

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%.

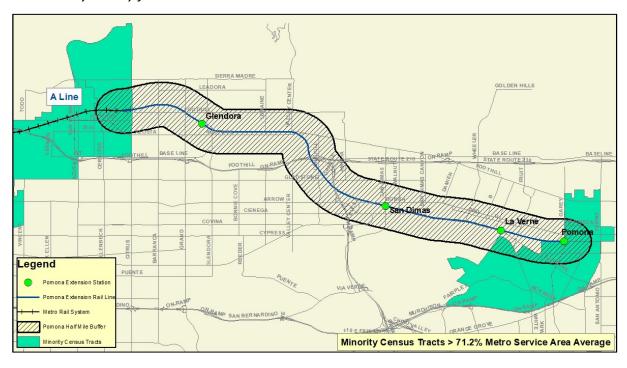


Discussion

	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%
Disparate Impact; Difference Exceeds 5%			-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%
Disproportionate Burden; Difference Exceeds 5%			-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.



