



Board Report

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Agenda Number: 15.

FINANCE, BUDGET AND AUDIT COMMITTEE
APRIL 19, 2017
PLANNING AND PROGRAMMING COMMITTEE
APRIL 19, 2017

SUBJECT: METRO BIKE SHARE PROGRAM

ACTION: APPROVE RECOMMENDATIONS FOR METRO BIKE SHARE PHASE II EXPANSION

RECOMMENDATION

CONSIDER:

- A. ADOPTING the **Phase II Metro Bike Share Expansion** (Phase II 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 II Expansion;
- C. ADOPTING the Phase II 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. AUGMENTING the Life of Project budget for Phase II Expansion by \$1,713,000 to \$4,499,000 to include previously Board approved pre-launch related costs.

ISSUE

At the October 2016 meeting, the Board authorized the CEO to exercise options within the Bicycle Transit Systems (BTS) contract for provision of the equipment, installation, and operations and maintenance (O&M) of the Phase II Expansion to Venice, Pasadena, and the Port of Los Angeles (Attachment C).

Environmental Analysis

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 Phase II Expansion to Venice, Pasadena, and the Port of Los Angeles is being requested.

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. Board adoption of the Title VI Analysis for the Phase II Expansion to Venice, Pasadena, and the Port of Los Angeles is being requested. The analyses found that there is no Disparate Impact and no Disproportionate Burden associated with the expansion

Bike Share Phase II Life of Project (LOP)

At the October 2016 Board Meeting, the Board approved the expansion of the Bike Share program including \$4.499 million project cost in FY2017. It includes \$2.751 million one-time capital cost, \$1.713 million for pre-launch O&M cost and \$35K for bicycle GPS regional modeling. Life of Project (LOP) budget for Phase II Expansion was then established for \$2.786 million, excluding pre-launch O&M cost of \$1.713 million. Pre-launch costs were envisioned as an operations expense. Subsequently, the project team met with Accounting Department and OMB to discuss pre-launch O&M expenses, and both departments requested to include the pre-launch cost as part of the LOP in order to comply with the Metro capital project policy. This is a reallocation of costs from operating to capital and does not represent an increase to the total Phase II Expansion project cost.

DISCUSSION

Metro launched the Countywide Bike Share Program in July 2016, serving the Downtown Los Angeles area and currently operating 61 stations. The Phase II Expansion will add up to 15 stations in Venice, 34 stations in Pasadena, and 11 stations in the Port of Los Angeles by summer 2017. 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 Findings

The expansion 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 Phase II Expansion in Venice, Pasadena, and the Port of Los Angeles will add up to 60 stations with limited disturbance since the station has a weighted base and most

stations 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 up to 5 stations.

None of the exceptions to Categorical Exemptions apply to this project. The project area 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.

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 within one-half mile area around the existing and proposed stations 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 expansion. Although the minority share of the population benefitting from the proposed program is less than for the County as a whole, the difference is less than 5% and presumed to be no Disparate Impact. The poverty share of the proposed program is greater than for the County as a whole and therefore has no Disproportionate Burden.

DETERMINATION OF SAFETY IMPACT

Adoption of the findings of the Environmental Analysis for the Phase II Expansion, authorization for staff to file the Notice of Exemption for the Phase II Expansion, adoption of the findings of the Title VI and Environmental Justice Analysis, and the increase of Life of Project will not have any adverse safety impacts on Metro employees and patrons.

FINANCIAL IMPACT

Upon approval of recommendation 4, the life of project budget will be augmented to \$4,499,000 for project number 210118 - Metro Bike Share Project Phase II Expansion. The FY17 budget will also include \$2,964,000 for expansion efforts in Cost Center 4320. Since this is a multi-year project, the cost center manager and the Chief Planning Officer will be responsible for budgeting the cost in future years, including any phase(s) the Board authorized to be exercised.

There is no financial impact for the LOP increase as it is a reallocation of pre-launch cost from operating to capital funds. There is no change in the total project cost for Phase II Expansion approved by the Board in October 2016.

Impact to Budget

The sources of funds are a Call for Projects grant, cities' reimbursements, and other eligible and available local funds or general funds. No other fund impacts will occur with the LOP adjustment to this project.

ALTERNATIVES CONSIDERED

The Board may choose not to adopt the findings of the Environmental Analysis for the Phase II Expansion, not to authorize staff to file the Notice of Exemption for the Phase II Expansion, not to adopt the findings of the Title VI and Environmental Justice Analysis for the Phase II Expansion, and not augment the LOP for Phase II Expansion by \$1.713 million which was the Board-approved pre-launch cost. This alternative is not recommended as it is not in line with previous Board direction.

NEXT STEPS

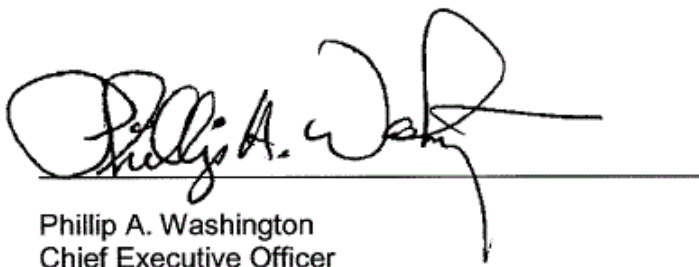
Upon Board adoption and authorization, the Notice of Exemption for the Phase II Expansion will be filed.

ATTACHMENTS

Attachment A - Categorical Exemption Analysis
Attachment B - Equity Analysis Methodology & Results
Attachment C - October 2016 Board Report

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