

**BILL:** H.R. 4343

**AUTHOR:** U.S. REPRESENTATIVE EARL BLUMENAUER (D-OR)

**SUBJECT:** TRANSPORTATION FUNDING

**STATUS:** REFERRED TO THE HOUSE TRANSPORTATION AND INFRASTRUCTURE COMMITTEE, SUBCOMMITTEE ON HIGHWAYS AND TRANSIT

**ACTION:** SUPPORT

**RECOMMENDATION**

Staff recommends that the Board adopt a SUPPORT position for H.R. 4343 –The Bikeshare Transit Act of 2016.

**ISSUE**

While some bikeshare systems throughout the nation have received federal support through the CMAQ program, there is no established federal program that currently funds the ongoing needs of bikeshare systems. States such as California recognize that bikeshare projects are eligible for CMAQ funding, but the interpretation of eligibility is not uniform across the nation. To best support the development of successful bikeshare projects as well as be supportive of federal funding for bikeshare projects, it is important to clarify current law and support the uniform implementation of federal involvement in bikeshare projects nationwide.

**DISCUSSION**

H.R. 4343 (Blumenauer) – The Bikeshare Transit Act of 2016 would, if enacted into federal law, clarify the definition of bikeshare projects that qualify as an “associated transit improvement” under Title 49 of U.S. Code, add bikeshare projects to the definition of “capital project” under Title 49 of U.S. Code, and make bikeshare projects eligible for funding under the Congestion Mitigation and Air Quality Improvement Program (CMAQ) under Title 23 of U.S. Code. The legislation seeks to add bikeshare projects to the formal definition of transit projects as well as make clear to states that administer Federal Highway Administration funding that bikeshare is eligible to receive federal funding.

Nationally, bikeshare systems are opening in large and small communities and represent an important mode of transit that can improve air quality and reduce congestion. Currently, there are about 80 bikeshare systems throughout the nation with more than 10 million people riding last year. In June of 2015, Metro awarded a two-year

contract to Bicycle Transit Systems (BTS) for provision of the equipment, installation and operations of the Metro Countywide Bike Share Phase 1 Pilot in downtown Los Angeles (DTLA Pilot). Planning for the DTLA Pilot is underway with up to 80 stations and 1,000 bikes being launched by the summer of 2016. Metro's Countywide Bike Share program will serve as a key first-last mile solution and will offer customers a seamless user experience through TAP.

To help provide federal resources to bikeshare projects, Congressman Blumenauer's legislation, H.R. 4343, would define "bikeshare" in U.S. Code as well as make bikeshare projects eligible for federal funding. Specifically, the Bikeshare Transit Act will allow federal funding to be used for acquiring or replacing bikeshare related equipment and the construction of bikeshare facilities. The Bikeshare Transit Act will remove significant barriers facing new bikeshare projects as well as those existing bikeshare programs applying for federal funding.

### **DETERMINATION OF SAFETY IMPACT**

Staff has determined that there is no direct impact to safety as a result of this proposal.

### **FINANCIAL IMPACT**

Staff has determined that the legislation would have no negative financial impact for Metro. While the increased flexibility may allow for the delivery of bikeshare using federal funds, the bill does not increase the overall amount of federal funds available to deliver this program.

### **ALTERNATIVES CONSIDERED**

Metro could consider adopting an oppose position on this legislation, however, this would be inconsistent with our Board-approved 2016 Federal Legislative program.

### **NEXT STEPS**

Should the Board decide to adopt a SUPPORT position on H.R.4343, staff will submit a letter of support for the legislation and work with the Los Angeles County Congressional Delegation to advocate for passage of H.R. 4343, "The Bikeshare Transit Act of 2016."