

**Metro Countywide Bikeshare:**  
**Interoperability Objectives with Existing Local Bikeshare Programs**

In order to create an interoperable Metro Countywide Bikeshare system in which a customer could travel as seamlessly as possible between jurisdictions across the county, standards are necessary to ensure that users have a consistent experience. Cities that have executed a contract with a bikeshare vendor prior to issuance of a notice to proceed for Metro's selected vendor are identified as "existing bikeshare programs". To participate in the Metro Countywide Bikeshare Program and be eligible to receive the capital and net operations and maintenance (O&M) financial support, cities with "existing bikeshare programs" are asked to work with Metro to achieve the following interoperability objectives.

**1. Branding & Marketing**

Existing systems that would like to be included in the Countywide Bikeshare program and receive financial support must include in their branding image and all marketing media recognition of their being a part of the Metro Countywide System.

**2. Title Sponsorship**

Existing systems that request financial support from Metro to participate in the Countywide Bikeshare program must reserve the title sponsorship (and associated revenues) on the bikes for Metro. Sponsorship revenues will first be applied towards Metro's financial commitment. Excess revenues will then be applied toward each community's share of operating and maintenance costs. Existing cities could elect to maintain local sponsorship and may then forgo Metro financial support.

**3. Membership Reciprocity**

Existing systems that participate in the Countywide Bikeshare program, will provide reciprocal membership access and privileges to the Metro Bikeshare system. This reciprocity will allow a single membership to access multiple bikeshare systems. Allocation of membership revenues will be negotiated between Metro and existing cities. Metro and existing cities will cooperate in implementing systems that allow a TAP card to be a member identifier in each system. Metro and existing cities will equitably devote resources to make the necessary accommodations to achieve this objective.

#### **4. Reciprocal Docks**

Docks or racks should be co-located in limited areas where existing cities systems and Metro Countywide Bikeshare overlap and utilize different bikeshare technology. Metro will reserve one ad panel space on the kiosk for the host community to use for their own ad generating revenue opportunities if permitted under local ordinances.

#### **5. Unified Fare Structure**

Existing cities and Metro will work towards a unified Metro Bikeshare fare structure that meets the financial objectives of the parties.

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