



Board Report

File #: 2026-0127, **File Type:** Contract

Agenda Number: 30.

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE MARCH 19, 2026

SUBJECT: METRO BIKE SHARE

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to:

- A. EXECUTE Modification No. 21 to Contract No. PS272680011357 with Bicycle Transit Systems, Inc. (BTS) to exercise up to six, one-month options, each separately as needed from June 1, 2026, to November 30, 2026, 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 \$131,155,423 to \$137,661,378; 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 expires May 31, 2026, 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

MBS launched in July 2016 in partnership with the City of Los Angeles. It services 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 3.0 million trips have been taken, 10.6 million miles have been traveled, and 10.0 million pounds of CO2 have been averted.

The program continues to provide service to the Los Angeles community. More than 430,000 rides were recorded in 2025. Of these, more than 145,000 trips (or 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. During 2025, the program expanded to the South Los Angeles community by installing five (5) stations along the Rail-to-Rail project at Denker & Slauson, Vermont & Slauson, Figueroa & Slauson, Avalon & Slauson, and Compton & Slauson. Activity at stations continues to increase, with 10% growth seen between November 2025 and December 2025. In addition, as of December 2025, the ridership at the Vermont & Slauson station was within the top 25%.

The MBS motion passed by the Board in December 2021 also 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.

DISCUSSION

Based on the Board-approved model, a procurement to secure a new MBS contract is currently underway and subject to communications blackout. Staff is requesting an extension of the current contract to allow for the completion of the procurement, award of the new contract, and the transition of services to the newly awarded contract. It is anticipated to take up to four months from the Notice to Proceed (NTP) to complete the transition of operations to the new contract. The current contract expires May 31, 2026, and if the Board approves the extension, the contract will end, if all six option months are executed, on November 30, 2026. Based upon current conditions, an extension of the current contract with BTS is needed to ensure uninterrupted MBS service. Execution of the extension will be dependent upon issuance of the NTP and the implementation of the approved transition schedule. Execution of any extensions will be managed to ensure a seamless transition while minimizing costs associated with dual operations.

Per the MOU with the City of Los Angeles, the City will provide 65% of the funds in support of the ongoing operation and maintenance of MBS. Staff has 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

Funding in the amount of \$26,071,011 is included in FY26, and funding is allocated in the FY27 proposed budget under Cost Center 4540 - TDM Policy & Regional Shared Mobility, Account 50316 - Professional Services, Project 308010 - Bikeshare Program Operating & Maintenance.

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, 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 compared to 2024, when males represented 61% of respondents. Similarly, Caucasians represent the largest group of survey respondents in 2025 at 35%, but this is lower compared to 2024 when they represented 44% of respondents. Respondents younger than 50 years also decreased from 79% in 2024 to 75% in 2025.

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 two certified small businesses 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.

With the extension of this contract, avoided or reduced VMT would be expected to continue as it has for the duration of the program to date. Future changes or expansions to the MBS program could result in changes to the anticipated VMT reduction effects of this program; that information will be provided in subsequent Board reports.

*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 May 31, 2026.

NEXT STEPS

Upon Board approval, staff will execute Modification No. 21 to Contract No. PS272680011357 with BTS to exercise up to six, one-month options, each separately, as needed from June 1, 2026, through November 30, 2026, to continue MBS program services.

ATTACHMENTS

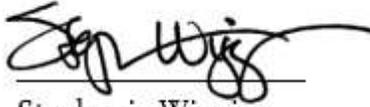
- Attachment A - Board Motion 41
- Attachment B - Procurement Summary
- Attachment C - Contract Modification/Change Order Log
- Attachment D - DEOD Summary

Prepared by:

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Reviewed by:

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

A handwritten signature in black ink, appearing to read 'Step Wiggins', written over a horizontal line.

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 June 1, 2026, to November 30, 2026, to continue Metro Bike Share Program services.		
4.	Contract Work Description: Metro Bike Share Program		
5.	The following data is current as of: 02/17/2026		
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: \$120,089,750
	Original Complete Date:	07/29/22	Pending Modifications (including this action): \$6,505,955
	Current Est. Complete Date:	11/30/26	Current Contract Value (with this action): \$137,661,378
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. 21 to exercise up to six, one-month options, each separately, as needed from June 1, 2026 to November 30, 2026, 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 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.

There have been 20 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 based on existing rates established in the contract, 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 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	3/27/25	\$4,730,373
19	Exercise up to three, one-month options, each separately, and extend the POP through 11/30/25.	Approved	7/24/25	\$3,627,011
20	Loan bikes and extend POP through 5/31/26.	Approved	10/29/25	\$6,505,955
21	Exercise up to six, one-month options, each separately, and extend the POP through 11/30/26, as needed.	Pending	Pending	\$6,505,955
	Modification Total:			\$126,595,705
	Original Contract:		06/25/15	\$11,065,673
	Total:			\$137,661,378

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 is not applicable to this modification.

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this modification.

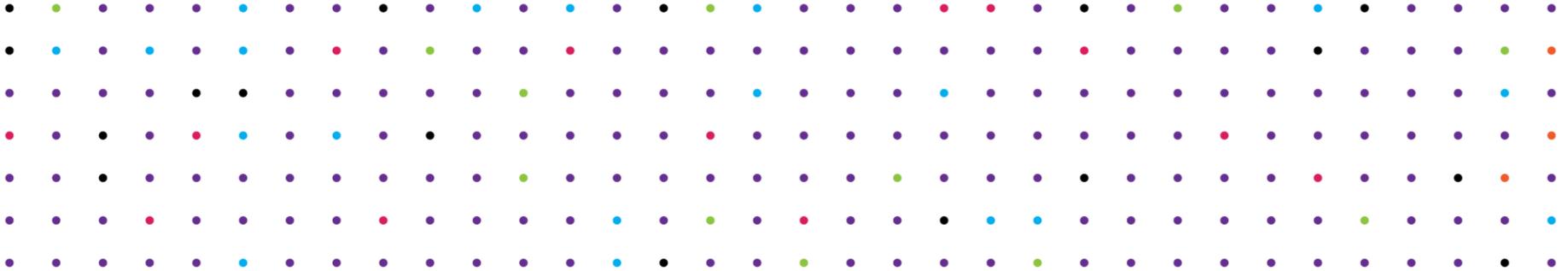
D. Project Labor Agreement/Construction Careers Policy

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

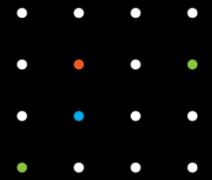
The Manufacturing Careers Policy (MCP) does not apply to this contract. The MCP is required on Metro's Rolling Stock RFPs, with an Independent Cost Estimate of at least \$50 million.

METRO BIKE SHARE



Operations, Safety, & Customer Experience Committee Meeting
March 19, 2026

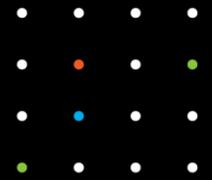
RECOMMENDATION



AUTHORIZE the Chief Executive Officer (CEO) to:

- A. EXECUTE Modification No. 21 to Contract No. PS272680011357 with Bicycle Transit Systems, Inc. (BTS) to exercise up to six, one-month options, each separately as needed from June 1, 2026, to November 30, 2026, 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 \$131,155,423 to \$137,661,378; and
- B. EXECUTE individual contract modifications 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

DBE commitment is 22.37%

ISSUE

The current MBS contract expires May 31, 2026, and this modification is needed to ensure uninterrupted service until the award of the new multi-year contract.

DISCUSSION

The recommendation authorizes the CEO to exercise up to six one-month options to extend the contract to November 30, 2026.



BACKGROUND

MBS service 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

