

Board Report

Los Angeles County
Metropolitan Transportation
Authority
One Gateway Plaza
3rd Floor Board Room
Los Angeles, CA

File #: 2025-0267, File Type: Informational Report Agenda Number: 27.

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE JUNE 18, 2025

SUBJECT: FOOTHILL EXTENSION TO POMONA LIGHT RAIL PROJECT TITLE VI SERVICE

AND FARE EQUITY ANALYSIS

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

APPROVE the Foothill Extension to Pomona Operating Plan Title VI Service and Fare Equity Analysis (Attachment A).

ISSUE

Section 601 of Title VI of the Civil Rights Act of 1964 states "No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance."

As a recipient of federal funding, Metro must ensure its programs and activities are conducted consistently with the intent of Title VI. The Foothill Extension to Pomona is a new light rail project involving federal funding that is expected to begin operating in 2025. Consistent with Federal Transit Administration Title VI guidelines and Metro's Title VI Plan, a Service and Fare Equity (SAFE) Analysis of this new line's service impacts on minority populations was presented at the public hearing in April 2025. The minority populations as identified in Metro's Title VI Plan (2022) are Black/African American, American Indian/Alaskan Native, Asian/Pacific Islander, and Latino/Hispanic.

BACKGROUND

Foothill Extension to Pomona Light Rail Project

The Foothill Gold Line Extension Project broke ground in December 2017 and will be integrated with A Line operations consistent with the Metro Board adopted Operating Plan. It is a 9.1-mile, four-station light rail addition to the existing A Line that extends from the current terminus at Azusa (APU/Citrus College Station) east to serve four new stations at Glendora, San Dimas, La Verne, and Pomona.

The project reached substantial completion on January 3, 2025, and the Foothill Gold Line

Construction Authority has turned the project over to Metro for training and pre-revenue operations. The remaining project segment from Pomona to Montclair, including the Claremont and Montclair stations, will be built as a separate phase.

Figure 1 - Foothill Extension to Pomona

Foothill Extension 2B Phase I Metro A Line Extension Amtrak/Metrolink & Stations CLAREMONT LA VERNI SOUTH BARRANCA AV COVINA EAST BADILLO ST 10 SAN BERNARDING ST BENITO ST MONTCLAIR HOLT BL

Metro A Line Extension



The A Line (including the four new stations) will operate the following service frequencies:

- 8-minute peak service weekdays
- 10-minute off-peak weekday and daytime weekend service
- 20-minute evening/late-night service

These service levels are consistent with those operated on all Metro light rail lines and are expected to meet passenger demand.

There is no loss of Metro bus or rail service levels with the new Foothill Extension to Pomona Light Rail Project. Fares will be the same as other Metro rail and bus services.

The A Line light rail extension extends beyond Metro's primary bus service area and falls

predominantly within the Foothill Transit bus service region. Several of their bus lines will directly serve the new rail stations, and to further support seamless integration between bus and rail, Foothill Transit will restructure one existing bus route and introduce a new bus route. Foothill Transit bus services will serve this extension as detailed here:

- Foothill Transit Line 291 serves the Metrolink Pomona North Station (site of future A Line Pomona Station);
- Line 492 connects to the future San Dimas Station, and;
- Line 284 operates adjacent to the future Glendora Station;
- Line 197 will be rerouted to serve the future La Verne Station;
- Foothill Transit plans to launch a new Line 295, which will provide service to the new San Dimas Station, Cal Poly Pomona, and Mt. San Antonio College.

These changes aim to enhance connectivity, expand transit options, and improve the overall passenger experience for residents throughout the Greater San Gabriel Valley region. Foothill Transit will help promote the new A line extension and their associated bus services.

Metro's Title VI Program, which was most recently updated and approved by Metro's Board in September 2022, requires two analyses to be completed for each new rail line.

Disparate Impact

A disparate impact will be deemed to have occurred if the absolute difference between the percentage of minority population served by the new lines and the overall percentage of minority riders in the Metro service area is at least 5%.

<u>Disproportionate Burden</u>

Metro defines low-income riders at \$69,350 or less for their household income, which represents the median income of a four-person household in Los Angeles County (California Department of Housing and Community Development's 2024 State Income Housing Limits). A disproportionate burden will be deemed to exist if an absolute difference between the percentage of low-income population served by the new lines and the overall percentage of low-income persons in the Metro service area is at least 5%.

A finding of a disproportionate burden on a low-income population requires Metro to evaluate alternatives and mitigate burdens where practicable.

DISCUSSION

As required under Title VI, Metro has reviewed the minority and low-income populations that will be served by the new Foothill Extension rail line based on 0.5-mile catchments around the new line.

The minority population served by the new Foothill Extension to Pomona rail service comprises 64.3% of the overall population the new line will serve, which is 6.9% lower than the 71.2% average

for Metro's overall service area (see Figure 2, Table 1). However, since the project will provide a benefit to both the corridor and the minority population, and the new service will not reduce other rail or bus services, the improvement is positive and therefore, the community, including the minority population, benefits from the new rail service and the disparate impact does not require mitigation.

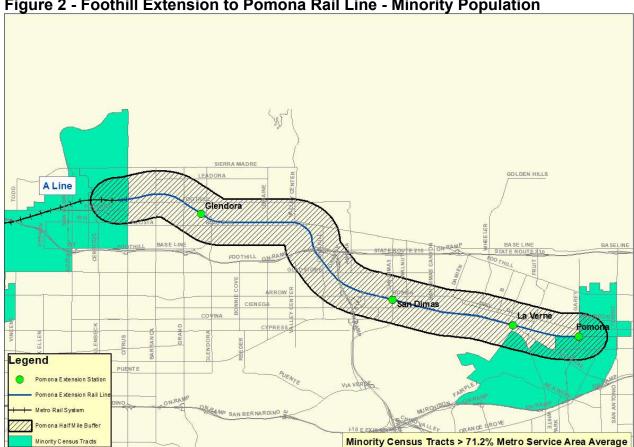


Figure 2 - Foothill Extension to Pomona Rail Line - Minority Population

Note: The Metro Service Area information was updated to incorporate this project

Table 1

| Comparison | Population | Minority Population | Minority Percentage |
|-------------------------------|------------|-----------------------|---------------------|
| Foothill 2B Ph I Rail Project | 127,145 | 81,733 | 64.3% |
| Metro Service Area | 7,580,839 | 5,397,073 | 71.2% |
| | | Difference Comparison | -6.9% |

Note: Data source is the 2023 American Community Survey.

The low-income households served by the new rail service (see Figure 3, Table 2) comprise 38.7% of the households within the catchment area. This is 6.5% lower than the average of 45.2% of lowincome households within the Metro Service Area. However, since the project is a benefit to both the corridor and the low-income households the line will serve, the service change is positive, and therefore, the community, including the low-income households, benefits from the new rail service, and the disproportionate burden does not require mitigation.

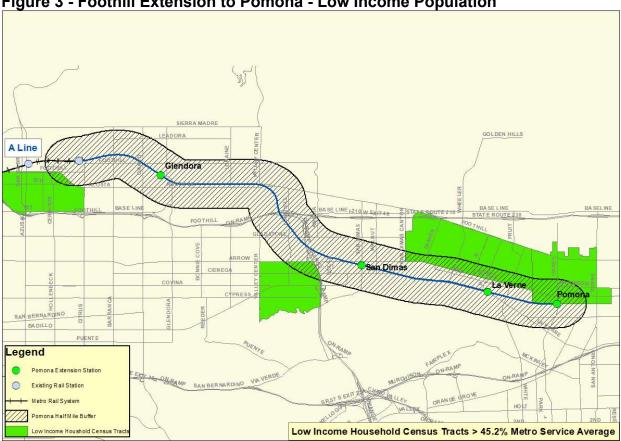


Figure 3 - Foothill Extension to Pomona - Low Income Population

Table 2

| | Number of Households | Number of Low- Income Households | Low-Income Household Percentage |
|-------------------------------|----------------------|-------------------------------------|---------------------------------------|
| Foothill 2B Ph I Rail Project | 42,119 | 16,313 | 38.7% |
| Metro Service Area | 2,663,368 | 1,205,146 | 45.2% |
| Difference Comparison | | | -6.5% |

Note: Data source is the 2023 American Community Survey.

Conclusion:

The Service Equity Analysis shows that both the percentage minority and the low-income populations served by the new Foothill Extension to Pomona Light Rail Project are more than 5% different from those of the Metro service area. This means under Title VI guidelines that there is a disparate impact (minority population) and disproportionate burden (low-income population) associated with this new rail project. However, the new Foothill Extension to Pomona Light Rail Project provides high-quality mobility options and benefits to minority populations as well as low-income households that will be served by this new rail corridor. Minorities and low-income riders will be the primary beneficiaries of this project. In addition, benefits do not come at the expense of other transit services. As a result, Metro concludes that any disparate impact or disproportionate burden under Title VI will not require mitigation.

Metro followed the requirements of FTA Circular 4702.1B and met the legal test for disparate impact as follows:

- 1) Metro has a substantial legitimate justification for the proposed service changes as it works to expand access to high-quality rail service and facilities across the Metro service area.
- 2) Metro has no alternatives that would have a less disparate impact on minority riders but would still accomplish the transit provider's legitimate program goals with the opening of the Foothill Extension to Pomona Light Rail Project. Staff therefore requests for the Metro Board to adopt this analysis in support of the impending introduction of the new light rail service.

Metro conducted a public hearing at 6 p.m. on Monday, April 14, 2025, to present the Title VI Service and Fare Equity Analysis in order to receive public comment. Information regarding the proceedings was shared via public announcements at the January and March 2025 Metro San Gabriel Valley Service Council meetings, posts on Nextdoor and Metro's blog, The Source, eblasts to San Gabriel Valley stakeholders/project stakeholders, as well as take-one brochures distributed at customer information centers and on board Metro buses serving the nearby area.

The notice of intent to hold the public hearing and information on the methods to submit public comments were published in the following publications and languages:

- Asbarez Armenian Daily News (Armenian)
- Asian Journal (Tagalog)
- Korea Times (Korean)
- La Opinión (Spanish)
- Los Angeles Daily News (English)
- Los Angeles Sentinel (English)
- Mid Valley News (English)
- Nueva Voz (Spanish)
- Pasadena Star News (English)
- Panorama (Russian)
- Rafu Shimpo (Japanese)
- San Gabriel Valley Tribune (English)
- The Wave (English)
- World Journal (Chinese Daily News)

In addition to being accepted during the hearing, public comments were also accepted via email and postal mail. A summary of comments received is included as Attachment B to this report. No comments were received that warranted any changes to the service plan.

DETERMINATION OF SAFETY IMPACT

There is no safety impact as the results of this Title VI analysis for the Foothill Extension rail service plan, which does not alter any element of this project in terms of facilities and fleet designs that will

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support safe operations when revenue service begins.

FINANCIAL IMPACT

The results of this Title VI analysis for the Foothill Extension rail service plan do not alter any element of this project in terms of facilities or services planned to operate when revenue service begins.

Impact to Budget

There is no impact to the approved Metro FY26 budget. The introduction of revenue service on this new rail line extension is included in the Metro FY26 budget, and that budget will not change as a result of this analysis.

EQUITY PLATFORM

The Title VI Service and Fare Equity Analysis is a formal consideration of the impact on minority and low-income communities of the service plan for the Foothill Extension to Pomona rail line that is expected to open for service in 2025.

The analysis concludes that while there are disparate impacts and disproportionate burdens under Title VI, this project will provide new high quality mobility options for the communities it will serve. Minority and low-income riders will be beneficiaries of this project.

Efforts to engage the community through the public hearing process were conducted as outlined above.

VEHICLE MILES TRAVELED OUTCOME

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit.* Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

This item supports Metro's systemwide strategy to reduce VMT through operational activities that will benefit and further encourage transit ridership, ridesharing, and active transportation. Metro's Board-adopted VMT reduction targets were designed to build on the success of existing investments, and this item aligns with those objectives.

Metro conducted a preliminary analysis to show that the net effect of this multi-modal item is to decrease VMT. Impacts on VMT for the Foothill Extension to Pomona were analyzed through the Environmental Impact Report process. The result of this analysis was a reduction of 40,074 VMT per day in the study area, and a reduction of 370,805 VMT per day for the region for the build condition (2035) as compared to the no-build option for this project. This impact conclusion is based on the SEIR 2 for the project https://foothillgoldline.org/wp-content/uploads/2022/07/Foothill-Gold-Line-Final-SEIR-3 FINAL 071822.pdf> (see Section 3.1.24 Long Term Impacts, Table 3-1 Summary of

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Vehicle Miles Traveled).

*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Recommendation supports strategic plan goal #1: Provide high quality mobility options that enable people to spend less time traveling. The service changes also respond to the sub-goal of investing in a world-class bus system that is reliable, convenient, safe, and attractive to more users for more trips.

ALTERNATIVES CONSIDERED

The alternative to the recommendation would be not to approve the Title VI analysis for the Foothill Extension to Pomona Rail Line. This would delay the opening of the line for revenue service, as it is a federal requirement before opening the project for revenue service.

NEXT STEPS

Once adopted, this analysis completes the requirement for a Title VI Service and Fare Equity Analysis for the Foothill Extension to Pomona Light Rail Project, which is expected to open later in 2025 once all pre-revenue system testing and service operations are completed.

ATTACHMENTS

Attachment A - Foothill Extension to Pomona Operating Plan Title VI Service and Fare Equity Analysis

Attachment B - Public Hearing Comments

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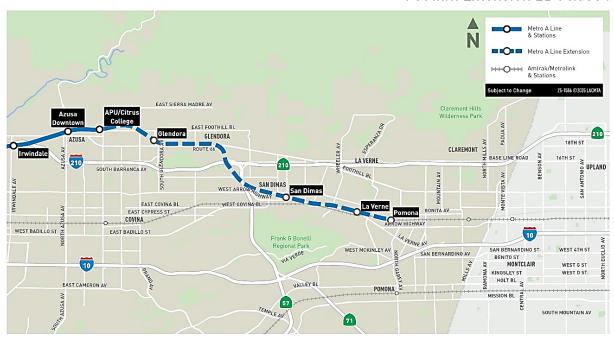
LA Metro - Foothill 2B Ph. I

(A Line Glendora to Pomona Extension Rail Project)

Title VI Service Equity Analysis

Metro A Line Extension

Foothill Extension 2B Phase I





Prepared by Los Angeles Metro Operations Department, April 2025

Agency Recipient ID 5566

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Introduction

Section 601 of Title VI of the Civil Rights Act of 1964 states "No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance."

As a recipient of federal funding, LA Metro is required to ensure its programs and activities align with the principles of Title VI. The Foothill 2B Phase I Light Rail Project is an eastern extension of the existing A Line from the APU/Citrus College Station to Pomona and is set to begin revenue service in 2025. In accordance with Federal Transit Administration Title VI guidelines and Metro's Title VI Plan a Service and Fare Equity (SAFE) Analysis is required to assess the impact of this new service on minority populations.

Background

The Foothill 2B Phase I Rail Project consists of a 9.2-mile extension of the existing A Line light rail, extending from its current northern terminus at APU/Citrus College Station (Figure 1) to Pomona. This extension introduces four new stations located in Glendora, San Dimas, La Verne, and Pomona. The project was constructed by the Foothill Construction Authority and will be owned and operated by Metro.

Metro will operate up to 8-minute peak service weekday mornings and afternoons (6am-9am and 3pm-6pm), with 10-minute frequency between 9am-3pm weekdays and daytime Saturdays and Sundays. Twenty-minute service will be operated during evening and late night periods. These service levels are consistent with the existing A Line service levels.

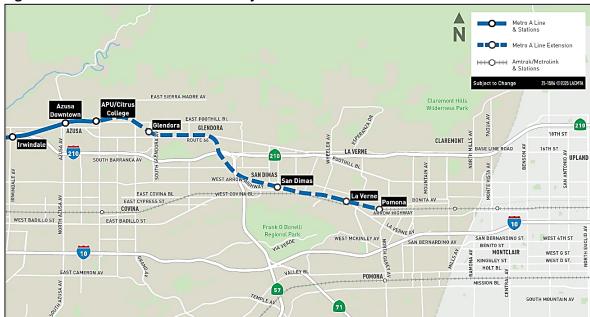


Figure 1 – Foothill 2B Phase I Line Project

The fare structure for the newly introduced A Line extension will align with the standard pricing applied across Metro's rail and bus network.

The A Line extension extends beyond Metro's primary bus service area and falls predominantly within the Foothill Transit bus service region. Several of their bus lines will directly serve the new A Line stations. To further support seamless integration between bus and rail, Foothill Transit will restructure one existing bus line and introduce a new bus line. Foothill Transit bus lines will serve this extension as detailed here:

- Line 291 serves the Metrolink Pomona North Station (new A Line Pomona Station);
- Line 492 connects to the new San Dimas Station, and;
- Line 284 operates adjacent to the new Glendora Station;
- Line 197 will be rerouted to serve the new La Verne Station;
- Foothill Transit plans to launch a new Line 295, which will provide service to the new San Dimas Station, Cal Poly Pomona, and Mt. San Antonio College.

These changes aim to enhance connectivity, expand transit options, and improve the overall passenger experience for residents throughout the Greater San Gabriel Valley region.

Analysis

Metro's Title VI Policies

Major Service Change Policy

Metro's Major Service Change Policy requires this Title VI Analysis be completed six months before the opening of the new fixed guideway project (e.g., Foothill 2B Phase I). This requirement applies irrespective of whether the service changes meet the thresholds outlined in other subsections of the policy.

- <u>Disparate Impact</u> refers to a facially neutral policy or practice that disproportionately affects members of a group identified by race, color, or national origin and the policy lacks a substantial legitimate justification, including one or more alternatives that would serve the same legitimate objectives but with less disproportionate effects based on race, color or national origin. This policy defines the threshold Metro will utilize when analyzing the impacts on minority populations and/or riders. For major service changes, a disparate impact will be deemed to have occurred if the absolute difference between the percentage of minorities adversely affected and the overall percentage of minority riders is at least 5%.
- <u>Disproportionate Burden</u> refers to a neutral policy or practice that disproportionately affects low-income riders more than non-low-income populations and/or riders. Metro defines low-income as \$69,350 for a four-member household which represents the median income of a four-member household in Los Angeles County. The finding of a disproportionate burden for

major service changes requires Metro to evaluate alternatives and mitigate burdens where practicable. For major service changes, a disproportionate burden will be deemed to exist if an absolute difference between the percentage of low-income people adversely affected by the service change and the overall percentage of low-income people is at least 5%.

The definitions of disparate impact and disproportionate burden were adopted in Metro's Title VI Program which was last updated and approved by Metro's Board in October 2022. The threshold referenced is taken from the California Department of Housing and Community Development's 2024 State income Housing Limits; this amount is being referenced as the updated threshold and will be included in the 2025 Title VI update that will be brought to the Metro Board for adoption later this year.

Disparate Impact Analysis Methodology

To assess whether the change will have a disparate impact on minority riders, the ethnicity demographic data of the community this new rail alignment will serve is analyzed. The data is then compared to the ethnicity demographic data of Metro's entire Service Area. If the absolute difference between the minority percentage along the new rail alignment and the Metro Service Area minority percentage is at least 5%, an impact is deemed to have occurred.

Service and Fare Impacts of New A Line Foothill Extension Glendora to Pomona

When the A Line service is extended to Pomona in mid-2025, approximately 113,000 annual rail revenue hours will be added to the existing transit service to the corridor. No existing light rail segment will see less service as a result of these extra revenue service hours for the A Line extension. As outlined above, the segment between APU/Citrus College and Pomona Stations (serving three intermediate new stations) will have the same levels of service as the rest of the A Line: 8-minute service in the peak periods, and 10-minute service during midday and weekend periods.

The fares for the new A Line extension will be the same as for other Metro rail and bus services and are integrated with the fares for these other services. There are no Metro bus service changes being made because of the new rail services to be operated as described above.

Minority and Low-Income Populations Served by New A Line Foothill Extension Glendora to Pomona

As required under Title VI, Metro has reviewed the minority and low-income populations that will be served by the new 9.2-mile, 4-station Foothill 2B Ph I (A Line Extension Glendora to Pomona) rail service based on being within 0.5 miles of the alignment. The relevant data is shown in Tables 1 and 2 below. There is no ridership data to analyze for demographics as the line is not yet in operation.

The minority population that will be served by the Foothill 2B Ph I rail project (see Figure 2, 0.5-mile catchment) comprises 64.3% of the overall population; the new line will serve a minority population 6.9% lower than the 71.2% average for Metro's overall service area. This constitutes a disparate impact to the minority population under Title VI. However, since the project is a benefit to both the corridor and the minority population the new line will serve, by adding a new rail service and not

reducing associated Metro bus services, the disparate impact is positive for the minority population under Title VI and does not require any review of alternative options for mitigation.

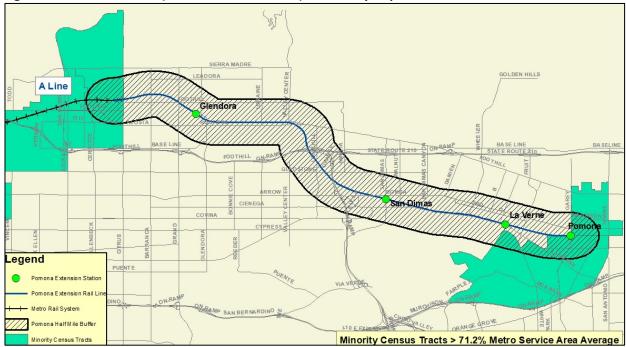


Figure 2 – Foothill 2B Ph I (A Line Ext. to Pomona) – Minority Population

Table 1

| Comparison | Population | Minority Population | Minority Percentage |
|-------------------------------|------------|---------------------|---------------------|
| Foothill 2B Ph I Rail Project | 127,145 | 81,733 | 64.3% |
| Metro Service Area | 7,580,839 | 5,397,073 | 71.2% |
| Difference Comparison | | | -6.9% |

Note: Data source is the 2023 American Community Survey.

The low-income households that will be served by the Foothill 2B Ph I rail project (see Figure 3, 0.5-mile catchment) comprise 38.7% of the households. This is 6.5% lower than the Metro Service Area average of 45.2% for low-income households. Consequently, this would normally represent a disproportionate burden for the low-income households the new line will serve. However, since the project is a benefit to both the corridor and the low-income households the line will serve, by adding a new rail service and not reducing associated Metro bus services, the disproportionate burden is positive for the low-income population under Title VI and does not require any review of alternative options for mitigation.



Figure 3 – Foothill 2B Ph I (A Line Ext. to Pomona) – Low-Income Population

Table 2

| | Number of Households | Number of Low- Income Households | Low-Income Household Percentage |
|-------------------------------|----------------------|-------------------------------------|------------------------------------|
| Foothill 2B Ph I Rail Project | 42,119 | 16,313 | |
| Metro Service Area | 2,663,368 | 1,205,146 | 45.2% |
| | | Difference Comparison | -6.5% |

Note: Data source is the 2023 American Community Survey.

Outreach

Throughout the development and construction of the Foothill Extension light rail project, the Foothill Construction Authority conducted an extensive outreach and communications program engaging a wide range of audiences in the corridor area with information and updates about the project. This included key stakeholder group briefings and presentations, distribution of construction notices, enotifications, and press releases as summarized below. Special accommodations, including Spanish language interpretations were made available upon request for all meetings. A fact sheet containing the project's hotline number, website, and email address was widely distributed and posted on the project website. In 2011, Public Scoping Meetings on the Proposed Azusa to Montclair Light Rail Extension were held to receive feedback on the project scope, alternatives to be reviewed in the environmental report, and issues needing to be addressed through the draft environmental impact report analysis. Each public scoping meeting drew 60-70 participants. The public comment period was held from December 27, 2010, through February 2, 2011. Meetings were held as follows:

 Wednesday, January 12, 6-8 pm: Ganesha Community Center, Ganesha Park, 1575 N. White Av, Pomona, CA

- Wednesday, January 19, 6-8 pm: Oakmont Elementary School, 120 W. Green St, Claremont,
 CA
- Thursday, January 13, 6-8 pm: Timothy Daniel Crowther Teen and Family Center, 241 W.
 Dawson Av, Glendora, CA
- Thursday, January 20, 6-8 pm: Ekstrand Elementary School, 400 N. Walnut Av, San Dimas, CA

These meetings were publicized through the following methods:

- Direct mail postcards to approximately 15,000 property owners, occupants and stakeholder database (business and community-based organizations, environmental justice groups, etc.)
- Legal notices in the San Gabriel Tribune and the Inland Valley Daily Bulletin
- Display advertising in local newspapers
 - Inland Empire Weekly
 - Inland Valley Daily Bulletin

- Claremont Courier
- San Gabriel Valley Tribune

- Digital Media:
 - o Project E-News Update, blog, and social media channels (Facebook, Twitter)
 - o Email eblast through local chambers of commerce
 - o City websites, website calendars and/or newsletters, and social media
- Media Sources /Earned Media
- Outreach calls/e-mails to approx. 75 community/civic organizations and chambers

In 2012, Public Hearings on the Draft Environmental Impact Report for the Azusa to Montclair Project were held to review the Draft EIR and receive feedback. A 45-day public comment and review period was held from August 21, 2012 until October 5, 2012. Hearings were held on the following dates:

- September 20, at 5:30 PM: Montclair Senior Center, 5111 Benito St, Montclair, CA 91763
- September 24, 5:30 PM: Hillcrest Meeting House, 2705 Mountain View Dr, La Verne, CA 91750

These meetings were publicized through the following methods

- Direct mail to 13,946 business and community-based organizations, environmental justice groups, homeowner/resident/neighborhood associations, previous meeting participants, and those who requested information about the project, and residents near the alignment.
- Digital Media:
 - Project E-News Update
 - o Email eblast through local chambers of commerce
 - o City websites and/or newsletters, city website calendars, social media
- Project social media channels (Facebook, Twitter)
- Media Sources /Earned Media
 - Antonovich.com, Claremont Courier Claremont-La Verne Patch, Courier City Beat,
 Curbed LA, Inland Valley Daily Bulletin, Monrovia Patch, Pasadena Star-News, Railway
 Track and Structure, San Gabriel Valley Tribune and Whittier Daily News

In 2015, Community Open House Meetings were held in each city, to update the community on the project status and schedule from Azusa to Montclair, highlight station art/artists, and receive initial art concepts feedback.

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- La Verne April 16, 6-8 PM: La Verne Community Center, 3680 "D" St, La Verne, CA 91750-
- Montclair April 21, 6-8 PM: Montclair Senior Center, 5111 Benito St, Montclair, CA 91763-
- Glendora April 23, 6-8 PM: Glendora Public Library, 140 S. Glendora Av, Glendora, CA 91741
- Claremont April 29, 6-8 PM: Alexander Hughes Community Center Padua Room, 1700
 Danbury Rd, Claremont, CA 91711
- San Dimas April 30, 6-8 PM: San Dimas Senior Center, 201 E. Bonita Av, San Dimas, CA 91773-
- Pomona May 7, 6-8 PM: Palomares Park Community Center, 499 E. Arrow Hwy, Pomona, CA 91767

These meetings were publicized through the following methods

- E-communications toolkit distributed to key organizations to supplement notification
- Display advertising in local newspapers and social media
 - Inland Valley Daily Bulletin

Los Angeles Times

Claremont Courier

o Facebook Ad

- San Gabriel Valley Tribune
- Digital Media:
 - o Project E-News Update, website, blog, and social media channels (Facebook, Twitter)
 - o Email eblast through local chambers of commerce
 - o City websites, website calendars and/or newsletters, social media
- Media Advisories
- Direct mail postcards to approximately thousands of property owners within ½- mile of the rail corridor, plus email invitations to the project stakeholder database.

In 2017, Community Open House Meetings were held in each city to update the community on the project status and schedule from Azusa to Montclair, highlight station art/artists and what to expect during construction.

- Thursday, July 13, San Dimas Senior/Community Center, 201 E. Bonita Av, San Dimas, CA 91773
- Tuesday, July 18, Palomares Park Community Center, 499 E. Arrow Hwy, Pomona, CA 91767
- Wednesday, July 19, Montclair Senior Center, 5111 Benito St, Montclair, CA 91763
- Monday, July 24, Alexander Hughes Community Center, 1700 Danbury Rd Claremont, CA 91711
- Thursday, August 3, Hillcrest Retirement Community, 2705 Mountain View Dr, La Verne, CA 91750
- Monday, August 7, Glendora Library, Bidwell Forum, 140 S. Glendora Av, Glendora, CA 91741

These meetings were publicized through the following methods

- E-communications toolkit distributed to key organizations to supplement notification
- Display advertising in local newspapers and social media
 - Inland Valley Daily Bulletin

San Gabriel Examiner

Claremont Courier

Los Angeles Times

San Gabriel Valley Tribune

Facebook Ad

- Digital Media:
 - o Project E-News Update, website, blog, and social media channels (Facebook, Twitter)
 - Email eblast through local chambers of commerce
 - o City websites, website calendars and/or newsletters, social media
- Media Advisories
- Direct mail postcards to approximately thousands of property owners within ½- mile of the rail corridor, plus email invitations to the project stakeholder database.

On Monday, December 10, 2018 (5:30-7:30 PM) at La Verne Community Center, 3680 D St, La Verne CA 91750, a Scoping Meeting for the Supplemental Environmental Impact Report (SEIR) was held to discuss possible construction and operation phasing for the 12.3-mile, six-station Glendora to Montclair Project, and a proposed modification to the future parking facility location at Pomona Station. The public comment period was held from December 10, 2018 - January 4, 2019 (approximate start date). The meeting was publicized through the following methods:

- Printed and mailed libraries for public counter distribution
- E-communications toolkit distributed to key organizations to supplement notification
- Legal notices in the San Gabriel Tribune and the Inland Valley Daily Bulletin
- Display advertising in local newspapers and social media
 - Inland Valley Daily Bulletin
 - o Claremont Courier
 - San Gabriel Valley Tribune

- o San Gabriel Valley Examiner
- Los Angeles Times
- Facebook Ad

- Digital Media:
 - o Project E-News Update, website, blog, and social media channels (Facebook, Twitter)
 - Email eblast through local chambers of commerce
 - o City websites, website calendars and/or newsletters, social media
- Media Advisories

A Public Hearing to review and comment on the Draft Supplemental Environmental Impact Report (SEIR) was held on Tuesday, April 16, 2019 (5:30 – 8:30 PM). The Hearing started at 6 PM at La Verne Community Center, 3680 D St, La Verne, CA 91750. The public comment period was held from March 22, 2019 - May 6, 2019. The hearing was publicized through the following methods:

- Printed and mailed or emailed notices to libraries chambers of commerce and cities for public counter distribution
- E-communications toolkit distributed to key organizations to supplement notification
- Legal notices in the San Gabriel Tribune and the Inland Valley Daily Bulletin
- Display advertising in local newspapers and social media
 - Inland Valley Daily Bulletin
 - Claremont Courier
 - San Gabriel Valley Tribune
 - San Gabriel Valley Examiner
 - Los Angeles Times
 - o La Nueva Voz
 - Mid Valley News
 - o Facebook Ad

- Digital Media:
 - Project E-News Update, website, blog, and social media channels (Facebook, Twitter)
 - Email eblast through local chambers of commerce
 - o City websites, website calendars and/or newsletters, social media
- Media Advisories

In 2020, Community Open Houses were convened to update the community on the project status and schedule as it was readied for construction. The design-build team, Draft Baseline Schedule, staff and station artists were available to discuss the project and answer questions. While there was information on the Pomona to Montclair segment of the project, the open houses focused on the beginning of construction for the Glendora to Pomona segment. Open house meetings were held as follows:

- Glendora Thursday, March 5: Glendora Public Library, Bidwell Forum, 140 S. Glendora Av, Glendora, CA 91741. Station Artist: Michael Hillman
- La Verne Tuesday, March 10: La Verne Community Center, 3680 "D" St, La Verne, CA 91750. Station Artist: Blue McRight
- Pomona Wednesday, March 11: Palomares Community Center, 499 E Arrow Hwy, Pomona, CA 91767. Station Artist: Steve Farley
- San Dimas Thursday, March 12: Stanley Plummer Community Building 245 East Bonita Av, San Dimas, CA 91773. Station Artist: Eugene & Anne Daub (meeting cancelled due to COVID and start of Stay-at-Home orders

These meetings were publicized through the following methods:

- Printed and mailed or emailed notices to libraries chambers of commerce and cities for public counter distribution
- E-communications toolkit distributed to key organizations to supplement notification
- Display advertising in local newspapers and social media
 - Inland Valley Daily Bulletin
 Los Angeles Times
 - San Gabriel Valley Tribune
 La Nueva Voz
 - San Gabriel Valley Examiner
 Facebook Ad
 - o College Newspapers: University of La Verne, Citrus College, Cal Poly Pomona
- Digital Media:
 - Project E-News Update, website, blog, social media channels (Facebook, Twitter)
 - o Email eblast through local chambers of commerce
 - o City websites and/or newsletters, city website calendars, social media,
- Media Advisories

A Virtual Public Scoping Meeting for the Supplemental Environmental Impact Report (SEIR) 2 was held on Wednesday, June 24, 2020, 5:30 PM-7 PM due to COVID Stay-at-Home orders. The meeting was held to update the community on the Glendora to Montclair project and receive input on impacts of concerns for the Project Modifications including potential changes to proposed parking at station locations in Glendora, San Dimas, La Verne, Pomona and

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Claremont. Public comments were accepted through July 8, 2020. The meeting was publicized through the following methods:

- Agency coordination with cities and school districts
- E-communications toolkit distributed to key organizations to supplement notification
- Legal notices in the San Gabriel Tribune and the Inland Valley Daily Bulletin
- Digital Media:
 - Project E-News Update, website, blog, and social media channels (Facebook, Twitter)
 - City websites and/or newsletters, city website calendars, social media,
- Local and regional media outlets received Project E-News Update

As the project moved from planning to construction, the Construction Authority implemented proactive communication strategies with stakeholders including residents, small and large businesses, cities, higher education institutions, emergency responders, community service organizations, senior housing organizations, media outlets and others. The primary goal was to utilize a "no surprises" approach that proactively informed stakeholders about upcoming construction and potential impacts. Since the beginning of construction in 2020, the Authority kept the community apprised of over 200 street closures and directly distributed more than 47,500 construction notices. Construction notices in English and Spanish were made available to Pomona stakeholders at the City's request (no other city requested additional languages). A comprehensive list of notification tactics to support the "no surprises" approach is included below. Additionally, over 430 inquiries were received and responded to by the project team through the project hotline and email.

In addition to direct outreach to the most impacted residents and businesses, the Construction Authority kept the general public updated on the project and how to ask questions through the following:

- Weekly pictures of the week, monthly e-news updates, quarterly newsletters
- On-line interactive construction map with widget for stakeholder websites
- Robust public information materials (newsletters, factsheets, 3D station models, website, blog, monthly and topic-specific videos)
- Construction signage
- Community presentations, briefings and meetings
- Neighborhood walks and activity center outreach
- Traditional media and social media
- Advertisements in local newspapers
- Partnerships with cities, chambers of commerce and Unified School Districts to maximize reach

A Virtual Community Update Meeting was held on Wednesday, May 19, 2021: 6 PM-7 PM to update the community on progress and the latest construction update, including project schedule, stations and art component, parking, upcoming bridge construction, and more. The meeting was publicized as follows:

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- Door-to-door notice distribution
- E-communications toolkit distributed to key organizations to supplement notification
- Legal notices in the San Gabriel Tribune and the Inland Valley Daily Bulletin
- Display advertising in local newspapers and social media:
 - Inland Valley Daily Bulletin
 - San Gabriel Valley Tribune
 - San Gabriel Valley Examiner
 - Los Angeles Times
 - La Nueva Voz

- Claremont Courier
- Facebook Ad
- College Newspapers:
 University of La Verne, Cal
 Poly Pomona

- Digital Media:
 - Project E-News, website, blog, and social media channels (Facebook, Twitter)
 - o Email eblast through local chambers of commerce
 - o City websites and/or newsletters, city website calendars, social media,
- Media Advisories

A Virtual Public Scoping Meeting for Draft Supplemental Environmental Impact Report 3 was held on Tuesday, October 26, 2021 starting at 5:30 PM to discuss potential project modifications in the City of San Dimas and receive feedback regarding the scope and content of the SEIR 3. The public comment period was held from October 14,2021-November 19, 2021. The meeting was publicized as follows:

- Outreach included direct email to the most interested stakeholders
- E-communications toolkit distributed to key organizations to supplement notification
- Legal notices in the San Gabriel Tribune and the Inland Valley Daily Bulletin
- Digital Media:
 - Project E-News Update, website, blog, and social media channels (Facebook, Twitter)
 - o City websites and/or newsletters, city website calendars, social media

A Virtual Public Scoping Hearing was held on Tuesday, October 26, 2021, starting at 5:30 PM to announce the release of Draft Supplemental Environmental Impact Report (SEIR) 3 for proposed Project Modifications to the Glendora to Montclair Project in the City of San Dimas. The document was made available online and via hard copy or CD versions upon request. In light of the COVID-19 pandemic, viewing of the document in person was only available by appointment. A 45-day public comment period was held from February 18, 2022 - April 4, 2022. The meeting was publicized as follows:

- Outreach included direct emails
- Legal notices in the San Gabriel Tribune and the Inland Valley Daily Bulletin advertising the Notice of Availability and comment period
- Draft SEIR3 and NOA were placed on the Authority's website
- Project E-News Update, blog, and social media channels (Facebook, Twitter)
- Media advisories

Additional Events and Presentations

Authority staff also participated in a variety of events and presentations to inform stakeholders about the project and encourage participation in public meetings; a sampling is provided below:

| Event/Presentation Name | Date |
|--|---------------------------------------|
| Chambers of Commerce and BIDs (Glendora, San | Multiple presentations to each over |
| Dimas, La Verne, Pomona, Claremont and Montclair) | the years |
| Glendora Earth Day Festival | Annual participation |
| Claremont Earth Day | Annual participation |
| San Dimas Earth Day | Annual participation |
| San Dimas Birthday Celebration | Annual participation |
| Rotary and Kiwanis Presentations (Glendora, | Multiple project updates to each |
| Pomona, Claremont) | group |
| University Club of Claremont | Multiple project updates |
| La Verne and Claremont Transportation Commissions | Multiple project updates |
| San Dimas Business Round Table | October 21 and 22, 2020 |
| State of the City – Glendora, San Dimas, La Verne, | Annual participation or as available |
| Pomona, Claremont and Montclair | |
| Hillcrest Continuing Care Retirement Community | Annual participation |
| San Gabriel Valley Older Adult Transportation | Multiple presentations over the years |
| Citrus College President and Board Briefing | Multiple presentations over the years |

Metro's San Gabriel Valley Service Council also received information regarding the various meetings and briefings that were held throughout the project planning and construction, which were shared through their meetings. The Service Council also received periodic briefings on the project on July 10, 2017, August 10, 2020, and Monday, March 11, 2024. Service Council meetings are subject to the Brown Act and were publicized through Metro's website, enotifications, and posts on Metro's blog, The Source. Their meetings are open to the public.

The Foothill Extension service plan was formally adopted by Metro Board at their December 2018 meeting. As project construction was completed and the project turned over to Metro to begin pre-revenue service testing for the opening of the first segment from Glendora to Pomona, Metro will focus outreach on informing the community of the start date for this new service.

Conclusion

The A Line Extension Foothill 2B Phase I project extends light rail service from Glendora to Pomona, enhancing transit accessibility for minority populations and low-income households along the new rail corridor. This extension has been evaluated under Title VI and determined

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not to impose disparate impacts or disproportionate burdens, thus eliminating the need for mitigation. The A Line rail extension will deliver high-quality mobility options to the community aligning with the overarching objective of improving public transit services by expanding rail coverage throughout the Los Angeles region. Minority and low-income riders will significantly benefit from this light rail extension.

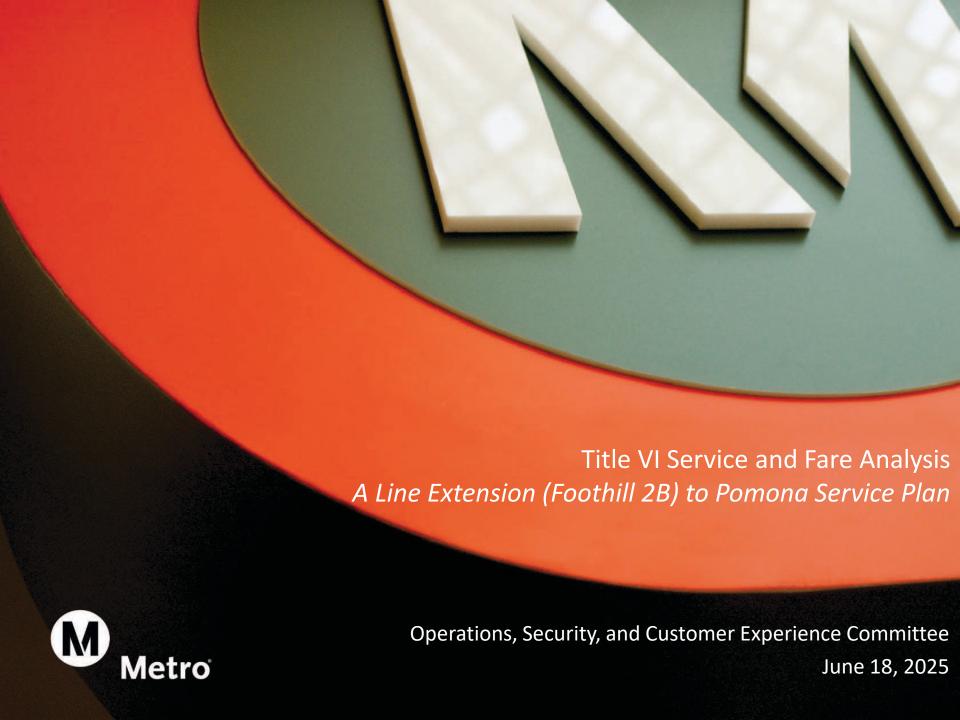
Metro followed the requirements of FTA Circular 4702.1B and met the legal test for disparate impact as follows:

(1) Metro has a substantial legitimate justification for the proposed service change as it works to expand access to high-quality rail service and facilities across the Metro service area; (2) Metro has no alternatives that would have a less disparate impact on minority riders but would still accomplish the transit provider's legitimate program goals with the opening of Foothill 2B Ph 1. Staff therefore requests that the Metro Board adopt this analysis in support of the impending extension of the A Line service to Pomona.

FOOTHILL EXTENSION TO POMONA LIGHT RAIL PROJECT SERVICE PLAN TITLE VI PUBLIC HEARING COMMENTS

| Commenter | Date | Method Submitted | Comment | Agency Response |
|-------------------------|-------------------------------|---|--|--|
| Commenter Name Bill Lam | Date Received 4/14/2025 | Method Submitted In-agenda comment link | So, I would like to know since the Azusa to Pomona extension around the station is mainly served by Foothill Transit, is Foothill Transit possibly going to be changing the bus routes as a result of the extension? If Foothill is possibly changing their routes due to the Azusa to Pomona extension, then invite Foothill to the meeting regarding route changes due to the Azusa to Pomona extension. What is the progress of the extension from Azusa to Pomona? Is there an opening date happening soon for the Azusa to Pomona extension? Also, what about the extension from Pomona to Montclair? Did the construction begin on the Pomona to Montclair segment? If so, when is it going to be finished? Thank you. | A date for the A Line extension has not yet been announced. The A Line extension extends beyond Metro's primary bus service area and falls predominantly within the Foothill Transit bus service region. Several of their bus lines will directly serve the new A Line stations. To further support seamless integration between bus and rail, Foothill Transit has plans to restructure one existing bus line and introduce a new bus line. Foothill Transit bus lines will serve this extension as detailed here: Line 291 serves the Metrolink Pomona North Station (new A Line Pomona Station); Line 492 connects to the new San Dimas Station, and; Line 284 operates adjacent to the new Glendora Station; Line 197 will be rerouted to serve the new La Verne Station; Foothill Transit plans to launch a new Line 295, which will provide service to the new San Dimas Station, Cal Poly Pomona, and Mt. San Antonio College. These planned changes aim to enhance connectivity, expand transit options, and improve the overall passenger experience for residents throughout the Greater San Gabriel Valley region. Please contact Foothill Transit for further details. |
| | | | | Foothill Transit for further details. The Foothill Construction Authority posted this statement regarding their announcement of a new plan to deliver the Pomona to Montclair Project: https://www.iwillride.org/statement-construction-authority-announces-new-plan-to-deliver-pomona-to-montclair-project/ |

| Kevin Chen | 4/14/2025 | Zoom | The Blue Line trains run slowly. There are all these issues with maintenance and trains running slowly. It takes a lengthy amount of time as opposed to, other Metro lines. I would suggest that service be sped up. Many of us always feel unsafe at the stations. There's always people being wacky or panhandling. We're in dire need of more law enforcement patrols as well as cleaners. What does Metro plan to do in order to have more law enforcement patrolling our stations as well as your | Metro is investing more each year in system safety, security, and cleanliness through various initiatives such as our Ambassador Program, enhanced fare gates, TAP to Exit, enhanced station and train end of line cleaning, and the creation of a Transit Community Public Safety Department. Metro continues to work to address slow operations on the A Line. Part of the issue relates to slow operations are the result of vandalism of road and rail traffic control equipment. Metro is working with City of LA to develop permanent solutions to resulting delays along street |
|--------------|-----------|--------------------------|--|---|
| Matt Giltaji | 4/14/2025 | servicechanges@metro.net | cleaners on duty at all times as possible? Hello, I am a Monrovia resident and Metro light rail user. It is important that we work towards making fares as low as possible, ideally free, to encourage public utilization of mass transit to reduce traffic, pollution, and worsening climate change effects. We also need to make sure that all members of the public are able to move efficiently across the region regardless of income or ability to pay. | running segments such as Washington St. Existing Metro fares will apply on the A Line extension. Metro offers multiple reduced fare programs such as GoPass and Student Pass for K-12 students, U-Pass for college students, the Low Income Fare is Easy (LIFE) Program for low-income riders, and Senior Pass for those 62+ to support accessible transit for all members of the public. |



Recommendation and Issue

RECOMMENDATION

Approve the Foothill Extension to Pomona Operating Plan Title VI Service and Fare Equity Analysis

ISSUE

Section 601 of Title VI of the Civil Rights Act of 1964 states "No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance."

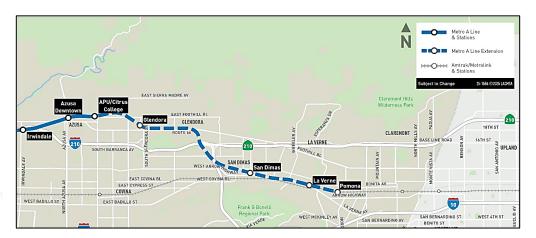
As a recipient of federal funding, LA Metro is required to ensure its programs and activities are conducted consistent with the intent of Title VI.

The Foothill Extension to Pomona Light Rail Project is a new rail alignment involving federal funding that is expected to begin operation in 2025. Consistent with Federal Transit Administration Title VI guidelines and Metro's Title VI Plan, a Service and Fare Equity (SAFE) Analysis of this new line's service impacts on minority populations was presented at the public hearing in April 2025. The minority populations as identified in Metro's Title VI Plan (2022) are Black/African American, American Indian/Alaskan Native, Asian/Pacific Islander, and Latino/Hispanic.



Background

- The Foothill Extension to Pomona Light Rail Project is a 9.1-mile, four-station light rail addition to the
 existing A Line that extends from the current terminus at Azusa (APU/Citrus College Station) East, serving
 new stations at Glendora, San Dimas, La Verne, and Pomona.
- The A Line (including the four new stations) would operate the following service frequencies:
 - 8-minute peak service weekdays
 - 10-minute off peak weekday and daytime weekend service
 - 20-minute evening/late night service
- These service levels are consistent with those operated on all Metro light rail lines and are expected to meet passenger demand.
- There is no loss of bus or rail service levels with the new Foothill Extension to Pomona Light Rail Project. Fares will be the same as other Metro rail and bus services.





Discussion

Metro's Title VI Program, which was most recently updated and approved by Metro's Board in September 2022, requires two analyses to be completed for each new rail line.

DISPARATE IMPACT

A disparate impact will be deemed to have occurred if the absolute difference between the percentage of minority population served by the new lines and the overall percentage of minority riders in the Metro service area is at least 5%.

DISPROPORTIONATE BURDEN

Metro defines low-income riders at \$69,350 or less for their household income, which represents the median income of a four-person household in Los Angeles County (California Department of Housing and Community Development's 2024 State Income Housing Limits). A disproportionate burden will be deemed to exist if an absolute difference between percentage of low-income population served by the new lines and the overall percentage of low-income persons in the Metro service area is at least 5%.

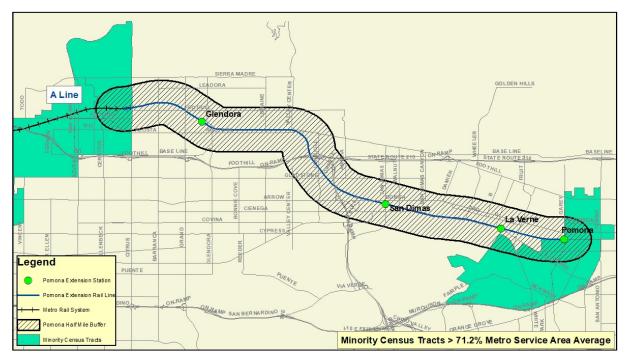


Discussion

| | Population | Minority Population | Minority Percentage |
|-------------------------------|------------|---------------------|---------------------|
| Foothill 2B Ph I Rail Project | 127,145 | 81,733 | 64.3% |
| Metro Service Area | 7,580,839 | 5,397,073 | 71.2% |
| | -6.9% | | |

Note: Data source is the 2023 American Community Survey for a 0.5 mile catchment area around new rail line

The service change is positive, providing a benefit to both the corridor and the minority population. Therefore, the disparate impact does not require mitigation.





Discussion

| | | Number of Low-Income | Low-Income |
|-------------------------------|----------------------|----------------------|----------------------|
| | Number of Households | Households | Household Percentage |
| Foothill 2B Ph I Rail Project | 42,119 | 16,313 | 38.7% |
| Metro Service Area | 2,663,368 | 1,205,146 | 45.2% |
| | -6.5% | | |

Note: Data source is the 2023 American Community Survey for a 0.5 mile catchment area around new rail line.

The service change is positive, benefitting the corridor and the low-income households. Therefore, the disproportionate burden does not require mitigation.



