



Board Report

File #: 2017-0916, File Type: Program

Agenda Number: 8.

PLANNING AND PROGRAMMING COMMITTEE MARCH 14, 2018

**SUBJECT: METRO BIKE SHARE EXPANSION ENVIRONMENTAL
AND TITLE VI ANALYSES**

ACTION: APPROVE RECOMMENDATIONS FOR METRO BIKE SHARE EXPANSION

RECOMMENDATION

CONSIDER:

- A. ADOPTING the Metro Bike Share Phase III through V Expansion Environmental Analysis findings that the expansion qualifies for a Categorical Exemption under Section 15303 (Class 3), New Construction or Conversion of Small Structures (Attachment A);
- B. AUTHORIZING staff to file the Notice of Exemption for the Phase III through V Expansion;
- C. ADOPTING the Phase III through V Expansion Title VI and Environmental Justice Analysis findings that there is no Disparate Impact and no Disproportionate Burden associated with the expansion (Attachment B); and
- D. AUTHORIZING the CEO to negotiate and execute an amendment to the Memorandum of Understanding (MOU) between the City of Los Angeles and Metro to expand the Metro Bike Share service area with reallocated equipment within these Environmentally, Title VI, and Environmental Justice cleared areas.

ISSUE

An Environmental Analysis and Title VI and Environmental Justice Analysis have been completed for the Metro Bike Share Phase III through V Expansion ("Project"). In order to proceed, staff requests Board adoption of the analysis findings, authorization to file the Notice of Exemption, and authorization to amend the MOU with the City of Los Angeles.

DISCUSSION

Background

At the January 2014 meeting, the Board Motion 58 authorized the CEO to procure, contract, and

administer a bike share program. The Metro Bike Share system opened Phase I on July 17, 2016 in downtown Los Angeles and Phase II expansion was implemented in summer 2017 to Pasadena, Port of Los Angeles and Venice.

Expansion of the Metro Bike Share system is consistent with the Implementation Plan adopted by the Board in June 2015. Stations will be installed in accordance with local regulations and considerations regarding locations of fire hydrants, crosswalks, driveways, standpipes, street furniture, bus stops/shelters, impact on sight lines, and environmentally sensitive areas. Implemented and anticipated expansion phasing is provided below:

- *Phase I (implemented)*: Downtown Los Angeles
- *Phase II (implemented)*: Pasadena, Port of Los Angeles, Venice
- *Phase III (anticipated)*: Culver City, Marina del Rey, Palms/Mar Vista/Playa del Rey/Del Rey/Playa Vista, Echo Park/Silver Lake, Koreatown, MacArthur Park/Westlake, USC/Expo Park/University Park, San Gabriel Valley
- *Phase IV (anticipated)*: East Los Angeles, Glendale, Burbank, North Hollywood, Hollywood/East Hollywood
- *Phase V (anticipated)*: Boyle Heights, Mid-City, Huntington Park, Inglewood, Downey, Whittier

Environmental Analysis Findings

The environmental analysis for the Project has been completed in compliance with CEQA requirements. The findings show that the expansion qualifies for exemption under CEQA Categorical Exemption, *Section 15303 (Class 3) New Construction or Conversion of Small Structures*, because it involves a limited number of new, small structures. Stations have limited disturbance since most will be placed on existing paved rights-of-way such as sidewalks and streets. Small concrete pads and electrical connection work may be installed/performed on a limited number of stations.

None of the exceptions to the Categorical Exemptions apply to this Project. The Project does not contain important farmland, wetlands, wild and scenic rivers, floodplains or critical habitats. Stations will be located near historic structures but they are congruent with the existing urban fabric and as such would not impact any archeological or paleontological sites. The Project sites will not be located on sites identified as containing hazardous materials. Approval to file a Notice of Exemption will complete this process and move the Project forward.

Title VI and Environmental Justice Analysis Findings

A Title VI and Environmental Justice equity evaluation has been completed consistent with the requirements set forth in Executive Order 12890 and 49CFR Section 21.5. While thresholds have not been established for non-transit programs such as bike share, this equity evaluation seeks to determine whether or not there is reason to believe that the siting of bike share facilities might cause a Disparate Impact or Disproportional Burden. Two separate analyses were performed: one taking into consideration the minority population share, the other taking into consideration the poverty population share aggregated for all block groups within the existing and proposed bike share service areas and comparing both demographic characteristics with that of the Los Angeles County population.

The analyses found that there is no Disparate Impact and no Disproportionate Burden associated with the Project. Although the minority share of the population benefitting from the proposed program is 2.3% greater than for the County as a whole, the difference is less than 5% and presumed to be no Disparate Impact, consistent with the threshold applicable to transit service and fare changes. The poverty share of the proposed Project is 0.2% less than for the County as a whole and therefore has no Disproportionate Burden.

City of Los Angeles Reallocation

A station performance analysis of the existing downtown Los Angeles station locations has revealed that station placement may be optimized by relocation to provide enhanced service to patrons. Station relocation will expand the Metro Bike Share service area with no additional capital costs since existing equipment will be utilized. Stations will only be relocated in areas that have been cleared through Board-adopted Environmental and Title VI/Environmental Justice analyses.

Staff requests Board authorization to negotiate and execute an amendment to the MOU with the City of Los Angeles expanding the Metro Bike Share service area with reallocated equipment.

DETERMINATION OF SAFETY IMPACT

Board approval of the recommendations will not have any adverse safety impacts on Metro employees and patrons.

ALTERNATIVES CONSIDERED

The Board may choose not to act on any of the recommendations. This alternative is not recommended as it is not in line with previous Board direction.

NEXT STEPS

Upon Board adoption and authorization, the Notice of Exemption for the Phase III through V Expansion will be filed and the MOU will be negotiated with the City of Los Angeles.

The approvals recommended here are necessary for any expansion efforts going forward. Staff will return in Spring 2018 with a refined Business Plan for the Bike Share program, against which specific recommendations for Phase III implementation will be developed.

ATTACHMENTS

Attachment A - Environmental Analysis for Phase III through V Expansion

Attachment B - Title VI and Environmental Justice Analysis for Phase III through V Expansion

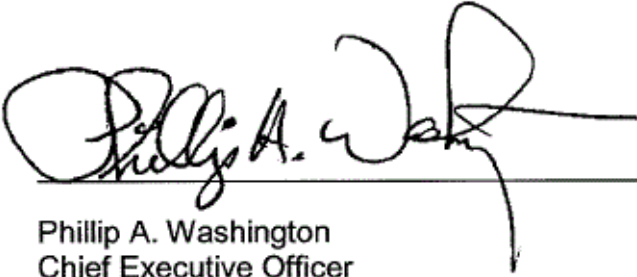
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CATEGORICAL EXEMPTION

INTRODUCTION

The Los Angeles County Metropolitan Transportation Authority (Metro) is proposing to expand its existing Countywide Bike Share network (proposed project). Phase 1 of Metro's bike share program began with the approval of up to 80 bike share stations and 1,000 bikes in downtown Los Angeles. Phase 2 of the program added approval of up to 60 new stations in Port of Los Angeles, Venice, and Pasadena. The proposed project consists of implementation of Phases 3, 4 and 5 of the expansion program and would add up to 4,409 bikes throughout Los Angeles County (not including the San Gabriel Valley). Within San Gabriel Valley, the proposed project would add up to 840 bikes.

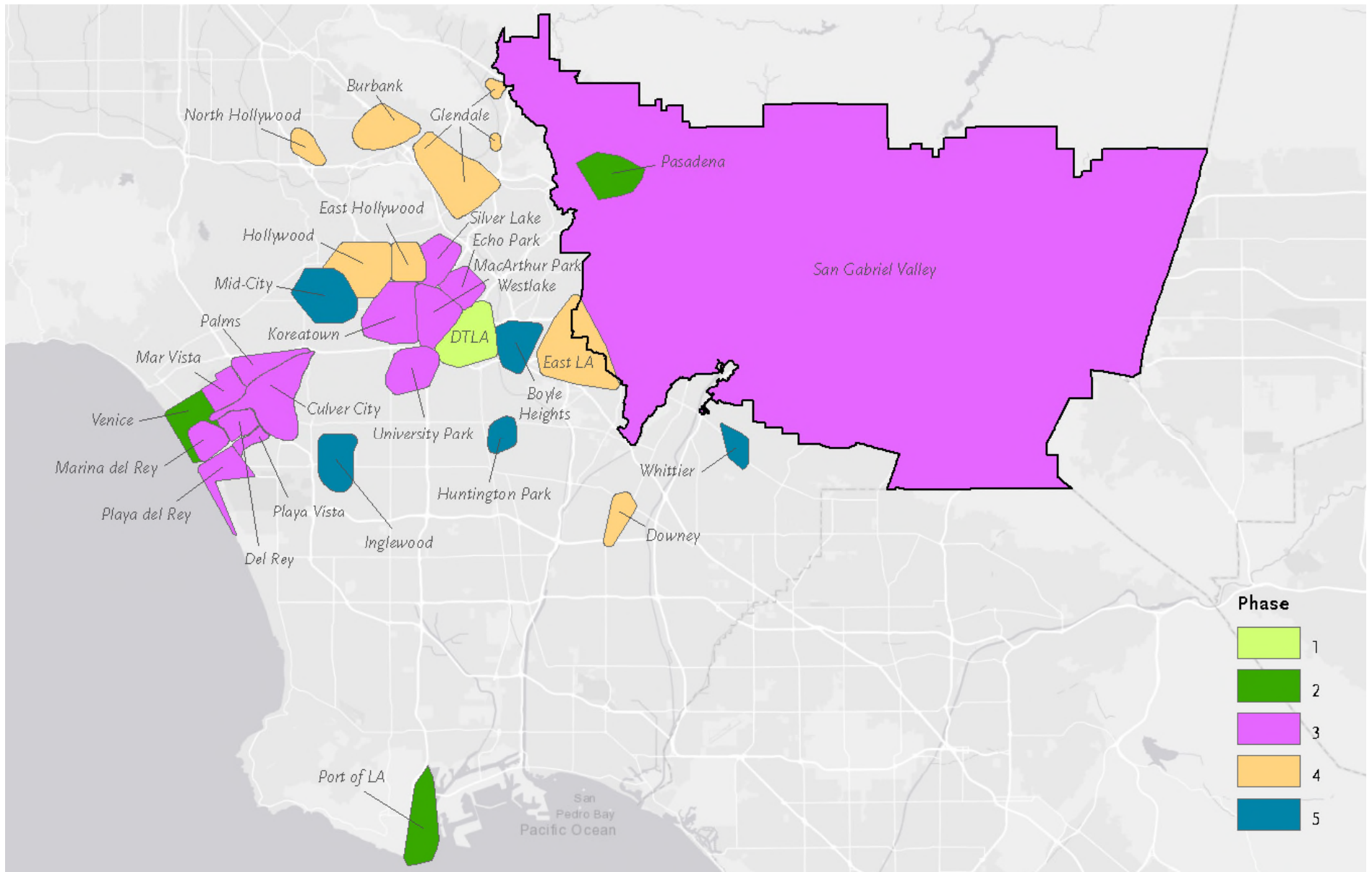
Final bike share station locations have not been identified at this time; however, the stations would typically be surrounded by commercial sites with high foot traffic and served by public transit. Final site selection for bike share stations would be determined during the construction phase, and specific locations like intersection corners, nearby intersections, or mid-block locations, would be determined based on key factors like visibility and safety. Collaboration between Metro and the various cities to identify the locations of bike share stations is ongoing. Metro is serving as the California Environmental Quality Act (CEQA) Lead Agency for the proposed project and would have final approval of all project plans and environmental documents.

PROJECT DESCRIPTION

The proposed bike share equipment and technology would include Third and Fourth Generation type equipment with the option to upgrade equipment and technology as needed. For a Third-Generation configuration, the bike share docking stations are wired together with plates or a top bar and a cell/satellite connection is placed at each station kiosk. The bikes would be locked at each dock station and solar power would be connected on top of the kiosk to enable bike share operations. Fourth Generation stations may have a kiosk with a cell/satellite connection and the docks are simple bike racks with no wiring; however the addition of electric bikes may result in power being wired to these docks. While most kiosks would be solar powered, some locations would include hard wiring for power. There are different configurations of the bike share stations, and the exact type would be determined during construction to best accommodate space and accessibility requirements. Metro would own, operate and maintain the system's equipment and docking stations.

The bike share station components are further described in **Table 1**. The service areas where the bike share stations would be located and expansion phases are shown in **Figure 1**.

TABLE 1: METRO BIKE SHARE STATION COMPONENTS	
Component	Description
Construction of Docking Station	Docking stations would be dropped into place. Docking stations would be held down with a weighted base and/or bolted to the ground requiring minimal ground disturbance. Most stations are solar powered; however, some locations would include hard wiring for power.
Construction Equipment	Lift gate, pallet jack, trucks.
Construction Duration	Installation of docking stations would take approximately four hours.
Project Operation	Docking stations would be operated by users with a pass card or a single-use permit. Bikes would be used and exchanged between stations. Solar stations would power most docking and payment stations, however some locations would include hard wiring for power.
SOURCE: Metro, 2018.	



Each bike share station would be sized based on ridership expectations as outlined in the Regional Bike Share Implementation and Feasibility Plans. Station location considerations, outlined in the Regional Bike Share Implementation Plan, include space, safety, access, visibility, property ownership, solar access, route planning, bike share network, and street design and guidelines. Bike share stations would be installed in accordance with local regulations regarding fire hydrants, crosswalks, driveways, standpipes, doorways, sidewalk widths, and effective widths. The bike share stations would not be located on sites identified as containing natural habitat or hazardous materials. Most of the bike share station installations would not require digging or ground disturbance, as the stations would have a weighted base and/or be bolted to the ground typically on existing hard surfaces including sidewalks, plazas and on street locations. Some locations may require minimal ground disturbance for installation of a concrete pad to place docking station.

A. EXEMPT STATUS

The proposed project qualifies for a CEQA Categorical Exemption under CEQA Guidelines Section 15303, New Construction or Conversion of Small Structures (Class 3).

B. REASON WHY THE PROJECT IS EXEMPT

Article 19 (Categorical Exemptions) of the CEQA Guidelines lists classes of projects that are exempt from the requirements of CEQA. This section analyzes why the proposed project meets the conditions for a Class 3 – New Construction or Conversion of Small Structures exemption and includes the reasons why none of the possible exceptions to Categorical Exemptions, found in Section 15300.2, Exceptions, apply to the proposed project. The statutory language of each condition and possible exception is printed in bold italics below, followed by the project-related analysis for each condition and exception.

Categorical Exemption Analysis

15303 New Construction or Conversion of Small Structures

Class 3 consists of construction and location or limited numbers of new, small facilities or structures, installation of small new equipment and facilities in small structures...

The proposed project meets this condition. The proposed project is categorically exempt from environmental review under CEQA because it involves the installation of a limited number of new small structures throughout Los Angeles County. Specifically, the proposed project would install stations for and deployment of up to 4,409 bikes within, but not limited to, the following cities and unincorporated portions of the County of Los Angeles:

- Burbank
- Culver City
- Downey
- East Los Angeles
- Glendale
- Huntington Park
- Inglewood
- Los Angeles – Boyle Heights
- Los Angeles – Del Rey
- Los Angeles - Echo Park
- Los Angeles - Hollywood / East Hollywood
- Los Angeles - Koreatown
- Los Angeles - MacArthur Park / Westlake
- Los Angeles - Mar Vista
- Los Angeles - Mid-City
- Los Angeles - North Hollywood
- Los Angeles - Palms
- Los Angeles - Playa del Rey
- Los Angeles - Playa Vista
- Los Angeles - Silver Lake
- Los Angeles - University Park / Exposition Park / USC
- Marina del Rey
- Whittier

Stations for and deployment of up to 840 additional bikes would be installed in the San Gabriel Valley within, but not limited to, the following cities and unincorporated portions of the County of Los Angeles:

- Baldwin Park
- Claremont
- Covina
- Duarte
- El Monte
- Glendora
- La Verne
- La Canada Flintridge
- Monrovia
- Monterey Park
- Pomona
- San Dimas
- South El Monte
- South Pasadena
- West Covina

As discussed above, most of bike share station installations would not require digging or ground disturbance, as the stations would have a weighted base and/or would be bolted to the ground, typically on existing hard surfaces including sidewalks, plazas and on street locations. However, some locations may require minimal ground disturbance for installation of a concrete pad to place a docking station. Nonetheless, ground disturbance would be minimal, and as analyzed below, would not impact environmental resources.

Conclusion

The proposed project qualifies for the Section 15303, New Construction or Conversion of Small Structures (Class 3), exemption category under CEQA.

C. EXCEPTIONS TO CATEGORICAL EXEMPTION ANALYSIS

15300.2 Exceptions

(a) Location. Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located—a project that is ordinarily insignificant in its impact on the environment may in a particularly sensitive environment be significant. Therefore, these classes are considered to apply all instances, except where the project may impact on an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.

This exception does not apply to the proposed project. The final bike share station locations have not been identified at this time; however, the stations would typically be surrounded by commercial sites with high foot traffic and served by public transit. The stations have a weighted base and/or would be bolted to the ground, typically on existing hard surfaces including sidewalks, plazas and on street locations. The final locations would be determined during the construction phase, and specific locations like intersection corners, nearby intersections, or mid-block locations, would be determined based on key factors like visibility and safety.

Natural Habitat and Endangered Species

Most of the bike share stations would be located on existing hard surfaces including sidewalks, plazas and on street locations. The docking stations would be placed on previously disturbed paved areas via lift gate or pallet jack, and would be held down by a weighted base and/or bolted to the ground. Some of the bike share stations may require minimal ground disturbance for installation of a concrete pad to place a docking station; however, the bike share stations would be located in developed urban areas. The locations selected for the bike share stations would not contain important farmland, wetlands, wild and scenic rivers, floodplains, or critical habitat. No natural habitat or endangered species would be impacted, as the bike share station locations would be surrounded by commercial sites with high foot traffic and served by public transit. Any existing vegetation impacted by the proposed project would be ornamental. Collaboration between Metro and the various cities to identify the final bike share station locations is ongoing; however, the proposed project would not impact would not impact natural habitats and endangered or threatened species.

Historic Resources

Los Angeles County contains numerous historic buildings and historical districts, and therefore, it is likely that some of the bike share stations would be located near historic places and structures. Nonetheless, due to their location in urban areas and their small size, the bike share stations would not damage historic resources' integrity or create new visual barriers that would change the historic character of an area or break up the continuity of a historic district. The bike share stations would be visually congruent with any historic structures and the existing urban setting. The stations would be located on existing hard surfaces including sidewalks, plazas and on street locations and would not constitute a substantial visual change in the character of an area or contribute to a decline in a historic resource's importance. Installation of some bike share stations may require minimal ground disturbance for installation of a concrete pad to place a docking station; however, the station locations would be situated in previously disturbed urban areas. As such, the proposed project would not impact any archaeological or paleontological resources. Collaboration between Metro and the various cities to identify the final bike share station locations is ongoing; however, the proposed project would not impact historic resources.

Hazardous Waste Site

The final bike share station locations have not been identified at this time; however, the bike share stations would be located in urban areas surrounded by commercial sites. Therefore, it is likely that some of the stations may be located near hazardous sites that are included on a list compiled pursuant to Section 65962.5. Nonetheless, most of the bike share stations would be located on existing hard surfaces including sidewalks, plazas and on street locations, and the stations would be placed on previously disturbed paved areas via lift gate or pallet jack, and would be held down by a weighted base and/or bolted to the ground. As such, any hazardous sites would not be impacted by proposed project. In addition, similar to how key factors like visibility and safety would determine final site selection, a search of the GeoTracker and EnviroStor environmental databases would be conducted to determine if the final bike share stations locations are included on any list compiled pursuant to Section 65962.5 of the Government Code. Collaboration between Metro and the various cities to identify the final bike share station locations is ongoing; however, the stations would not be located on sites included on any list compiled pursuant to Section 65962.5 of the Government Code.

(b) Cumulative Impact. All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant.

This exception does not apply to the proposed project. The proposed project would install new small structures throughout Los Angeles County. Most of the bike share station installations would not require digging or ground disturbance, as the stations would have a weighted base and/or be bolted to the ground, typically on existing hard surfaces including sidewalks, plazas and on street locations. Some locations may require minimal ground disturbance for installation of a concrete pad to place a docking station. However, because ground disturbance would be minimal, the proposed project would not result in any significant impacts and would not contribute to any cumulative biological or cultural resources impacts. Therefore, this exception would not apply to the proposed project.

(c) Significant Effect. A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.

This exception does not apply to the proposed project. Although the final bike share station locations have not been identified at this time, there are no unusual circumstances or planned project operations that would create a reasonable possibility of significant effects to the environment. Bike share stations would be installed in accordance with local regulations regarding fire hydrants, crosswalks, driveways, standpipes, doorways, sidewalk widths, and effective widths. The bike share stations have a weighted base and/or would

be bolted to the ground, typically on existing hard surfaces including sidewalks, plazas and on street locations. Some locations may require minimal ground disturbance for installation of a concrete pad to place a docking station. Nonetheless, the proposed project would not have a significant effect on any biological or cultural resources, and the proposed project would be compatible with the existing urban setting of the services. Land uses in the vicinity of the bike share stations would not change their functions. Therefore, there would be no potential for significant effects, and this exception would not apply to the proposed project.

(d) Scenic Highways. A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway. This does not apply to improvements which are required as mitigation by an adopted negative declaration or certified EIR.

This exception does not apply to the proposed project. While there are designated scenic highways in Los Angeles County, the proposed project would not impact any scenic resources within an officially designated state scenic highway due to and the size of the bike share stations and their location in urban areas. Therefore, this exception would not apply to the proposed project.

(e) Hazardous Waste Sites. A categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code.

This exception does not apply to the proposed project. As discussed above, the final bike share station locations have not been identified at this time. Nonetheless, a search of the GeoTracker and EnviroStor environmental databases would be conducted to determine if the locations of the bike share stations are included on any list compiled pursuant to Section 65962.5 of the Government Code. Therefore, this exception would not apply to the proposed project.

(f) Historical Resources. A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource.

This exception does not apply to the proposed project. As discussed above, it is likely that some of the bike share stations would be located near historic places and structures. Nonetheless, due to their location in urban areas and their size, the bike share stations would not cause a substantial adverse change in the significance of a historical resource. The bike share stations would be visually congruent with any historic structures and the existing urban setting. Installation of some bike share stations may require minimal ground disturbance for installation of a concrete pad to place a docking station; however, the station locations would be situated in developed urban areas that have been previously disturbed. As such, proposed project would not impact any historical resources. Therefore, this exception would not apply to the proposed project.

Conclusion

There are no wetlands, endangered species, wildlife habitats, and cultural, historical, and archaeological resources that would be impacted by the proposed project and the bike share stations would not be located on a hazardous site that is included on any list compiled pursuant to Section 65962.5 of the Government Code. Therefore, these exceptions would not apply to the proposed project.

**Equity Analysis
Methodology & Results**

**Proposed Bike Share Program
Siting of Program Locations
October 2017
Revised February 2018**

Service Planning and Scheduling
Civil Rights Programs Compliance

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1. PROPOSAL OVERVIEW

Metro's countywide bike share program has developed a five phase plan for implementing the bike share program in 40 community areas. Participants would be able to rent and return a bicycle from any of the program's self service locations. The first two phases of the program have been implemented, and were previously evaluated for Title VI and Environmental Justice impacts. This document's evaluation considers the overall program. This evaluation compares the demographics of those community areas that would benefit from the program with the demographics of Los Angeles County.

2. METHODOLOGICAL APPROACH

Title VI of the Civil Rights Act of 1964 (42 U.S.C. 2000d et seq.) prohibits discrimination on the basis of race, color, or national origin in any program or activity that receives Federal funds or other Federal financial assistance. Programs that receive Federal funds cannot distinguish among individuals on the basis of race, color or national origin, either directly or indirectly, in the types, quantity, quality or timeliness of program services, aids or benefits that they provide or the manner in which they provide them. This prohibition applies to intentional discrimination as well as to procedures, criteria or methods of administration that appear neutral but have a discriminatory effect on individuals because of their race, color, or national origin.

If policies and practices have a potential discriminatory effect a recipient must modify the proposed changes in order to avoid, minimize, or mitigate potential disparate impacts, and then reanalyze the proposed changes in order to determine whether the modifications actually removed the potential disparate impacts. If the recipient chooses not to alter the proposed policy or practice despite the potential disparate impact, they may implement the policy or practice if they can show that it was necessary to achieve a substantial legitimate objective and that there were no alternatives that would have a less disparate impact on minority populations.

Additionally, Persons with limited English proficiency must be afforded a meaningful opportunity to participate in programs that receive Federal funds. Policies and practices may not deny or have the effect of denying persons with limited English proficiency equal access to Federally-funded programs for which such persons qualify. This aspect of Title VI is not evaluated with regard to the placement of program facilities.

Environmental justice was first identified as a national policy in 1994 when President Clinton signed Executive Order 12898 (E.O. 12898), *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*. This order requires that each federal agency shall, to the greatest extent allowed by law, administer and implement its programs, policies, and activities that affect human health or the environment so as to identify and avoid "disproportionately high and adverse" effects on minority and low-income populations. E.O. 12898 thus applies to a wider population than Title VI, which does not cover low-income populations.

A Title VI and Environmental Justice equity evaluation has been completed consistent with the requirements set forth in Executive Order 12890 and 49CFR Section 21.5. One of the primary purposes of a bike share network is to provide first and last mile connectivity for the transit system. As such a bike share system can be considered as a transit amenity and a similar methodology can be used to determine the Title VI and Environmental Justice Impacts. This equity evaluation is based on the analysis of this amenity in the context of the entire system and uses the same thresholds that are applied to other transit amenities.

The basic approach to this analysis is to compare the demographics of the populations within the proposed community areas that would receive bicycle share facilities to the demographics of Los Angeles County. Since the availability of a bike share facility is considered a benefit, then the benefiting population should not be significantly less minority or significantly less poor than the county population. If this is so, then there is a presumption of a Disparate Impact on minorities and/or a Disproportionate Burden on poverty level persons.

Data Sources

Data on the ethnicity and household income levels of the population of Los Angeles County was obtained from the 2010 US Census. Population ethnicity is available at the block group level. The poverty classification of households, and therefore members of those households, was obtained from the 2011-2015 American Community Survey (another US Census data product) and is available at the census tract level.

Step By Step Methodology

A list of the proposed community areas that would receive bicycle share facility locations was obtained and linked to a geographic database containing census data (Table 1). Two separate analyses were performed: (1) the minority and total populations of all block groups within the proposed bicycle share community areas were aggregated with the resulting minority population shares being compared to the minority share of the Los Angeles county population, and (2) the poverty and total populations of all census tracts within the proposed bicycle share community areas were aggregated with the resulting poverty population shares being compared to the poverty share of the Los Angeles county population.

Bicycle Share Program Phasing as of October 2017

Service Area	City	Square Mi.
<i>Phase 1</i>		
Downtown Los Angeles	Los Angeles	6.2
<i>Phase 2</i>		
Port of LA	Los Angeles	4.6
Venice	Los Angeles	4.7
Central Pasadena	Pasadena	4.1
<i>Phase 3</i>		
Baldwin Park	Baldwin Park	1.2
Claremont	Claremont	1.3
Covina	Covina	1.5
Culver City	Culver City	7.1
Del Rey	Los Angeles	2.4
Duarte	Duarte	1.6
Echo Park	Los Angeles	2.6
El Monte	El Monte	1.3
Glendora	Glendora	3.8
Koreatown	Los Angeles	6.3
La Canada Flintridge	La Canada Flintridge	4.2
La Verne	La Verne	1.3
MacArthur Park – Westlake	Los Angeles	4.1
Marina del Rey	Los Angeles County	2.2
Mar Vista	Mar Vista	2.3
Monrovia	Monrovia	2.1
Monterey Park	Monterey Park	2.6
Palms	Los Angeles	2.5
Playa del Rey	Los Angeles	2.7
Playa Vista	Los Angeles	1.3
Pomona	Pomona	1.8
San Dimas	San Dimas	2.5
Silver Lake	Los Angeles	3.5
South El Monte	South El Monte	1.2
South Pasadena	South Pasadena	1.8
West Covina	West Covina	1.3
University park	Los Angeles	3.8
<i>Phase 4</i>		
Burbank	Burbank	1.8
East Hollywood	Los Angeles	2.9
East Los Angeles	Los Angeles County	1.3
Glendale	Glendale	6.4
Hollywood	Los Angeles	6.6
North Hollywood	Los Angeles	1.5
<i>Phase 5</i>		
Boyle Heights	Los Angeles County	3.5
Downey	Downey	2.0
Huntington Park	Huntington Park	1.6
Inglewood	Inglewood	2.3
Mid-City	Los Angeles	5.4
Whittier	Whittier	1.6
Total Program Area		126.8

3. FINDINGS

The comparison of minority shares of the Los Angeles county population and those within block groups within the proposed bike share community areas is depicted in Table 2.

Table 2 Minority Population Shares			
	Total Population	Minority Population	Minority Share
LA County Population	9,411,367	6,657,943	70.7%
Proposed Bicycle Share Community Areas	3,702,499	2,702,228	73.0%

Similarly, the comparison of poverty shares of the Los Angeles county population and those within census tracts within the proposed bike share community areas is depicted in Table 3.

Table 3 Poverty Population Shares			
	Total Population	Minority Population	Minority Share
LA County Population	9,576,850	1,747,429	18.2%
Proposed Bicycle Share Community Areas	4,022,592	723,485	18.0%

The minority population benefitting from the proposed program is an absolute 2.3% greater than the minority population of the County, and a relative 3.3% greater than the County. While there is no adopted standard for what constitutes a significant difference for a transit amenity, the absolute 5% difference threshold, and relative 20% difference threshold, applicable to transit service suggests that these differences would result in no Disparate Impact.

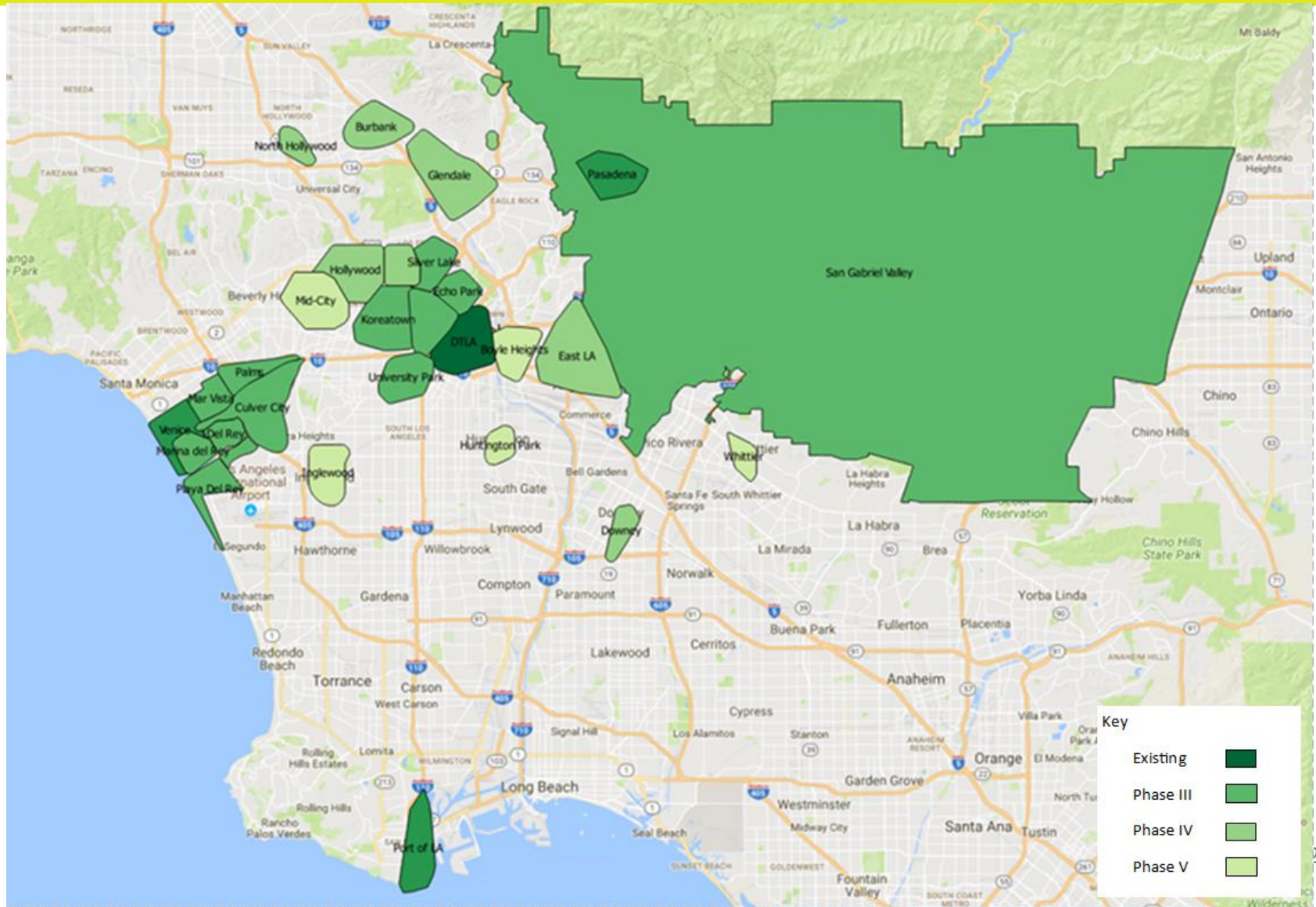
The poverty population benefitting from the proposed program is an absolute 0.2% less than the poverty population of the County, and a relative 1.1% less than the County. While there is no adopted standard for what constitutes a significant difference for a transit amenity, the absolute 5% difference threshold, and relative 20% difference threshold, applicable to transit service suggests that these differences would result in no Disproportionate Burden.



Planning and Programming Committee
March 14, 2018
Legistar File 2017-0916

March 2018

Metro Bike Share Potential Phasing



Environmental Analysis

- Completed in compliance with the California Environmental Quality Act (CEQA)
- Includes anticipated Metro Bike Share Expansion Phases III through V
- Finding: Qualifies for CEQA Categorical Exemption



Title VI and Environmental Justice Analysis

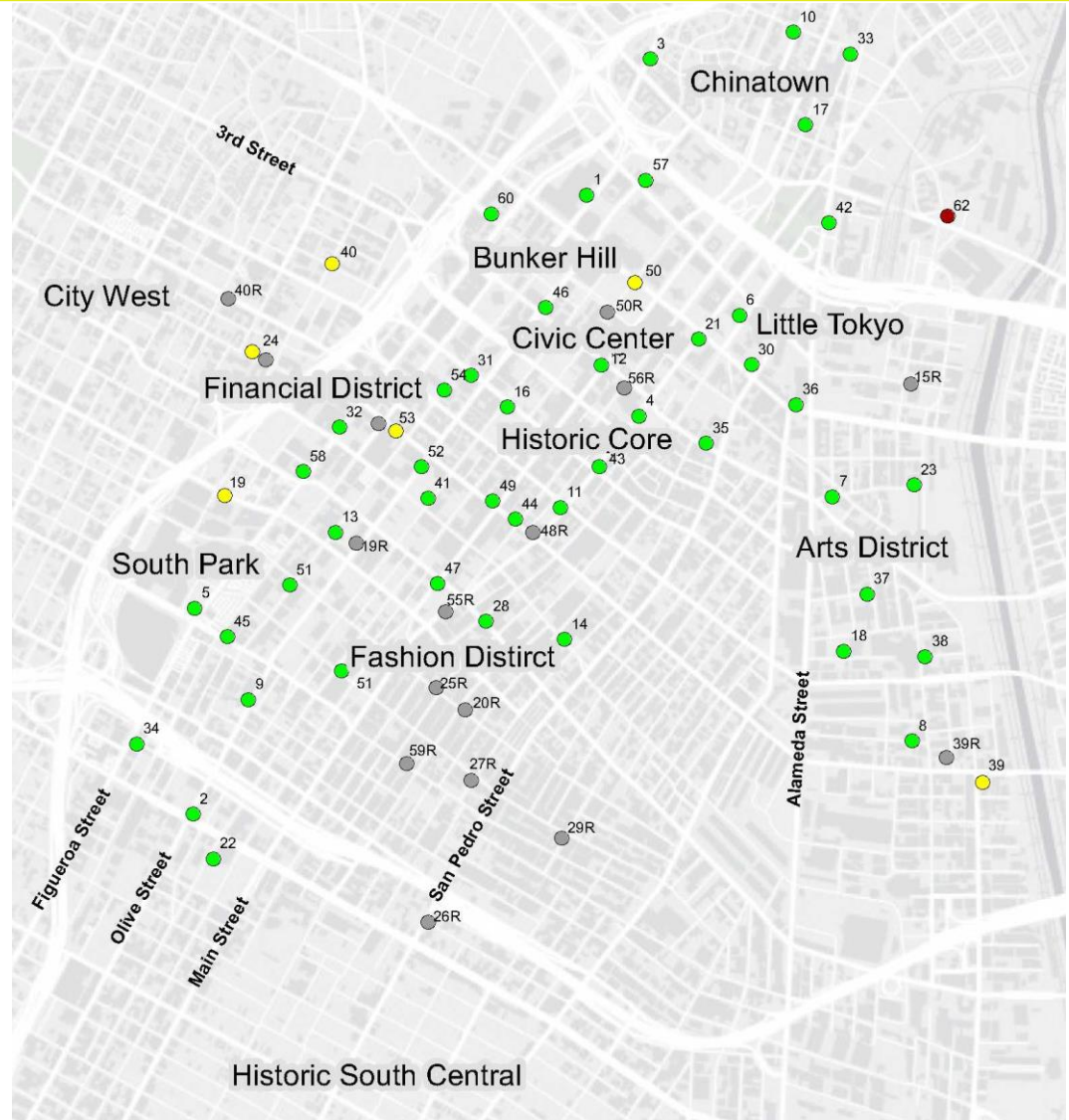
- No thresholds established for bike share programs
- Analysis completed consistent with Executive Order 12890 and 49CFR Section 21.5, applied to transit
- Two Analyses: Minority and Poverty Populations based on census data
- Finding: No Disparate Impact or Disproportionate Burden



Station Reallocation

- DTLA Stations to Remain
- DTLA Stations to Remove
- Relocated Station Location
- Potential New Station Location

Lower performing stations will be relocated to enhance the user experience



Next Steps

- Spring 2018 Board Meeting
 - Business Plan Update
 - Approval for Phase III Expansion
- June 2018 CTC Funding Allocation Request
 - USC
 - San Gabriel Valley
 - Return to Board for Approval
- Fall/Winter 2018 Phase III Expansion

