

ATTACHMENT A

EQUITY EVALUATION NEW METRO SILVER XPRESS (ROUTE 950) – LINE 450 DISCONTINUATION

This document provides a service and fare equity evaluation for the implementation of a new Metro Silver Xpress, and the discontinuation of Line 450. The proposed changes are being considered for implementation in December 2015. The requirement for this evaluation is provided in FTA Circular 4702.1B which requires an evaluation of planned major service changes. Major service changes are defined in Metro's Administrative Code Section 2-50.

The proposed discontinuation of Line 450 is a major change because it affects more than 25% of the line's route miles, revenue hours, and revenue miles. The proposed Metro Silver Xpress would operate as a branch (Route 950) of the Metro Silver Line (Route 910). The added service would be a major change to the Silver Line because of accumulated revenue hour and revenue mile increases over the past three years.

METHODOLOGY

FTA's Title VI guidelines provide a choice of two methodologies for conduct of a service equity evaluation. The preferred method would use rider survey data to determine impacts on minority and poverty riders on impacted services. In the event that such data is not available, census demographic data may be used to evaluate impacts on minority and poverty level persons living within walking distance of impacted services. Because Metro does not have adequate rider survey data at the route level, this evaluation uses demographic data from the U. S. Census. Minority data is available at the block group level, and household income data is available at the census tract level.

The numbers of persons within walking distance of all affected bus stops (up to one quarter mile) are categorized by minority (Title VI) and poverty household income (Environmental Justice). Major Park-Ride facilities such as the Harbor Gateway Transit Center and the El Monte Transit Center use a one-half mile walk buffer for analysis. Persons positively (positive numbers) and adversely (negative numbers) impacted are combined to determine whether or not there is a net positive or adverse impact for the proposed changes. The minority and poverty shares of the net impacted population are compared with Metro service area averages to determine whether there are significant differences. Significance has been previously defined by the Metro Board of Directors as the smaller of a 5% absolute difference, or a 20% relative difference, from Metro's service area averages. In this instance, the smallest values are at least a 5% absolute

difference in the minority share, and at least a 20% relative difference in the poverty share.

If there is a positively impacted population that is significantly less minority than Metro's service area average, or an adversely impacted population that is significantly more minority than Metro's service area average, then a finding of a Disparate Impact must be made. In order for the project to proceed, the Metro Board of Directors must find that there are overriding considerations that necessitate the proposed changes, and that there are no feasible alternatives that would have a less negative impact on minorities.

Similarly, if there is a positively impacted population that is significantly less poverty than Metro's service area average, or an adversely impacted population that is significantly more poverty than Metro's service area average, then a finding of a Disproportionate Burden must be made. In such an instance, Metro must seek to mitigate the impacts of the proposed changes.

If there is no Disparate Impact and no Disproportionate Burden, then no further action is necessary.

ANALYSIS

The proposed discontinuation of Line 450, and its replacement by a proposed new branch of the Metro Silver Xpress (Route 950), will have no fare impact on riders. Line 450 charges a base fare plus one express premium for a cash fare of \$1.75 plus \$0.75, or \$2.50. The Metro Silver Line (Line 910) and its proposed branch (Route 950) charge a single premium fare of \$2.50.

Proposed Route 950 will operate over the same route as discontinued Line 450. Two existing northbound and one southbound stop on Line 450 in San Pedro will not be served by Route 950. Otherwise all existing Line 450 stops will continue to be served. In addition stops now served by the Metro Silver Line between downtown Los Angeles and the El Monte Transit Center would be served by the proposed Route 950 providing through connectivity to riders that is not offered now.

The bus stop changes associated with these proposals are depicted in Figure 1. Bus stops that would be discontinued on Line 450 and replaced by Route 950 are shown with both routes next to them in the figure. Bus stops to be added on Route 950 are shown with Route 950 next to them. Stops to be permanently discontinued are shown only with Line 450 next to them, and are displayed in strikeout text.

| Line | Direction | stopseq | Stopnum | Along | At |
|------------------------|-----------|-----------|--------------|---------------------------------------|-----------------------------|
| 450 & 950 | N | 1 | 141012 | PACIFIC | 21ST LAYOVER |
| 450 & 950 | N | 2 | 13809 | PACIFIC | 22ND |
| 450 & 950 | N | 3 | 5397 | PACIFIC | 17TH |
| 450 & 950 | N | 4 | 5396 | PACIFIC | 15TH |
| 450 & 950 | N | 5 | 5395 | PACIFIC | 11TH |
| 450 & 950 | N | 6 | 5413 | PACIFIC | 9TH |
| 450 & 950 | N | 7 | 5410 | PACIFIC | 7TH |
| 450 | N | 8 | 5409 | PACIFIC | 5TH |
| 450 & 950 | N | 9 | 5408 | PACIFIC | 3RD |
| 450 & 950 | N | 10 | 3821 | PACIFIC | 1ST |
| 450 & 950 | N | 11 | 3593 | HARBOR | 1ST |
| 450 | N | 12 | 3591 | HARBOR | O FARRELL |
| 450 & 950 | N | 13 | 378 | HARBOR BEACON PARK RIDE | |
| 450 & 950 | N | 14 | 141079 | HARBOR FWY | PACIFIC COAST |
| 450 & 950 | N | 15 | 141080 | HARBOR FWY | CARSON |
| 450 & 950 | N | 16 | 65300038 | FIGUEROA | VICTORIA |
| 450 & 950 | N | 11 | 30005 | HARBOR GATEWAY TRANSIT CENTER | |
| 950 | N | 12 | 10855 | HARBOR TRANSITWAY | HARBOR FWY STATION |
| 950 | N | 13 | | FIGUEROA | 23RD |
| 950 | N | 14 | | FIGUEROA | PICO |
| 950 | N | 15 | 65300042 | FIGUEROA | 7TH |
| 950 | N | 16 | 5378 | OLIVE | 5TH |
| 950 | N | 17 | 70500012 | OLIVE | GENERAL THADDEUS KOSCIUSZKO |
| 950 | N | 18 | 5377 | 1ST | HILL |
| 950 | N | 19 | 11917 | SPRING | 1ST - CITY HALL |
| 950 | N | 20 | 70 | EL MONTE BUSWAY | ALAMEDA - UNION STATIO |
| 950 | N | 21 | 15029 | USC MEDICAL CTR BUSWAY STATION | |
| 950 | N | 22 | 931 | CAL STATE LA BUSWAY STATION | |
| 950 N | | 23 | 30019 | EL MONTE STATION - UPPER LEVEL | |
| | | | | | |
| | | | | | |
| 950 S | | 1 | 30019 | EL MONTE STATION - UPPER LEVEL | |
| 950 | S | 2 | 9480 | CAL STATE LA BUSWAY STATION | |
| 950 | S | 3 | 5048 | USC MEDICAL CTR BUSWAY STATION | |
| 950 | S | 4 | 9129 | EL MONTE BUSWAY | ALAMEDA - UNION STATIO |
| 950 | S | 5 | 12416 | SPRING | TEMPLE |
| 950 | S | 6 | 15612 | 1ST | HILL |
| 950 | S | 7 | 13560 | GRAND | 3RD |
| 950 | S | 8 | 13488 | FLOWER | 5TH |
| 950 | S | 9 | 13489 | FLOWER | 7TH |
| 950 | S | 10 | | FLOWER | PICO |
| 950 | S | 11 | 1813 | FLOWER | 23RD |
| 950 | S | 12 | 2324 | HARBOR TRANSITWAY | HARBOR FWY STATION |
| 450 & 950 S | | 13 | 30005 | HARBOR GATEWAY TRANSIT CENTER | |
| 450 & 950 | S | 7 | 65300039 | FIGUEROA | 190TH |
| 450 & 950 | S | 8 | 14073 | HARBOR FWY | CARSON |
| 450 & 950 | S | 9 | 142216 | HARBOR FWY | PACIFIC COAST |
| 450 & 950 | S | 10 | 378 | HARBOR BEACON PARK RIDE | |
| 450 & 950 | S | 11 | 3590 | HARBOR | 1ST |
| 450 & 950 | S | 12 | 12304 | PACIFIC | 1ST |
| 450 & 950 | S | 13 | 13817 | PACIFIC | 3RD |
| 450 | S | 14 | 13818 | PACIFIC | 5TH |
| 450 & 950 | S | 15 | 5411 | PACIFIC | 7TH |
| 450 & 950 | S | 16 | 13822 | PACIFIC | 9TH |
| 450 & 950 | S | 17 | 13802 | PACIFIC | 11TH |
| 450 & 950 | S | 18 | 13803 | PACIFIC | 15TH |
| 450 & 950 | S | 19 | 13804 | PACIFIC | 17TH |
| 450 & 950 | S | 20 | 13805 | PACIFIC | 19TH |
| 450 & 950 | S | 21 | 141012 | PACIFIC | 21ST LAYOVER |

Figure 1
Bus Stops Impacted on Routes 450 and 950

ANALYSIS RESULTS

The results of the demographic analysis are shown in Table 1.

| METRO SILVER LINE -- Lines 450 & 950 Evaluation | | | | |
|---|---------------------|------------------------------|-----------------------|-----------------------------|
| | TITLE VI | | ENVIRONMENTAL JUSTICE | |
| | Impacted Population | Impacted Minority Population | Impacted Population | Impacted Poverty Population |
| Route 950 - added | 1,481,643 | 1,256,728 | 1,583,803 | 251,033 |
| Line 450 - discontinued | -791,788 | -653,479 | -854,972 | -146,520 |
| | | | | |
| | | | | |
| Totals | 689,855 | 603,249 | 728,831 | 104,513 |
| Scenario Absolute Percentages | | 87.45% | | 14.34% |
| Metro System Percentages | | 70.50% | | 15.90% |
| Minimum Absolute % for No Impact | | 65.50% | | 10.90% |
| Minimum Relative % for No Impact | | 56.40% | | 12.72% |
| Beneficial Changes shown as Positive values Adverse Changes shown as Negative values | | | | |

Table 1
Evaluation Results

Because the proposed changes result in net positively impacted Title VI and EJ populations, minimum thresholds are established for the minority and poverty shares of the net impacted populations. Metro's adopted standards require meeting both a 5% absolute standard and a 20% relative standard. This means that the minority share of the impacted population must exceed both 70.5% less 5%, or 65.5% as well as 70.5% times 80%, or 56.4%. Similarly, the poverty share of the impacted population must exceed both 15.9% less 5%, or 10.9% as well as 15.9% times 80%, or 12.72%

Since 87.45% of the positively impacted population are minorities, exceeding the required minimums, there is no Disparate Impact from these proposals. Similarly, since the 14.34% poverty share of the impacted population exceeds the required minimums, there is no Disproportionate Burden on poverty level persons.

FINDINGS

There is no Disparate Impact on minority populations and no Disproportionate Burden on poverty populations from the proposed service changes.