

**Board Report**

File #: 2016-0162, **File Type:** Program

Agenda Number: 13

**PLANNING AND PROGRAMMING COMMITTEE
APRIL 13, 2016**

SUBJECT: METRO BIKE SHARE PROGRAM

**ACTION: ADOPT FINDINGS OF THE ENVIRONMENTAL ANALYSIS AND TITLE VI/
ENVIRONMENTAL JUSTICE ANALYSIS FOR THE DTLA PILOT**

RECOMMENDATION

CONSIDER:

- A. **ADOPTING findings of the Environmental Analysis for the Metro Countywide Bike Share Phase I Pilot in Downtown Los Angeles (DTLA Pilot)** that the project qualifies for a CEQA Categorical Exemption under the Section 15303 (Class 3) New Construction or Conversion of Small Structures exemption (Attachment A);
- B. **AUTHORIZING staff to file the Notice of Exemption for the DTLA Pilot;** and
- C. **ADOPTING findings of the Title VI and Environmental Justice Analysis for the DTLA Pilot** that no Disparate Impact and no Disproportionate Burden associated with the project (Attachment B).

ISSUE

At the June 2015 meeting, the Board awarded a two-year contract to Bicycle Transit Systems (BTS) for provision of the equipment, installation and operations of the Metro Countywide Bike Share Phase 1 Pilot in downtown Los Angeles (DTLA Pilot).

An Environmental Analysis has been completed in compliance with the California Environmental Quality Act (CEQA). Metro serves as the CEQA Lead Agency and has final approval of all plans and environmental documents. Board adoption of the findings of the Environmental Analysis and Board authorization to file the Notice of Exemption for the DTLA Pilot is being requested.

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 program, 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 Disproportionate Burden. Board adoption of the Title VI Analysis for the DTLA Pilot is being requested.

DISCUSSION

The proposed Metro Countywide Bike Share DTLA Pilot will include up to 80 stations and approximately 1,000 bicycles. Stations will be installed in accordance with local regulations and considerations regarding locations of fire hydrants, crosswalks, driveways, standpipes, street furniture, bus stops/shelters and impact on sight lines.

While a preliminary list of bike share station locations was used to perform the Environmental Analysis and the Title VI and Environmental Justice Analysis, final locations will be determined based on several factors including space availability, accessibility and safety.

Environmental Analysis

The project qualifies for a CEQA Categorical Exemption under the *Section 15303 (Class 3) New Construction or Conversion of Small Structures* exemption because it involves a limited number of new, small structures. The project installs up to 80 bike share stations in the City of Los Angeles that do not require digging or pavement disturbance since the equipment has a weighted base. Equipment will be placed on existing paved rights-of-way such as sidewalks and streets.

None of the exceptions to Categorical Exemptions apply to this project. The project area contains no important farmland, wetlands, wild and scenic rivers, floodplains or critical habitats. Further, the project will not involve any grading or vegetation removal. 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.

Title VI and Environmental Justice Analysis

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 Disproportionate Burden. Two separate analyses were performed: one taking into consideration the minority population share, the other taking into consideration the poverty population share within a one-quarter mile and one-half mile area around the proposed stations and comparing both demographic characteristics with that of Los Angeles county population.

The analyses found that there is no Disparate Impact and no Disproportionate Burden associated with the project. Both minority shares and poverty shares of the populations within one-quarter mile and one-half mile of the proposed bike share facilities are higher than the respective countywide shares of minority and poverty populations, respectively.

DETERMINATION OF SAFETY IMPACT

Adoption of the findings of the Environmental Analysis, authorization to file the Notice of Exemption and adoption of the findings of the Title VI and Environmental Justice Analysis for the Metro Countywide Bike Share DTLA Pilot will not have any adverse safety impacts on Metro employees and patrons.

FINANCIAL IMPACT

The FY16 budget includes \$7.44M for this project in cost center 4320, Project 210116 (BIKESHARE PHASE I IMPLEMENT) and Project 405305 (BIKESHARE PRELAUNCH AND PLAN).

Since this is a multi-year project, the cost center manager and Chief Planning Officer will be responsible for budgeting the cost in future years, including any phase(s) the Board authorized to be exercised.

Impact to Budget

The sources of funds are toll revenue grant and other eligible and available local funds or general funds.

ALTERNATIVES CONSIDERED

The Board may choose not to the adopt the findings of the Environmental Analysis, authorize staff to file the Notice of Exemption or adopt the findings of the Title VI and Environmental Justice Analysis for the Metro Countywide Bike Share DTLA Pilot. This alternative is not recommended, as it is not in line with previous Board direction.

NEXT STEPS

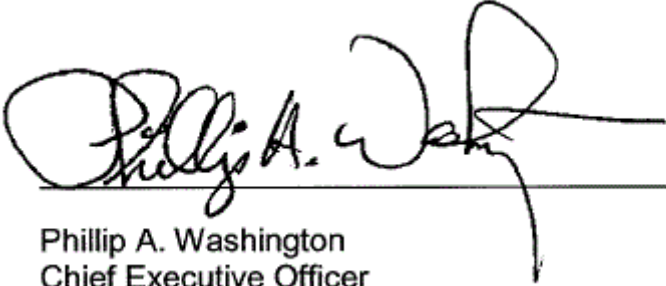
Upon Board adoption and authorization, the Notice of Exemption for the DTLA Pilot will be filed.

ATTACHMENTS

Attachment A - Categorical Exemption Analysis
Attachment B - Equity Analysis Methodology & Results

Prepared by: Lia Yim, Transportation Planning Manager, (213) 922-4063
Avital Shavit, Transportation Planning Manager (213) 922-7518
Laura Cornejo, Deputy Executive Officer, (213) 922-2885
Diego Cardoso, Executive Officer, (213) 922-3076

Reviewed by: Calvin E. Hollis, Interim Chief Planning Officer, (213) 922-7319
Daniel Levy, Executive Officer, Office of Civil Rights, (213) 922-8891



Phillip A. Washington
Chief Executive Officer
