Los Angeles County
Metropolitan Transportation
Authority
One Gateway Plaza
3rd Floor Board Room
Los Angeles, CA

**File #:** 2026-0672, **File Type:** Contract **Agenda Number:** 40.

**OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE**
**SEPTEMBER 17, 2026**

**SUBJECT: METRO BIKE SHARE**

**ACTION: APPROVE RECOMMENDATION**

## RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to execute Modification No. 25 to Contract No. PS272680011357 with Bicycle Transit Systems, Inc., DBA Revolution, to implement and support the grant funded expansion of the Metro Bike Share (MBS) system in the Not-To-Exceed (NTE) amount of $7,550,000, increasing the total contract value from $139,830,029 to $147,380,029.

## ISSUE

MBS was awarded a State funded Regional Early Action Planning Grant (REAP 2.0) in the amount of $7,550,000, and the Southern California Association of Governments (SCAG), who administers the grant program within their region, has set a September 30, 2026, deadline for Metro to take action or risk the rescinding of the funds. To ensure Metro meets the deadline and retains the REAP grant funds, contract action is needed to authorize the expansion of MBS.

## BACKGROUND

MBS launched in July 2016 in partnership with the City of Los Angeles. MBS is currently comprised of 225 stations located in Downtown/Central Los Angeles, Hollywood, Westside, and North Hollywood. MBS operates up to 1,800 on-street bikes (actual numbers vary depending upon inventory, equipment maintenance and bike availability) of which approximately 10% - 15% are Class 1 pedal assist e-bikes. In 2025, over 430,000 trips were taken, representing 1.5 million miles traveled, and 1.5 million pounds of CO2 averted.

SCAG oversees REAP 2.0 grants under the County Transportation Commission (CTC) Partnership Program. REAP 2.0 grants are funds from the California Department of Housing and Community Development (HCD) administered by the Southern California Association of Governments (SCAG) to reduce vehicle miles traveled (VMT) and advance equity in Southern California.

## DISCUSSION

Metro is the recipient of a REAP 2.0 grant for the MBS program in the amount of $7,550,000. This

recommendation is to ensure that Metro retains the REAP funds and expands MBS to provide contiguous service between the Downtown/Central Los Angeles service area and two other service areas. The REAP funds will enable MBS to expand coverage to address two service area gaps:

1) Service gap between the Downtown/Central and the Westside service areas. This gap is approximately 8 miles wide from Wilshire Bl. & Western Ave. to Wilshire Bl. & Westwood Bl. MBS has taken initial steps to address this gap by relocating existing stations to the three new D-Line stations; however, additional stations are needed to adequately cover this area.

2) Service gap between Downtown and MBS stations located along the Rail-to-Rail active transportation corridor on Slauson Ave. in South Los Angeles. This gap is approximately 1.5 miles from Figueroa St. & Martin Luther King Jr. Bl. to Figueroa St. & Slauson Ave. MBS currently has 5 stations along the Rail-to-Rail corridor from Compton Ave. to Denker Ave. and this expansion will improve the connectivity of these five stations to Exposition Park, USC and the rest of the Downtown/Central service area.

The expansion will consist of 60 stations and between 600 and 650 on-street Class 1 pedal-assisted e-bikes. It is anticipated that 40 stations will be deployed to support the Downtown/Central and Westside service area gap and 20 stations will be used to cover the Downtown to Rail-to-Rail Slauson Ave. service gap.

## DETERMINATION OF SAFETY IMPACT

There is no adverse safety impact by approving this recommendation.

## FINANCIAL IMPACT

REAP grant funding in the amount of $7,550,000 will fully cover the cost of this action.

Funding for MBS is included in the FY27 budget in cost center 4540, project number 210186 and project name “4540 MBS Equipment and Expansion”.

Impact to Budget

Funding for this action is REAP 2.0 grant funds that are not eligible for bus and rail operations.

## EQUITY PLATFORM

In support of this action, Metro along with four community-based organizations, BikeLA, Los Angeles Walks, Walk n’ Rollers and CicLAvia, conducted a variety of outreach events to introduce and support the potential expansion. Events included participation at various CicLAvia and other open street events, project meetings and other community-based events. Activities included bike rides, bike safety and education, general MBS information distribution, and the ability of community members to suggest possible MBS station locations. Overall community engagement was positive. More than 50 events were held in different neighborhoods including West Adams, Koreatown, Pico-Union, Westwood and South LA resulting in more than 3,500 engagements. One of the main barriers to using MBS expressed during the events was not having nearby stations. Expanding in these areas

will address this barrier and provide the community with access to MBS.

This modification will allow Metro to provide service to those who live and work in Equity Focus Communities (EFCs) in the new expansion areas and will enhance MBS connectivity between the Downtown/Central LA and South LA as well as the Westside service areas. Currently, 48% of existing MBS stations are located in EFCs, and generate approximately 41% of all trips. The geographic footprint of this expansion area is estimated to be comprised of 52% EFC.

## 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 investment activities that will improve and further encourage 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. Enabling MBS to expand service will constitute further decreases in VMT. Metro's Board-adopted VMT reduction targets were designed to build on the success of existing investments, and this item aligns with those objectives.

* 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 it would result in the loss of $7.55M in REAP 2.0 funds.

## NEXT STEPS

Upon Board approval, staff will execute Modification No. 25 to Contract No. PS272680011357 with Bicycle Transit Systems, Inc., DBA Revolution.

## ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - Contract Modification/Change Order Log
Attachment C - DEOD Summary

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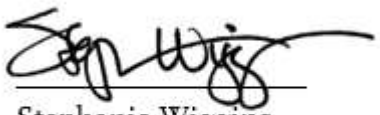

Stephanie Wiggins
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