



Planning and Programming Committee
July 18, 2018
Legistar File 2018-0441

Motion Response
July 2018

Background

Total Trips



473,318

Passes Sold



16,559

Calories Burned



34,977,826

Miles Traveled



1,407,326

Emissions Reduced

Pounds of CO₂



1,336,960

60% of users are making first/last mile connections to transit

* Data illustrates performance between July 7, 2016 to June 30, 2018



*Program inception date – July 7, 2016

Metro Bike Share Program Cost Summary

	Total	Grants	Fare Box Revenue	Cost Reimbursement from Cities	Metro Costs
Capital	\$ 8,582,740	\$ (6,796,521)		\$ (716,494)	\$ 1,069,725
Pre-Launch	\$ 3,184,068			\$ (2,069,644)	\$ 1,114,424
O&M	\$ 9,857,575		\$ (1,327,686)	\$ (5,544,428)	\$ 2,985,461
Total	\$ 21,624,383	\$ (6,796,521)	\$ (1,327,686)	\$ (8,330,566)	\$ 5,169,610

- Cumulative since inception of the program to May 2018
- Metro Capital and Pre- Launching Cost was funded by Measure M 2% and General Fund.
- Metro Operating and Maintenance Cost was funded by Prop C 25% and General Fund.



Motion Response

- Motion directive: “pursue qualifying MTA’s bicycle programs as transportation mode, which should be eligible for funding from State or Federal funds” and “report back to the Board in 60 days with an update on staff efforts/information and a path forward with next steps.”



Motion Response

- Foundational Background:
- Under both federal and state regulation, pedestrian and bicycle investments are currently recognized as transportation modes
 - Titles 23 and Title 49 of USC; bike and pedestrian transport eligible for funding in numerous categories.

https://www.fhwa.dot.gov/environment/bicycle_pedestrian/funding/funding_opportunities.cfm

- Restrictions do apply; for example, funding largely limited to capital, not operations.



Motion Response

- No legislative or regulatory actions are needed to receive state or federal funding; however, changes would be needed to expand specific eligibilities.
- In March of 2016 – Metro board approved a SUPPORT position for H.R. 4343 (Earl Blumenauer)
 - if enacted, adds bikeshare projects to the formal definitions of transit projects
 - makes clear to states that administer FHWA funding that bikeshare is eligible to receive federal funding
 - Staff recommends in 2018 a Board adopted SUPPORT position for H.R. 3305 (Blumenauer)-same as H.R. 4343



Motion Response

- Metro's 2018 State Legislative Program includes staff direction to advocate for and support funding for Metro's first/last mile, bike and pedestrian safety projects under the State's Active Transportation and Local Planning Grants programs
- At the June meeting, CTC allocated state grant funding for capital expenditures to expand bike share to the communities around USC/Expo Park.
- Cycle 4 of state Active Transportation Program Grants due July 2018; next cycle in roughly 2 years.

Motion Response

- Note that major state and federal bike/ pedestrian dedicated funding is programmatically combined in CA; administered by Caltrans
- The May motion was too late to implement bills in 2018 legislative sessions; staff will recommend proposals to address expanded investment authorities, to include in the Board's 2019 legislative program (adopted January).
- Staff will pursue legislative changes, beginning with Cap and Trade, as well as current state and federal program eligibility guidelines that will provide other funding opportunities for the program.

