Martin Luther King Jr. Bl. to Figueroa St. & Slauson Ave. MBS currently has 5 stations along the Rail-to-Rail corridor from Compton Ave. to Denker Ave. and this expansion will improve the connectivity of these five stations to Exposition Park, USC and the rest of the Downtown/Central service area.

The expansion will consist of 60 stations and between 600 and 650 on-street Class 1 pedal-assisted e-bikes. It is anticipated that 40 stations will be deployed to support the Downtown/Central and Westside service area gap and 20 stations will be used to cover the Downtown to Rail-to-Rail Slauson Ave. service gap.

DETERMINATION OF SAFETY IMPACT

There is no adverse safety impact by approving this recommendation.

FINANCIAL IMPACT

REAP grant funding in the amount of $7,550,000 will fully cover the cost of this action.

Funding for MBS is included in the FY27 budget in cost center 4540, project number 210186 and project name “4540 MBS Equipment and Expansion”.

Impact to Budget

Funding for this action is REAP 2.0 grant funds that are not eligible for bus and rail operations.

EQUITY PLATFORM

In support of this action, Metro along with four community-based organizations, BikeLA, Los Angeles Walks, Walk n’ Rollers and CicLAvia, conducted a variety of outreach events to introduce and support the potential expansion. Events included participation at various CicLAvia and other open street events, project meetings and other community-based events. Activities included bike rides, bike safety and education, general MBS information distribution, and the ability of community members to suggest possible MBS station locations. Overall community engagement was positive. More than 50 events were held in different neighborhoods including West Adams, Koreatown, Pico-Union, Westwood and South LA resulting in more than 3,500 engagements. One of the main barriers to using MBS expressed during the events was not having nearby stations. Expanding in these areas will address this barrier and provide the community with access to MBS.

This modification will allow Metro to provide service to those who live and work in Equity Focus Communities (EFCs) in the new expansion areas and will enhance MBS connectivity between the Downtown/Central LA and South LA as well as the Westside service areas. Currently, 48% of existing MBS stations are located in EFCs, and generate approximately 41% of all trips. The geographic footprint of this expansion area is estimated to be comprised of 52% EFC.

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 investment activities that will improve and further encourage 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. Enabling MBS to expand service will constitute further decreases in VMT. Metro's Board-adopted VMT reduction targets were designed to build on the success of existing investments, and this item aligns with those objectives.

* 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 result in the loss of $7.55M in REAP 2.0 funds.

NEXT STEPS

Upon Board approval, staff will execute Modification No. 25 to Contract No. PS272680011357 with Bicycle Transit Systems, Inc., DBA Revolution.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - Contract Modification/Change Order Log
Attachment C - DEOD Summary

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ATTACHMENT A

PROCUREMENT SUMMARY

METRO BIKE SHARE / PS272680011357

1.	**Contract Number**: PS272680011357				
2.	**Contractor**: Bicycle Transit Systems, Inc. (DBA Revolution)				
3.	**Mod. Work Description**: Implement and support the REAP 2.0 grant funded expansion of the Metro Bike Share (MBS) system.				
4.	**Contract Work Description**: Metro Bike Share Program				
5.	**The following data is current as of**: 09/11/26				
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:**	$128,764,356	
	Original Complete Date:	07/29/22	**Pending Modifications (including this action):**	Not-To-Exceed $7,550,000	
	Current Est. Complete Date:	01/31/27	**Current Contract Value (with this action):**	$147,380,029	
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. 25 to implement and support the REAP 2.0 grant funded expansion of the Metro Bike Share (MBS) system. The project will expand and provide MBS stations and bikes to fill in service gaps between currently disconnected MBS service areas.

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 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.

Twenty-four modifications have been issued to date.

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

B. <u>Cost Analysis</u>

The Not-To-Exceed (NTE) amount will be determined to be fair and reasonable based on an Independent Cost Estimate (ICE), technical analysis, cost analysis validating existing overhead rates, operational costs, and fact finding prior to executing the contract modification.

Proposal Amount	Metro ICE	NTE Amount
$7,550,000	$7,550,000	$7,550,000

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.	Approved	06/25/26	$0.00
24	Exercise two, one-month options each separately as needed from December 1, 2026 to January 31, 2027.	Approved	07/23/26	$2,168,652
25	Implement and support the grant funded expansion of the MBS system.	**Pending**	**Pending**	**$7,550,000 Not-To-Exceed**
	Modification Total:			**$136,314,356**
	Original Contract:		**06/25/15**	**$11,065,673**
	Total:			**$147,380,029**

DEOD SUMMARY

METRO BIKE SHARE / PS272680011357

A. Small Business Participation

At the time of award, 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. While the DBE commitment is not a factor in the staff recommendation, there are three (3) certified small businesses participating in this contract.

B. Living Wage 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 is not applicable to this modification.

D. Project Labor Agreement/Construction Careers Policy (PLA/CCP)

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.