



October 19, 2022

Dear Metro Board of Directors,

The Los Angeles County Bicycle Coalition (LACBC), ActiveSGV, and People for Mobility Justice reviewed the staff report and presentation (<https://boardagendas.metro.net/board-report/2022-0680/>) and wanted to share the following feedback on the new "operational model" for Metro Bike Share under consideration.

- Please do not presuppose a model that recommends a privately owned, publicly managed system is the right choice. LA is a polycentric mega city very different from all of the cities on the research list in the Board report. The recommended approach may not fit any existing large city bike share model. Let the RFP and performance metrics rooted in equity dictate the model.
- Acknowledge and embrace the E-bike library programs that exist today (see list below) that may be a more equitable, organic and sustainable way to grow bike share through LA County.
- Consider in the development of the RFP and how nonprofits should play a larger role and/or lead in developing and managing Metro Bike Share.
- Consider allowing the city contribution to be in-kind protected bike infrastructure instead of cash. This will support the goals of ridership better than providing money and is more equitable. In the Board report it says that cities did not join the Countywide program since it was too expensive and this might be due to the cost sharing requirements.

E-Bike Library Models

- Local LA County Models
 - LACBC / LADWP - Port of LA
 - LACI / City Of LA UBM - South LA
 - Pacoima Beautiful / People for Mobility Justice - Pacoima
 - Active SGV / SGVCog - <https://www.activesgv.org/projects/gosgv>
 - 840 bikes funded by a \$4.5 mil GGRF that Metro applied for in partnership with SGVCog.
- San Diego Model
 - [Pedal Ahead](#)
- International Model
 - [Paris Veligo](#) pwieafj'ewqejg'ih(contractured by The Paris Transport Agency)

LACBC, ActiveSGV, People for Mobility Justice, as well as the CBOs listed above have a wealth of knowledge gained from our E-Bike Library programs that is simply not reflected in the Staff Report and it would be a shame if we were not more directly consulted with on the new "operational model" for Metro Bike Share.

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