

## BIKESHARE FUNDING / EXPENDITURE PLAN

				FY 15/16	FY 16/17	TOTALS
<b>Bikes and Docks</b>				<b>Phase 1: DTLA Pilot +65 Stations &amp; O&amp;M (1.5 yrs)</b>		
	<i>Total Bikes</i>			1,090	1,090	
	<i>Total Stations</i>			65	65	
<b>Capital Costs</b>						
	<i>Bikes</i>			1,090		
	<i>Stations</i>			65		
	<i>Cost/station</i>	\$89,323.60	<b>TOTAL</b>	<b>\$5,806,034</b>		<b>\$5,806,034</b>
<b>City/Metro Contributions</b>	<i>Metro Contribution (50% Capital)</i>			\$2,903,017		
	<i>Los Angeles Contribution (50% Capital)</i>			\$2,903,017		
<i>Expresslanes Grant (split btw City &amp; Metro)</i>				\$3,792,893		
<i>Balance of Capital Cost</i>				\$2,013,141		
<i>Reallocated CFP Grants F3510 and F5523</i>				\$2,013,141		
<i>Balance of Capital Cost</i>				\$0		
<b>Operation and Maintenance (O&amp;M) Costs</b>						
	<i>Pre-Launch</i>			\$1,249,113		
	<i>Operations &amp; Maintenance</i>			726,249	\$3,284,277	
	<i>Metro Contribution (35% Gross O&amp;M) - DTLA</i>			\$691,377	\$1,149,497	\$1,840,874
	<i>Los Angeles Contribution (65% Gross O&amp;M) - DTLA</i>			\$1,283,985	\$2,134,780	\$3,418,765
	<b>TOTAL</b>			<b>\$1,975,362</b>	<b>\$3,284,277</b>	<b>\$5,259,639</b>
<b>Total cost/yr (capital + Annual O&amp;M)</b>				<b>\$7,781,396</b>	<b>\$3,284,277</b>	<b>\$11,065,673</b>
<b>Revenues</b>						
<i>Total Estimated User Revenue*</i>				<b>\$267,010</b>	<b>\$1,275,574</b>	\$1,542,584
<i>Estimated Title Sponsorship**</i>		<i>Annual per bike</i>	\$1,375	<b>\$374,599</b>	<b>\$1,498,397</b>	\$1,872,996
<b>TOTAL</b>				<b>\$641,609</b>	<b>\$2,773,971.25</b>	<b>\$3,415,580</b>
<i>as % of operating cost</i>				32%	84%	

\* Estimates based on Metro Countywide Bikeshare Implementation Plan

\*\* Estimate based on a per bicycle average from Denver B-Cycle, Minneapolis Nice Ride, New York CitiBike and Philadelphia Indego bikeshare systems.