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**ITEM ID:** 2020-700-0

**TRANSMITTAL DATE:** April 15, 2022

**MEETING DATE:** April 22, 2022

**TO:** Board of Directors

**FROM:** Paul Hubler, Chief Strategy Officer

**SUBJECT:** Title VI Public Hearing for Arrow Service Launch

### **Issue**

In October 2022, the Authority expects to inaugurate the new ARROW passenger train service on the 9-mile rail expansion between San Bernardino Downtown and the Redlands University station. This rail expansion falls under the Federal Transit Administration (FTA) Title VI requirement for transit agencies to conduct an equity analysis and public outreach for all new fixed guideway capital projects.

### **Recommendation**

EXECUTIVE COMMITTEE RECOMMENDED (5-0) the Board:

1. Receive public feedback and the results of the Title VI equity analysis;
2. Hold a Public Hearing by the full Board of Directors on April 22, 2022.

### **Strategic Commitment**

This report aligns with the Strategic Business Plan commitment of:

- **Advancing Key Regional Goals:** We will grow the role of regional rail in addressing climate change, air quality, and other pressing issues by advancing toward zero emissions, making rail a compelling alternative to single-occupant automobiles and advancing equity-focused opportunities for all communities throughout Southern California. The Public outreach and equity analysis ensure the new Arrow service meets Title VI equity requirements.

## **Discussion**

The Redlands Passenger Rail Project represents the first expansion to the Metrolink system since the June 2016 opening of the Perris Valley Line in Riverside County. The new ARROW service will integrate conveniently with other modes of transportation in the corridor such as auto, bus and bicycle and will offer residents, businesses and visitors a new commuting option to travel to a variety of leisure, education, healthcare and other destinations.

### **Equity Analysis**

As operator of the new ARROW service, the Authority is required to conduct a service equity analysis in compliance with Federal Title VI requirements (FTA C 4702.1B). The equity analysis is intended to determine if the addition of the ARROW service will result in any disparate impacts for minority populations or pose any disproportionate burden for low income populations. Since the ARROW service will utilize Metrolink's existing fare structure and there will be no change in fares no fare equity analysis is required.

Based on Metrolink's Title VI policies, service change proposals are determined to have a Disparate Impact or Disproportionate Burden if the adverse impacts experienced by minority or low-income riders are at least 5% higher than the adverse impacts experienced by non-minority or non low-income riders. Conversely, if the cumulative benefits associated with the service change that accrue to non-minority or non low-income riders are 5% greater than the cumulative benefits that accrue to minority or low-income riders, then that change would be determined to have a Disparate Impact or Disproportionate Burden.

Results of the Arrow Service Equity Analysis (Attachment A.) find that there is no Disparate Impact on minority riders or Disproportionate Burden on low-income riders. No adverse impacts are anticipated with the service implementation, and the benefits of the service accrue to minority and low-income populations at a higher percentage than non-minority and non-low-income populations. Due to the service area demographics, the new line is more likely to serve minority and low-income populations than the existing rail service in the Metrolink service area

The service changes anticipated with Arrow would result in no adverse effects to the community, as there would be an increase in service along the corridor. Consequently, the analysis was undertaken to determine whether the benefits associated with the new service were equitably distributed. Based on the analysis, the benefits of the new service would accrue to minority and low-income populations at a greater rate than non-minority and non-low-income riders, due to the location of the stations and the underlying demographics. Additionally, the Arrow service catchment area has a higher percentage of minority and low-income populations than the existing Metrolink catchment area.

Based on the analysis, minority populations within the Arrow catchment are about 2% greater than minority populations in the Metrolink service area. Also, benefits associated with the Arrow service would accrue more to the minority populations than the non-minority populations. As a result, no Disparate Impact is found.

Additionally, the percentage of low-income households within the Arrow catchment is about 10% greater than the percentage of low-income households in the Metrolink catchment area. Even though this percentage exceeds the 5% threshold, the Disproportionate Burden policy threshold is for benefits that would accrue more to non-low-income populations when

compared to low-income populations. Because this is the inverse—that is, benefits would accrue more to low-income populations at a greater rate than the Metrolink service—there would be no finding of Disproportionate Burden.

As a result of the Arrow service equity analysis, no consideration of mitigations is required.

### Results of Public Outreach

As a result of the new planned Arrow Service on the San Gabriel Subdivision a Title VI effort is necessary. Title VI requires an analysis and a public outreach effort to ensure that our new planned service does not create a disparate impact on Limited English Proficiency and identified disadvantage communities. On February 25, 2022 the Metrolink Board authorized the beginning of the public outreach period under Title VI.

In addition to hosting a public outreach meeting for community participation on March 15, 2022, the following activities have been planned and implemented to secure public participation the the Arrow Passenger Service.

Public Outreach Activities include:

- A notice regarding the public hearing in approved LEP newspapers. (scheduled for April 22, 2022)
- The creation of a website for ecomments which includes a comment and survey component which went live as of February 25, 2022. (to date over 70 comments have been received. Almost without exception most comments indicated familiarity with and support for the Arrow Passenger Service Project).
- English/Spanish public meeting (scheduled for and completed on March 15, 2022).
- Live Streaming of public meeting on Facebook so public can view meeting on their own schedule.
- Notices on Metrolink social media advertising the March 15, 2022 public meeting and encouraging community members to leave comments regarding the proposed service.
- Notices regarding the public meeting and how to participate in the meeting on changeable message boards at Metrolink stations.
- Notices on Next Door for 18 zip codes in the communities closest to the proposed Arrow Passenger service encouraging them to participate in the meeting and leave comments.
- Coordination with Metrolink media to create a media update on the status of the hearing.

### Background

The Redlands Passenger Rail Project (Project) lengthens the existing San Gabriel Subdivision by 9 miles from downtown San Bernardino to Redlands. The service will enable Metrolink to operate early morning and evening express service to and from downtown Redlands with intermediate station stops between San Bernardino and the University of Redlands. Arrow service will connect with Metrolink service at the downtown San Bernardino Transit Center.

### Service Plan

Finalization of the Service Plan will require trial runs with the Diesel Multiple Unit (DMU) equipment on territory to confirm that operation assumptions are practical and obtainable. The draft concept schedule calls for 24 weekday round trips between San Bernardino Transit Center and the University of Redlands. Service hours are 4:30 AM to 10:30 PM. In addition the Metrolink San Bernardino Line Express Trains, 381 and 382 will extend to Downtown

Redlands.

The weekend schedule will include up to 19 round trips between San Bernardino Transit Center and University of Redlands. Service hours are 5:30 AM to 12:30 AM.

Holiday Service Scheduling:

On the following dates, Metrolink will operate Saturday Service in lieu of regular service due to the federal holiday:

- Independence Day (Monday, July 4, 2022)
- Labor Day (Monday, September 5, 2022)
- Thanksgiving Day (Thursday, November 24, 2022)
- Day after Thanksgiving (Friday, November 25, 2022)
- Christmas Day Observed (Monday, December 26, 2022)
- New Year's Day Observed (Monday, January 2, 2023)
- Memorial Day (Monday, May 29, 2023)

### **Budget Impact**

There is no budget impact as a result of this report.

### **Next Steps**

April 22, 2022:

- Hold Public Hearing;
- Receive Title VI equity analysis and summary of public comment

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### **Attachment(s)**

[Attachment A - Arrow Equity Analysis](#)  
[Arrow Project Public Comments](#)  
[Presentation - Title VI Public Outreach for ARROW Service](#)  
[Public Notice - Arabic](#)  
[Public Notice - Farsi](#)  
[Public Notice - Korean](#)  
[Public Notice - Spanish](#)  
[Public Notice - Vietnamese](#)  
[Public Notice - Russian](#)  
[Public Notice - Japanese](#)  
[Public Notice - Chinese](#)

Public Notice - Armenian

Arrow Newspaper Publication

Arrow Nextdoor Ad

Arrow Social Media Ad

Arrow CIS Ad