

## LB-ELA CORRIDOR INVESTMENT PLAN

### EQUITY PLANNING AND EVALUATION TOOL (EPET) DOCUMENTATION

#### INTRODUCTION

##### WHAT IS THE EPET?

The Pilot Equity Planning and Evaluation Tool (EPET) was developed by Metro in 2021 to provide detailed equity guidance for large-scale, multi-year Metro projects. The EPET requires that projects: 1) identify disparities that impact mobility, economic opportunities, and health outcomes, and how related services, programs, and projects are experienced; 2) understand the root causes of those disparities, and 3) develop and implement strategies, projects, programs, and investment priorities in a manner that provides more equitable outcomes. From inception to adoption, the LB-ELA Corridor Investment Plan (Plan) project team, Task Force, and Community Leadership Committee (CLC) used the EPET to guide the outreach approach and process, existing conditions analyses, evaluation methodology, and funding recommendations, as described in detail in this report.

Applying the EPET's concepts of Opportunity Areas,<sup>1</sup> Community Results,<sup>2</sup> and Project Outcomes,<sup>3</sup> this report documents the processes of visioning, data analysis, contextual research, community engagement, and technical evaluation applied to inform an investment plan that advances equitable outcomes in the LB-ELA Corridor ("the Corridor"). Following an introductory section that provides definitions of equity and an overview of the Project and Task Force background, this EPET documentation report follows the structure below:

- I. Connect Community Results to Project Outcomes
- II. Analyze Data
- III. Engage the Community
- IV. Plan for Equitable Outcomes

The EPET's six-part structure includes two subsequent sections that have not been applied at this time, as they relate specifically to the implementation of individual projects and programs. These sections (*Proposal Implementation* and *Evaluate, Communicate, and Stay Accountable*) may be documented by relevant project staff as large-scale proposals in the Investment Plan move toward implementation in the future.

##### DEFINING EQUITY

Metro defines equity as "both an outcome and a process to address racial, socioeconomic, and gender disparities, to ensure fair and just access with respect to where you begin and your capacity to improve from that starting point to opportunities, including jobs, housing, education, mobility options, and healthier communities. It is achieved when one's outcomes in life are not predetermined, in a statistical or

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<sup>1</sup> Opportunity Areas = Key indicators of success including Employment, Housing, Education, Health, Transportation, Community Development, Criminal Justice, Environment, and Safety.

<sup>2</sup> Community Results = The community level condition of well-being we would like to achieve. It lacks disparities based on race, income, ability, or other social demographic.

<sup>3</sup> Project Outcome = A clearly defined future state of being at the program, local, or agency level resulting from the proposed action that ultimately supports the community result.

experiential sense, on their racial, economic, or social identities. It requires community informed and needs based provision, implementation, and impact of services, programs, and policies that reduce and ultimately prevent disparities. Equity means that Metro’s service delivery, project delivery, policymaking, and distribution of resources account for the different histories, challenges, and needs of communities across Los Angeles County; it is what we are striving towards.”

The following definitions of procedural, distributive, restorative, and structural equity have supported focused discussions of equity throughout this planning process. These detailed definitions are not part of Metro’s official definition of equity.

### Detailed Definitions of Equity

<b>Procedural Equity</b>	<ul style="list-style-type: none"> <li>&gt; Proactive and accessible community engagement that bridges linguistic, technology, and ability gaps to meet communities where they are and enable participatory and representative decision-making processes.</li> <li>&gt; Ongoing systems of accountability and communication to build and maintain trust.</li> </ul>
<b>Distributive Equity</b>	<ul style="list-style-type: none"> <li>&gt; Allocation of benefits and amenities proportionate to levels of need and historic investment and based on self-identified community priorities rather than 'one-size-fits-all' solutions.</li> <li>&gt; Policies and resource management to ensure benefits reach intended recipients.</li> </ul>
<b>Restorative Equity</b>	<ul style="list-style-type: none"> <li>&gt; Acknowledgement of, and atonement for historic and ongoing systemic harms resulting from planning practice and policy.</li> <li>&gt; Commensurate actions, resources, and investments dedicated to remediation and prevention of further systemic harms.</li> </ul>
<b>Structural Equity</b>	<ul style="list-style-type: none"> <li>&gt; Evolution of decision-making bodies to reflect the communities they serve.</li> <li>&gt; Restructuring of organizational systems and hierarchies to empower historically marginalized groups.</li> </ul>

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## PROJECT AND TASK FORCE BACKGROUND

The issues Metro intends to address through this Task Force process and Investment Plan are wide-ranging, reflecting the multimodal nature of the investment plan, the geographic scale of the study area, and the depth of context from which the current process emerged. An understanding of the equity issues centered in the Task Force process and Investment Plan relies on an understanding of the past two decades of planning and community advocacy around the I-710 South Corridor, and the last century of racial, economic, and environmental injustice, reinforced by public policy and infrastructure, which continue to impact the Corridor’s surrounding communities today.

The I-710 and its five intersecting freeways (SR-60, I-5, I-105, SR-91, and I-405) reflect the shared legacy of many American freeways, many of which were intentionally routed through Black, Indigenous, and People of Color (BIPOC) neighborhoods, displacing residents, disconnecting communities from economic opportunities, and disproportionately subjecting entire neighborhoods to environmental harms and related health impacts. However, despite enduring the brunt of many planning and policy failures, the LB-ELA Corridor has sustained rich community identities and civic pride, and fostered significant activist movements for civil rights, cultural empowerment, transit justice, and environmental justice. These elements of the LB-ELA community history are discussed in greater detail in Section 3: Engage the Community.

Seeking a solution to an increasingly congested I-710 freeway, which serves as a regionally and nationally significant goods movement and commuter corridor, Metro and Caltrans proposed a widening from 8 to 16 lanes in the early 2000s. As initially proposed, the widening would have displaced over 660 homes along the freeway and worsened pollution in the corridor. A 2009 EPA report estimated

approximately 2,000 premature deaths associated with diesel emissions in the South Coast Air Basin, which includes urban Los Angeles and its surrounding counties.<sup>4</sup> In response to the Metro and Caltrans proposal, the Coalition for Environmental Health and Justice (CEHAJ) organized against the plan to advocate for a zero-emissions corridor project, contingent on local hiring and no displacements. Metro and Caltrans then launched an extensive public participation process (the 710 Metro Corridor Study) and the Environmental Impact Report (EIR) process. In 2012, the Draft EIR was released, to which CEHAJ responded with a proposal for Community Alternative 7 (CA 7). Despite the freeway's historical cost to surrounding communities, acknowledged in a 2018 Metro report,<sup>5</sup> the Metro Board approved its own alternative (5C) that same year, which still included a freeway widening element, incorporating an additional mixed-flow lane in each direction, truck bypass lanes, and reconfigured interchanges. The plan would have displaced an estimated 436 people in 109 homes and 158 businesses.<sup>6</sup>

CEHAJ and other Corridor residents continued to push back against alternative 5C, maintaining their demand for a mandatory zero-emissions policy to reduce pollution. Shortly thereafter, in 2021, the EPA ruled that the project would violate the federal Clean Air Act, stating that public agencies would be required to “develop a program that...will not increase and negatively impact public health”.<sup>7</sup> In September 2021, in response to the EPA ruling and the State of California rescinding support for the project, Metro and Caltrans suspended the planning process for alternative 5C, with an acknowledgement from the Metro Board that communities along the I-710 Corridor have long suffered impacts on health, air quality, mobility, and quality of life due to their proximity to existing freight-focused freeway facilities. In September of 2021, Metro and Caltrans initiated the I-710 South Corridor Task Force (since renamed as the LB-ELA Task Force) to re-evaluate the needs of the corridor and its communities, develop multimodal strategies to meet these needs, identify potential projects and programs based on those strategies, and create a prioritized investment plan to leverage local funding from Measure R<sup>8</sup> and Measure M<sup>9</sup> with goals of improving regional mobility, economic competitiveness, air quality, and the movement of people and goods.

The Task Force comprises approximately 40 community and regional stakeholders from a cross-section of communities, industries, public, business, and labor agencies. All of these individuals are directly impacted by or dependent upon the movement of people and goods through the Corridor. The Task Force is guided by the Community Leadership Committee (CLC), a group of 28 residents representing Corridor communities, whose direct involvement in the decision-making process provides critical insight into the lived experiences and priorities of those directly impacted by the Corridor's infrastructure and industries. Additional Working Groups, including an Equity Working Group, comprise Task Force and Community Leadership Committee members, allowing for topic-focused discussions to inform Task Force actions. The Equity Working Group has been instrumental in Metro's application of the EPET, contributing knowledge and technical expertise based in lived and professional experience, and constructive feedback

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<sup>4</sup> <https://www.asce.org/publications-and-news/civil-engineering-source/civil-engineering-magazine/article/2021/10/epa-suspends-california-interstate-710-project>

<sup>5</sup> <https://boardagendas.metro.net/board-report/2018-0053/>

<sup>6</sup> <https://www.asce.org/publications-and-news/civil-engineering-source/civil-engineering-magazine/article/2021/10/epa-suspends-california-interstate-710-project>

<sup>7</sup> <https://www.asce.org/publications-and-news/civil-engineering-source/civil-engineering-magazine/article/2021/10/epa-suspends-california-interstate-710-project>

<sup>8</sup> Measure R (2008) - Half-cent LA County sales tax measure to finance new transportation projects and programs, and accelerate those already in the pipeline.

<sup>9</sup> Measure M (2016) –Half-cent LA County sales tax measure to make Measure R permanent and fund additional projects to ease traffic, repair local streets and sidewalks, expand public transportation, earthquake retrofit bridges and subsidize transit fares for students, seniors and persons with disabilities.

on process, project/program proposals, evaluation methods, and considerations for future implementation.

## SECTION 1: CONNECTING COMMUNITY RESULTS TO PROJECT OUTCOMES

### IDENTIFICATION AND DESCRIPTION OF ISSUES

The Metro Board suspended the environmental review of the previous I-710 South Corridor Project's Alternative 5C due to the significant concerns that the proposed project could not meet air quality conformity standards; would create untenable displacement in disadvantaged communities adjacent to the freeway; and would contradict updated local, state, and federal policies related to freeway widening or expansion projects. At the same time, the Metro Board directed the Metro CEO to re-engage impacted communities along the LB-ELA Corridor, convene stakeholders, and develop a multimodal, multipurpose investment strategy for the LB-ELA Corridor that improves regional mobility and air quality while fostering economic vitality, social equity, environmental sustainability, and access to opportunity for LA County residents – especially for those most impacted by, and living or working adjacent to, the Corridor.

Throughout the past two decades of planning work around the I-710 South Corridor, a range of equity issues have been raised by community members, advocacy groups, and regulatory agencies. These issues have been at the forefront of Task Force and CLC processes, informing development of the goals, principles, projects and programs, and evaluation methodologies since the establishment of the Task Force and initiation of the Investment Plan directive. The project team also conducted a review of relevant planning and community documents to identify how past efforts have characterized and attempted to address needs and challenges in the Corridor. An existing conditions data analysis (detailed in Section 2: Analyze Data) further contributed to an understanding that people along the I-710 corridor are overburdened in a number of ways when compared with other parts of the region. Given the high percentage of BIPOC populations in the corridor, these issues reinforce racial inequities and demonstrate how structural racism manifests in urban communities.

Applying the framework of Distributive, Restorative, Procedural, and Structural Equity, the key issues Metro aims to address in this Investment Plan are summarized below:

## Distributive Equity Issues

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<b>High freeway emissions/ Poor air quality</b>	The I-710 South Corridor accounts for 20% of all particulate emissions in Southern California. <sup>10</sup> The high levels of diesel pollutants affecting communities within a quarter mile of the freeway has earned the name “diesel death zone,” referring to the linkage between diesel pollution and respiratory and cardiovascular health conditions. <sup>11</sup>
<b>Community health burdens</b>	The Corridor’s respiratory and cardiovascular health burdens resulting from freeway emissions and other sources of air pollution are compounded by long-standing disparities in health and access to healthcare. <sup>12</sup> Limited access to safe and comfortable active transportation and outdoor recreational infrastructure, <sup>13</sup> and exposure to heat through a lack of shade and greening <sup>14</sup> also contribute to health burdens in the Corridor.
<b>Unsafe/hostile streets for pedestrians and bicyclists</b>	Streets within the Corridor are generally designed for high volumes of vehicular traffic with limited or poorly maintained active transportation and pedestrian infrastructure. While some jurisdictions have introduced dedicated infrastructure and safer street design in recent years, a cohesive network of safe bike and pedestrian infrastructure is lacking throughout the corridor as a whole. Given high volumes of vehicles entering and exiting the freeway, bike and pedestrian safety is of particular concern surrounding freeway on/off-ramps and overcrossings. <sup>15</sup>
<b>Transit service reliability</b>	Reliable transit service is an issue most directly impacting access to resources and opportunities for the Corridor’s transit-dependent residents and workers. It also contributes to the share of “choice riders” within the Corridor, whose decisions to use transit over a personal vehicle have broader impacts on air quality, congestion, and street safety. <sup>16</sup> Additionally, the distribution of investment across transit services (e.g., Bus, Rail, and Micro transit) has historically prioritized service areas and riders with lower needs over those with higher needs. <sup>17</sup>
<b>Travel times</b>	High levels of congestion along the freeway and significant arterials impact community members’ ability to reach their jobs, schools, and other needs. Vehicle congestion impacts travel times for drivers, bus riders, and goods movement vehicles who all rely on major freeway and arterial routes. Travel times are also an issue for pedestrians and active transportation users in the corridor, who are often forced onto indirect routes given a lack of safe and connected infrastructure.
<b>Lack of green space and shade</b>	The presence or lack of tree canopy and green space is a major equity issue aligned with patterns of racial and economic segregation in the Corridor, with wide-ranging impacts on the urban heat island effect, air quality, stormwater runoff, pedestrian sun exposure, and overall streetscape quality. Lack of publicly accessible green space also limits access to opportunities for outdoor recreation, which impacts community health and quality of life. <sup>18</sup>

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<sup>10</sup> <http://www.agmd.gov/docs/default-source/news-archive/2021/JETSI-aug31-2021.pdf>

<sup>11</sup> Nelson, Laura J. “710 Freeway is a ‘diesel death zone’ to neighbors.” *Los Angeles Times*, March 1, 2018.

<sup>12</sup> [OEHHA CalEnviroScreen 4.0](#)

<sup>13</sup> [SCAG Regional Bikeways Data](#),

<sup>14</sup> [Tree People, LA County Tree Canopy Map](#), [CA Healthy Places Index](#)

<sup>15</sup> [SCAG Regional Bikeways Data](#), [LA County Bikeways Open Data](#), [Transportation Injury Mapping System \(TIMS\), 2017-2019](#)

<sup>16</sup> [LA Metro NextGen Bus Plan](#), [Southeast LA \(SELA\) Transportation Study \(Giuliano et al., 2018\)](#)

<sup>17</sup> [How We Got Here: Three Decades of Equity at Metro \(Investing in Place, 2019\)](#)

<sup>18</sup> [Tree People, LA County Tree Canopy Map](#), [Los Angeles County Park Needs Assessment](#)

## Distributive Equity Issues

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**Goods movement capacity and impacts** The Corridor plays a nationally significant role in transporting goods to and from the Ports of Los Angeles and Long Beach, with expanding demand for freight capacity increasing pressure on existing infrastructure. The I-710 already carries tens of thousands of trucks daily, contributing to air quality, noise, congestion, and other environmental impacts to the surrounding communities.<sup>19</sup>

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**Disconnected communities** The I-710 reinforces and expands the division between communities on either side of the LA River. Many east/west crossings do not have safe bicycle infrastructure, and some crossings have missing, unpaved, or narrow sidewalks. Other freeways and rail infrastructure in the Corridor also impede connections between neighboring communities. These infrastructural barriers have enduring impacts on access to opportunity and amenities, and many serve as physical reminders of past displacement and dispossession.<sup>20</sup>

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## Procedural/Restorative/Structural Equity Issues

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**Historic disinvestment/disenfranchisement** The past century of planning and policy decisions in the Corridor have created and reinforced patterns of segregation and disinvestment. Communities with highest need for investment frequently face greatest obstacles to civic participation and political power, including language barriers, educational opportunities, and time available for involvement.<sup>21</sup>

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**Lack of trust from previous I-710 project** The previous I-710 Freeway Expansion project was widely perceived as a continuation of harmful 20<sup>th</sup>-century transportation planning practices, prioritizing industry over the health and livelihoods of Corridor residents. Despite emerging from an extensive public engagement and environmental review process, the board-approved Alternative 5C failed to address the needs and concerns of communities who would bear the project's adverse impacts, and eroded trust among many Corridor residents and environmental stakeholders.<sup>22</sup>

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**Disparities in municipal capacity and resources within LB-ELA Corridor** While the new Investment Plan aims to equitably distribute multimodal investments proportionate to levels of need throughout the Corridor, communities with the highest need will often have the least capacity to scope, plan, and implement projects, even with external funding available.

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<sup>19</sup> [LA Metro, LA County Goods Movement Strategic Plan, 2021](#)

<sup>20</sup> [Dividing Highways: Barrier Effects and Environmental Justice in California \(escholarship.org\)](#)

<sup>21</sup> [Healing LA Neighborhoods: A once-in-a-generation opportunity to create thriving and inclusive communities across Los Angeles | Prevention Institute](#)

<sup>22</sup> [East Yard Communities for Environmental Justice, I-710 Corridor](#)

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## OPPORTUNITY AREAS

The Task Force, CLC, and Working Groups collaborated to envision a future that balances the diverse needs of the Corridor's stakeholders as identified through community input, previous planning efforts, and existing conditions data analysis. Over several months, as described below, these groups thoughtfully composed and refined the Vision, Goals, and Guiding Principles as a framework to guide and focus the Investment Plan's proposed actions. The goals established in this process function as opportunity areas in which the Investment Plan's actions are able and intended to have impact.

### **December 2021: Listening Sessions**

- In December 2021, the project team held two LB-ELA Corridor Project Listening Sessions intended to engage members of the Corridor communities in developing a plan and investment strategy centered on local needs. The project team shared information regarding the process for creating a new plan for the Corridor and provided updates on the function and work of the LB-ELA Corridor Task Force. Community members expressed pride in the community outcry that resulted in the halting of the freeway widening project and shared a desire to move forward with a transparent process led by the community. Participants identified community priorities, including reduced traffic and emissions, improved public health and green space, expanded bike and pedestrian infrastructure, and no displacement of homes and businesses as proposed in the original I-710 South Corridor project (Alternative 5C).

### **February – March 2022: Vision and Goals Survey**

- From February to March 2022, Metro administered a Vision and Goals survey, through which the public identified their priorities for potential improvements in the Corridor, selecting up to three of the following: Air Quality, Community Health, Environment, Street Safety for all transportation users, Travel Options, Jobs and Economic Opportunities, and Housing. Over 3,000 stakeholders received the survey, and the 451 responses were made up of 427 members of the public and 24 Task Force members. 53% of respondents selected air quality as one of their top three priorities for improvements in the Corridor, followed by 51% selecting travel options, and 50% selecting street safety for all transportation users.

### **March 2022: Vision and Goals Public Meeting**

- The project team virtually held a Vision and Goals Development public meeting in March of 2022. It was attended by 83 participants, including 11 Task Force members or alternates and 50 members of the public. The meeting included an interactive discussion and poll, in which participants identified their priorities for potential improvements in the Corridor. The top priority areas included Air Quality (selected by 73% of participants as one of their top three areas of concern), Travel Options (50%), and Community Health (50%). Other areas of concern included Street Safety (43%), Environment (40%), Jobs and Economic Opportunity (13%), and Other (13%).
- Participants shared specific recommendations for goals related to the various areas of concern in the interactive discussion. Air Quality recommendations included a requirement that projects meet the Environmental Protection Agency's Clean Air Standards and that the Investment Plan support adding more trees and plants along the Corridor to promote clean air and reduce the heat island effect and air pollution. Mobility recommendations included establishing access to high-quality, multimodal mobility options and considering Americans with Disabilities Act (ADA) compliance. Safety recommendations included safer paths for pedestrians and bicyclists and the

incorporation of guidelines prioritizing safety policies. Economy recommendations included the creation of good-paying jobs with local hiring as a priority and support for commercial land uses.

#### **April – September 2022: Development and Approval of Vision, Goals, and Guiding Principles**

- **April 2022:** Preliminary Vision and Goals statements were presented to CLC, Task Force, and Equity Working Group for review and discussion. The Equity Working Group made a recommendation to consider elevating Equity as a Guiding Principle.
- **May 2022:** The CLC discussed and provided input on the language of the Vision and Goals. The Task Force voted to approve the proposed Equity Guiding Principle and continued discussing the Vision and Goals. The project team proposed elevating Sustainability as the second Guiding Principle.
- **June 2022:** The CLC and Task Force continued to discuss refinements to the Vision and Goals. The CLC voted to recommend a version of the Vision statement to the Task Force. The Task Force voted to approve the proposed Sustainability Guiding Principle.
- **July 2022:** The Vision statement was formally approved at the July 2022 Task Force meeting, along with the Goals of Air Quality, Mobility, Community, and Environment.
- **August 2022:** The Safety goal and the Opportunity Goal were formally approved at the August 2022 Task Force meeting, with the contingency with that a new Prosperity goal with a regional focus would be developed with input from the CLC. The CLC discussed the proposed Prosperity goal.
- **September 2022:** The Prosperity goal was refined and formally approved at the September 2022 Task Force Meeting. The Metro Board adopted the Vision, Goals, and Guiding Principles at its September 2022 meeting as official policy.



## Vision, Goals, and Guiding Principles

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<b>Vision Statement</b>	An equitable, shared I-710 South Corridor transportation system that provides safe, quality multimodal options for moving people and goods that will foster clean air (zero emissions), healthy and sustainable communities, and economic empowerment for all residents, communities, and users in the corridor.
<b>Equity Guiding Principle</b>	A commitment to: (1) strive to rectify past harms; (2) provide fair and just access to opportunities; and 3) eliminate disparities in project processes, outcomes, and community results. The plan seeks to elevate and engrain the principle of Equity across all goals, objectives, strategies, and actions through a framework of Procedural, Distributive, Structural, and Restorative Equity, and by prioritizing an accessible and representative participation process for communities most impacted by the I-710.
<b>Sustainability Guiding Principle</b>	Development that meets the needs of the present without compromising the ability of future generations to meet their own needs. A commitment to sustainability to satisfy and improve basic social, health, and economic needs/conditions, both present and future, and the responsible use and stewardship of the environment, all while maintaining or improving the well-being of the environment on which life depends.
<b>Air Quality Goal</b>	Foster local and regional clean air quality.
<b>Mobility Goal</b>	Improve the mobility of people and goods.
<b>Community Goal</b>	Support thriving communities by enhancing the health and quality of life of residents.
<b>Safety Goal</b>	Make all modes of travel safer.
<b>Opportunity Goal</b>	Increase community access to quality jobs, workforce development, and economic opportunities.
<b>Prosperity Goal</b>	Strengthen LA County's economic competitiveness and increase access to quality jobs, workforce development, and economic opportunities for all communities, with a focus on strengthening the 710 Corridor communities, which have been and continue to be harmed by economic activity and development.
<b>Environment Goal</b>	Enhance the natural and built environment.

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## DESIRED COMMUNITY RESULTS

The Investment Plan and Task Force process are intended to respond to the systemic issues and challenges described above, contributing to the advancement of broader aspirations for the Corridor and the region. The following Community Results summarize the aspirations voiced by the public, Task Force, and CLC members. If successfully aligned with the Vision, Goals, and Guiding Principles, the Investment Plan will have a meaningful impact in helping the Corridor reach these desired future states of well-being:

### Desired Community Results

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Healthy air for all to breathe

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Improved and healthier transportation options to community resources (jobs, schools, health centers, etc.)

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Reduced rates of health conditions such as asthma and heart disease, without disparities

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Safe and comfortable pedestrian, bicycle, and transit connections

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Zero collision-related injuries and deaths

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A zero-emission goods movement system

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Economic vitality, including high local employment rates and living wages

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An equitable workforce transition to support a green economy

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Residents and businesses protected from displacement

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Plentiful and accessible green space and shade

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Communities reconnected by green spaces along the LA River

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A trusting and balanced long-term partnership between Metro and LB-ELA Communities

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## II. ANALYZE DATA

The LB-ELA Corridor planning process was informed by extensive qualitative and quantitative data analysis to identify existing conditions, needs, and disparities among various communities within the Corridor as well as compared with the County. Based on the issues and opportunity areas identified for the Investment Plan, data were primarily analyzed for socioeconomic conditions, environmental conditions, community health, and travel patterns related to mode share, emissions, throughput, and safety. Community survey data and anecdotal insights from CLC and Task Force members were used to supplement and groundtruth quantitative data to gain a more comprehensive understanding of the LB-ELA Corridor communities.

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### DATA SOURCES

Due to the size of the study area and scope of the Investment Plan, data were required to be broadly and consistently available at the countywide or regional level, across jurisdictions. Therefore, more localized data that might typically be considered for a single transportation project were not available or able to be analyzed for the entire study area. Given the early stages of project development, most individual projects in the Investment Plan will be evaluated using localized data as they go through design, environmental review, and implementation processes. Data from the following sources were applied in the analysis of existing conditions:

#### Data Sources

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<b>Socioeconomic and Demographic</b>	<ul style="list-style-type: none"><li>&gt; US Census and American Community Survey</li><li>&gt; 2019 Longitudinal Employer-Household Dynamics (LEHD)</li><li>&gt; Urban Displacement Project Estimated Displacement Risk Index</li><li>&gt; University of Richmond - Mapping Inequality</li></ul>
<b>Environmental</b>	<ul style="list-style-type: none"><li>&gt; Office of Environmental Health Hazard Assessment (OEHHA) CalEnviroScreen 4.0</li><li>&gt; Southern California Air Quality Management District (SCAQMD) Multiple Air Toxics Exposure Study V (MATES V) (2021)</li><li>&gt; SCAQMD Air Quality Management Plan Health Effects Appendix (2022)</li><li>&gt; National Land Cover Database</li><li>&gt; Los Angeles County Park Needs Assessment</li><li>&gt; Southern California Association of Governments (SCAG) Land Use Map</li><li>&gt; EnviroStor Cleanup Sites Database</li></ul>
<b>Community Health</b>	<ul style="list-style-type: none"><li>&gt; OEHHA CalEnviroScreen 4.0</li><li>&gt; Public Health Alliance of Southern California</li><li>&gt; Emergency Department and Patient Discharge Datasets from the State of California, Office of Statewide Health Planning and Development (OSHPD)</li><li>&gt; SCAQMD MATES V</li></ul>
<b>Travel Patterns</b>	<ul style="list-style-type: none"><li>&gt; LA Metro Ridership Data</li><li>&gt; LA Metro Arterial Performance Measurement (Measure Up)</li><li>&gt; SCAG Regional Travel Demand Model</li><li>&gt; SCAG Connect SoCal (2020–2045 Regional Transportation Plan/Sustainable Communities Strategy)</li><li>&gt; SCAG Bicycle Routes Data</li><li>&gt; LA County Bikeways Data</li><li>&gt; Cambridge Systematics' location-based services data (LOCUS)</li><li>&gt; The National Performance Management Research Data Set (NPMRDS)</li><li>&gt; California Highway Patrol Statewide Integrated Traffic Records System (SWITRS)</li><li>&gt; Port Transportation Analysis Model (PortTAM)</li><li>&gt; Caltrans Performance Measurement System (PeMS)</li><li>&gt; Caltrans Traffic Accident Surveillance and Analysis System (TASAS)</li><li>&gt; Transportation Injury Mapping System (TIMS)</li></ul>

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Qualitative and anecdotal data were also gathered through a series of in-person public engagement events in partnership with community-based organizations, and online through the Social Pinpoint mapping tool and survey.<sup>1</sup> A literature review of previous planning studies related to the Corridor and relevant issues throughout the region also contributed to an understanding of existing conditions; however, the literature review was conducted with consideration of the age, biases, and relevance of documents and sources.

The Project Team prepared an initial geospatial analysis in late 2021, which included maps displaying the range of conditions across Corridor communities, in addition to charts and other data visualizations to add detail and enhance understanding of Corridor conditions. This analysis was guided by the following questions:

- Where is the LB-ELA Corridor study area?
- Who lives and works in the LB-ELA Corridor study area?
- What mobility options, trends and challenges exist in the LB-ELA Corridor study area?
- What are the community impacts experienced in the LB-ELA Corridor study area?

Maps, graphics, and key findings from this analysis are included in the presentation in *Appendix A. Initial Existing Conditions Analysis*.

### Initial Existing Conditions Data Analyzed

<b>Study Area</b>	>	Study Area and Jurisdictional Boundaries
<b>Socioeconomic and Demographic Characteristics</b>	>	Population Density (persons per net acre)
	>	Employment Density (employees per net acre)
	>	Jobs by Industry Sector (commercial, professional services, industrial, other services)
	>	Race and Ethnicity
	>	Household Income
	>	Poverty Level
	>	Age
	>	Percentage of Individuals with a Disability
<b>Mobility Options, Trends, and Challenges</b>	>	Vehicle Ownership
	>	Freeway and Arterials
	>	Transit Services
	>	Metro Rail Boardings (daily average)
	>	Bicycle Facilities
	>	Bicycle and Pedestrian Gaps
	>	Existing Land Uses
	>	Commuters by Mode (work from home, transit, walk/bike, carpool, drive alone)
	>	Arterial Roadway Daily Vehicle Hours of Delay
	>	Arterial Roadway Speeds (morning and evening)
	>	I-710 Freeway Speeds (morning and evening)
	>	Bottlenecks along I-710 (northbound and southbound)
	>	I-710 Daily Vehicle and Person Trips
>	Daily Vehicle Miles Traveled (VMT)	
>	I-710 Daily Truck Trips	

<sup>1</sup>A series of thirty-eight (38) community workshops and meeting presentations were conducted along the corridor between September and November 2022. With the support from local CBOs, the public outreach team also hosted eighteen (18) events along the corridor including pop-up events to support the notification and engagement efforts to gather input from different communities. The Social Pinpoint survey and interactive mapping tool (<https://arellano.mysocialpinpoint.com/metro-710-task-force/map#/>) was originally open from August 2, 2022, through September 8, 2022, and the response period was extended twice: to October 15, 2022, and once more to November 14, 2022, to accommodate more time for public feedback from community members. These efforts collected a total of 1,920 surveys and 985 mapping comments from the public during this phase.

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<b>Community Impacts (Health &amp; Safety)</b>	>	Bicyclist and Pedestrian Crash Data (location and severity)
	>	Truck Crashes (location and severity)
	>	All Vehicle Crashes (location and severity)
	>	I-710 Crashes (location and severity)
	>	Particulate Matter 2.5 (micrograms per meter <sup>3</sup> )
	>	Diesel Particulate Matter (annual tons)
	>	Asthma Rate (hospitalizations)
	>	Cancer Risk (exposure to air toxics)

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The initial existing conditions analysis was presented to the Task Force, CLC, and Working Groups for discussion, including input on additional metrics that should be added to the analysis, specifically from an equity perspective. A subsequent existing condition analysis produced for discussion with the Equity Working Group incorporated new metrics based on community and Task Force input, and applied Metro’s Equity Focus Communities as an overlay to identify patterns and disparities in conditions for EFC and non-EFC areas within the Corridor. Maps, graphics, and key findings from this analysis are included in the presentation in *Appendix B. EFC-Based Existing Conditions Analysis*.

### EFC-Based Existing Conditions Data Analyzed

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<b>Equity Focus Communities</b>	>	EFC Areas (all)
	>	EFC Areas by Equity Tier
<b>Socioeconomic and Demographic</b>	>	Poverty Rate by Race/Ethnicity within Corridor
	>	Percent Renter by Race/Ethnicity within the Corridor
<b>Health &amp; Safety</b>	>	Diesel Particulate Matter (+ overlay with EFCs)
	>	Collisions involving Bicyclists or Pedestrians (+ overlay with EFCs)
	>	Tree Canopy (+ overlay with EFCs, Zero-Vehicle Households)
<b>Infrastructure &amp; Amenities</b>	>	Park Need (+ overlay with EFCs)
	>	2045 High Quality Transit Areas (+ overlay with EFCs, Population Density, Zero-Vehicle Households)
<b>Economic Opportunities</b>	>	Employed Population (+ overlay with EFCs)
	>	Employed Population with >45 Minute Commute Time (+ overlay with EFCs)
<b>Essential Needs</b>	>	Supermarket Access (+ overlay with EFCs)

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### DATA ANALYSIS SUMMARY

As outlined above, an extensive collection of data was analyzed throughout the early stages of the Task Force and Investment Plan process. This section of the documentation presents selected findings from this analysis in response to the following questions from the EPET:

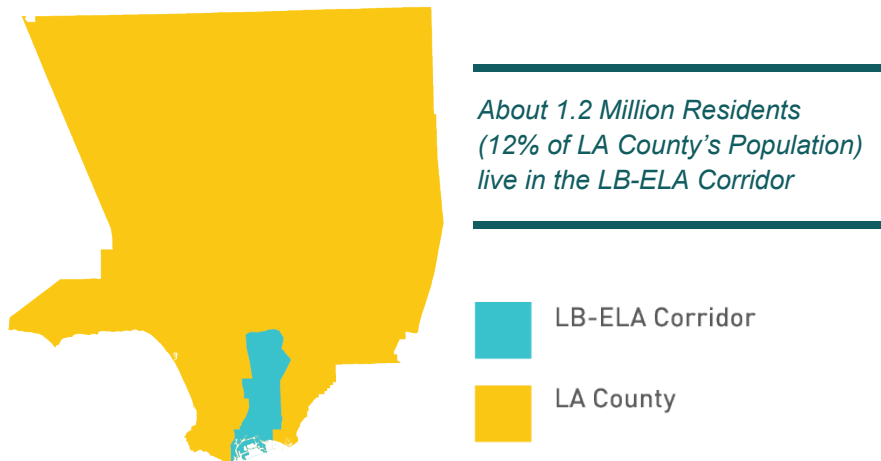
- **2.b.** Is there an impacted geographic area? If so, what is the geographic area?
- **2.c.** What are the demographics of impacted area, users, or other community?
- **2.d.** What does the data tell us about existing community disparities in race, ethnicity, and income, that may influence the proposed action’s outcomes?

## Impacted Areas

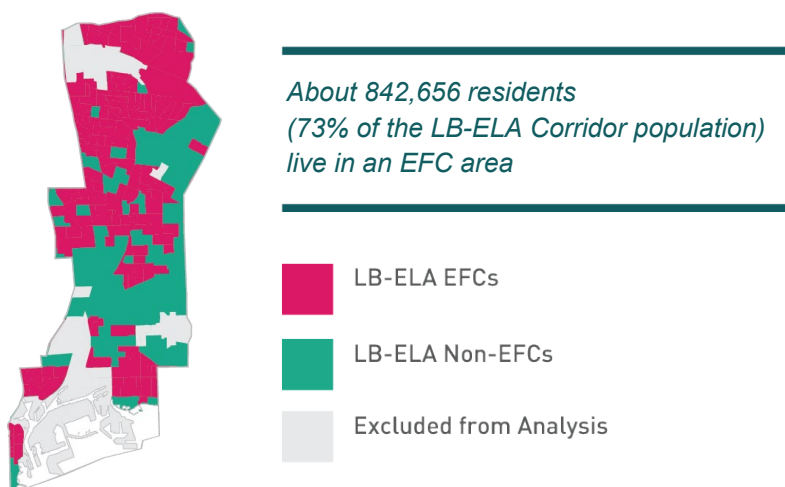
Drawing on the findings of existing conditions analysis, this EPET documentation focuses on two geographies as 'impacted areas' of the LB-ELA Corridor Investment Plan:

1. The full **LB-ELA Corridor** area - Shown in blue against LA County in yellow in *Figure 1. LB-ELA Corridor Study Area (LA County Context)*
2. Metro's **Equity Focus Communities (EFCs)** within the LB-ELA Corridor - Shown in pink in *Figure 2. LA Metro Equity Focus Communities (LB-ELA Corridor Context)*. EFCs are the census tracts identified by Metro's Office of Equity and Race, which have higher concentrations of low-income households, residents who are Black, Indigenous, and other People of Color (BIPOC), and share of households with no access to a car. People in these census tracts lack access to mobility and face more mobility barriers compared to non-EFC census tracts.

*Figure 2. LB-ELA Corridor Study Area (LA County Context)*



*Figure 1. LA Metro Equity Focus Communities (LB-ELA Corridor Context)*



In reference to the maps above, figures throughout this section utilize color-coding to compare data for these four geographic extents to highlight key characteristics and disparities within the impacted areas: LA County (yellow), the LB-ELA Corridor area (blue), LB-ELA EFC areas (pink), and LB-ELA non-EFC areas (green).

### Demographics of Impacted Areas

The LB-ELA Corridor is home to approximately 1.2 million residents, 73% of which live in EFC areas. As shown in *Figure 3. Youth and Senior Age Groups*, the LB-ELA Corridor and EFCs within the corridor both have relatively high youth populations and relatively low senior populations compared to the County and Non-EFCs in the corridor, respectively.<sup>2</sup> The Corridor's average household size is 3.9, which is about 30% higher than the County's average.<sup>3</sup>

As shown in *Figure 4. Race/Ethnicity*, The LB-ELA Corridor as a whole and EFCs in the Corridor are majority-BIPOC, both with substantially higher shares of Latino residents, and lower shares of white and Asian residents compared to the County and Non-EFCs in the corridor. The share of Black or African American residents is relatively similar across geographies.<sup>4</sup> Historical census data shows that the share of Black residents has declined substantially in many LB-ELA corridor communities since the 1980s, as the share of Latino residents increased. Change in the Corridor's racial and ethnic composition over time is discussed further in Section 3: Engage the Community.

Despite its importance to the regional economy, the Corridor has a slightly lower average percentage of the workforce who are employed (71%) than LA County (74%), with a majority of the Corridor's lowest employment rates (as low as 49%) associated with EFCs.<sup>5</sup> The Corridor's manufacturing history and proximity to the ports have created a largely industrial and commercial economy, with nearly twice the share of industrial jobs in the Corridor (29%) as in the County as a whole (16%), and a lower share of service and professional jobs.<sup>6</sup> Likewise, the study area has more industrial and residential land uses than the County as a whole,<sup>7</sup> with proximity between residential and industrial land uses contributing to pollution impacts and associated health risks.

The Corridor's median household income (\$56,005) is substantially lower than the County's (\$75,887),<sup>8</sup> and analyzed across income groups, the Corridor has a lower share of high-income households than the County. Similarly, the share of households below the poverty level is high in the Corridor compared to LA County as a whole.<sup>9</sup>

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<sup>2</sup> Data from the 2015-2019 American Community Survey 5-year estimates.

<sup>3</sup> U.S. Census

<sup>4</sup> Data from the ACS 2019 5-year estimate: 74.6% Hispanic or Latino, 8.9% NH Black or African American, 8.6% NH White, 5.9% NH Asian, 1.3% Multiple Races, 0.3% NH, Native Hawaiian or Pacific Islander, 0.2% Other.

<sup>5</sup> East Los Angeles, Commerce, Compton, East Compton, Long Beach, Wilmington, and San Pedro.

<sup>6</sup> Data from 2019 Longitudinal Employer-Household Dynamics.

<sup>7</sup> SCAG Land Use Map, land use in square feet.

<sup>8</sup> Data from 2015-2019 American Community Survey.

<sup>9</sup> Data from 2015-2019 American Community Survey.

Figure 3. Youth and Senior Age Groups

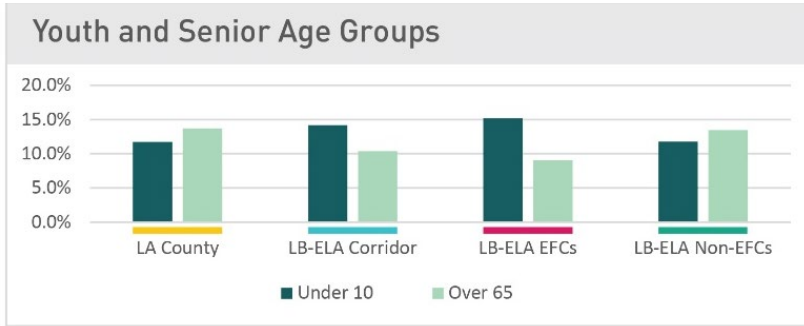
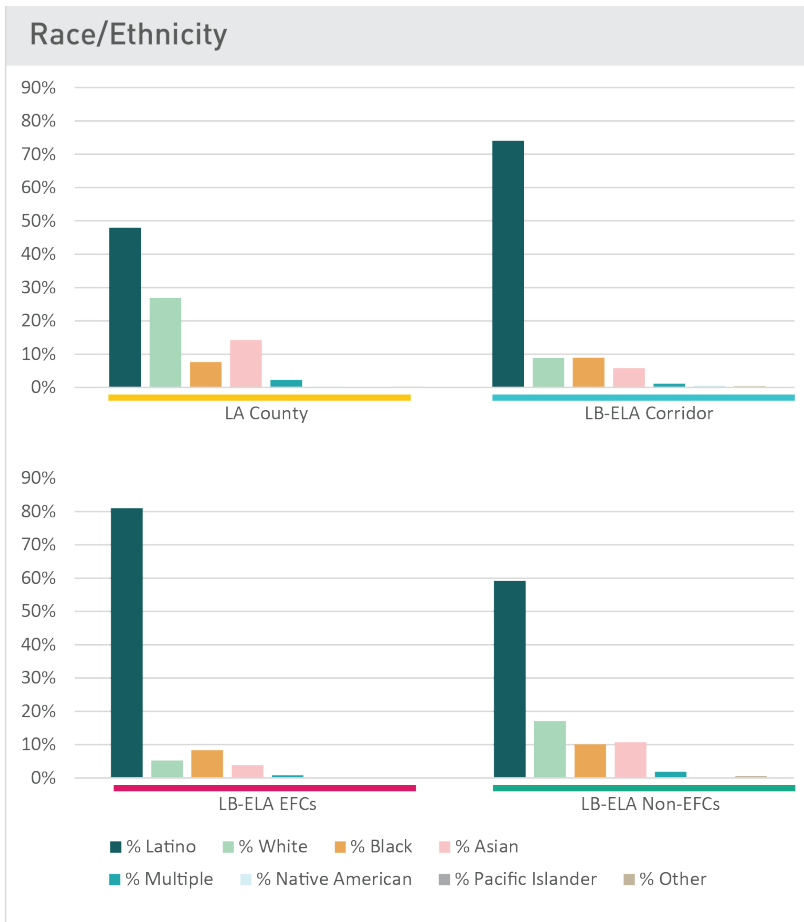


Figure 4. Race/Ethnicity





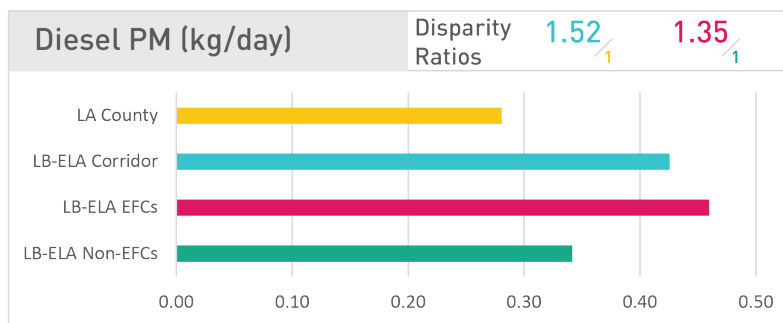
## Existing Community Disparities

Census data clearly demonstrates existing disparities in outcomes among demographic groups in the Corridor, such as the average per capita income of \$33,870 for non-Hispanic white residents compared to \$18,297 for Hispanic or Latino residents.<sup>10</sup> Due to the size of the study area and wide range of relevant data sets, it was not possible to disaggregate all data related to environmental conditions, infrastructure, or services by race/ethnicity or income levels. However, Metro's Equity Focus Communities were applied as an overlay and geoprocessing filter to document disparities for areas with the highest concentrations of low-income households, BIPOC residents, and share of households with no access to a vehicle.

In the equity-focused existing conditions analysis, the Project Team explored key data points related to the Corridor's equity issues and opportunity areas, measuring access to health and safety, economic opportunities, infrastructure and amenities, and essential needs in the Corridor, and using the EFC overlay to identify disparities. In most of these data points we see a consistent pattern of disparity - the LB-ELA Corridor facing greater burdens than the rest of the County, and EFCs facing greater burdens than the non-EFC areas within the Corridor. Key findings of this analysis are summarized below. Some selected metrics are illustrated in charts with disparities summarized as ratios of the score for the County to the Corridor, and the score for Corridor EFCs to Corridor non-EFCs.

The most critical disparity facing both the Corridor, and Corridor EFCs, is exposure to Diesel Particulate Matter pollution (*Figure 5*), with substantial disparities in rates of hospitalization for asthma (*Figure 7*) and cardiovascular disease (*Figure 8*) also facing impacted areas. Data shows slight PM2.5 disparities (*Figure 6*) facing impacted areas, but suggests that major variations in PM2.5 generally occur at a larger, regional scale.

*Figure 5. Diesel Particulate Matter*



<sup>10</sup> Data from the U.S. Census, Findings by race: NH White (\$33,870), Asian (\$29,904), Black/African American (\$25,120), Other (\$18,540), Latino/Hispanic (\$18,297).

Figure 6. Particulate Matter 2.5

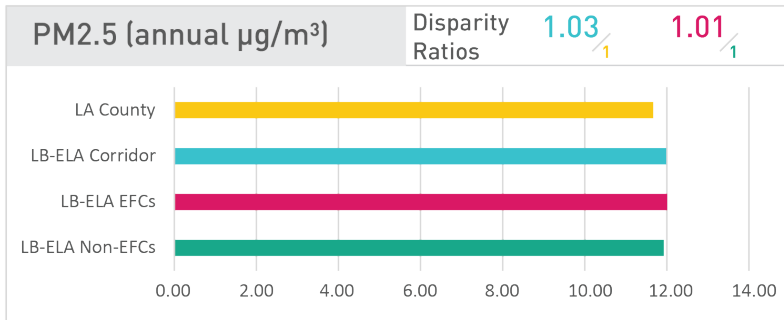


Figure 7. Asthma

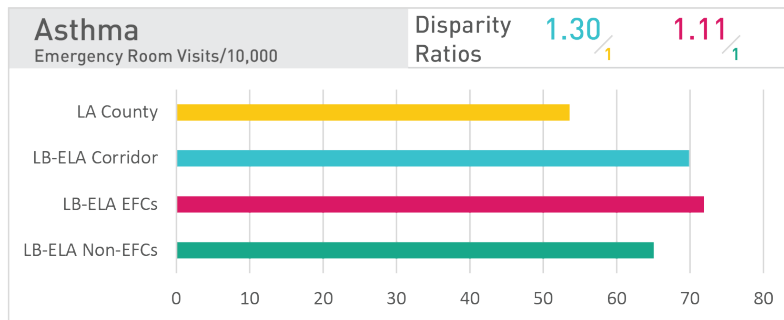
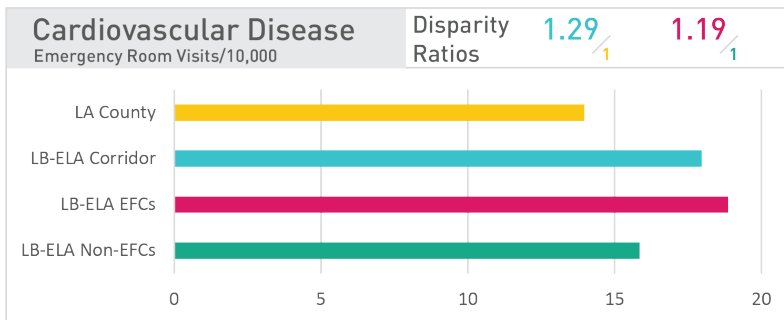


Figure 8. Cardiovascular Disease



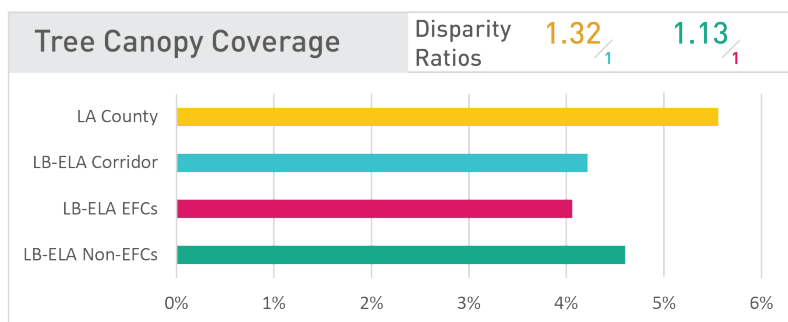
Health and transportation infrastructure are linked not only through the health impacts of exposure to vehicle-based pollution, as demonstrated above, but also through the conditions that allow people to safely travel by foot, bicycle, or other modes that increase physical activity. Access to high quality active transportation and transit options is especially critical for zero-vehicle households. The average percent of households without a vehicle in the Corridor is 9.3%, and 11.4% in study area EFCs, compared to 8.7% in the County.

Active transportation infrastructure is lacking throughout the Corridor, particularly throughout much of the northern Corridor cities. Much of the existing active transportation network suffers from fragmentation and maintenance issues, with few safe active transportation connections across the I-710 and LA River.<sup>11</sup>

Fortunately, transit access is not an area of disparity for the Corridor or EFCs. A substantial portion of the study area (78%) is located within SCAG’s 2045 High Quality Transit Areas (HQTAs), a designation based on the planned transit system according to the SCAG 2020-2045 Regional Transportation Plan. An even higher proportion of study area EFCs are located in 2045 HQTAs (85%), while only 60% of LA County falls within a 2045 HQTAs.

A dense and healthy tree canopy provides numerous benefits at the nexus of environmental health, air quality, physical health, and walkability. As shown in *Figure 9*, the Corridor and EFCs face a disparity in tree canopy coverage. Average tree canopy (the percentage of land covered by tree canopy, weighted by people per acre) in LA County is 5.5%, compared to 4.2% in the Corridor. In EFC areas within the study area, tree canopy is slightly lower at 4.1%, compared to non-EFCs at 4.6%.<sup>12</sup>

Figure 9. Tree Canopy Coverage



On their surface, socioeconomic disparities such as employment rates and housing cost burden may seem disconnected from transportation planning, however major infrastructure investments can have substantial impact on employment opportunities through introduction of new jobs, and increased access to job centers. New investments can also have potential impacts on housing stability and economic displacement pressure. For these reasons, it is important to understand the Corridor’s existing conditions and disparities. As shown in *Figure 10*, ACS data indicates that people in the Corridor and EFCs experience moderate disparities in unemployment rates. In *Figure 11*, ACS data indicates a notable disparity in the share of Housing Burdened Low-income Households in EFCs (27%) compared to non-EFCs in the Corridor (19%).<sup>13</sup>

<sup>11</sup> Bikeways Data from Southern California Association of Governments and LA County

<sup>12</sup> CDPH/National Land Cover Database, accessed via the California Healthy Places Index

<sup>13</sup> Data from the 2015-2019 American Community Survey 5-year estimates

Figure 10. Unemployment

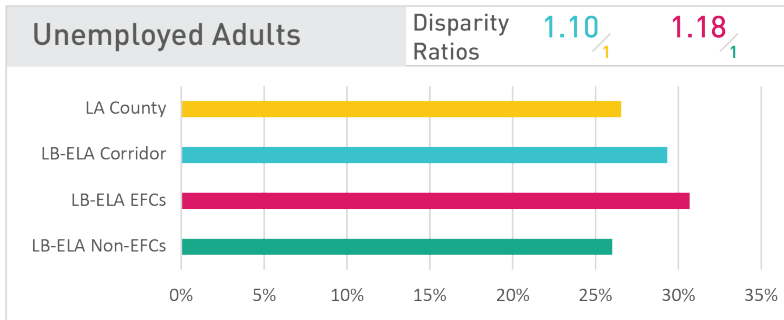
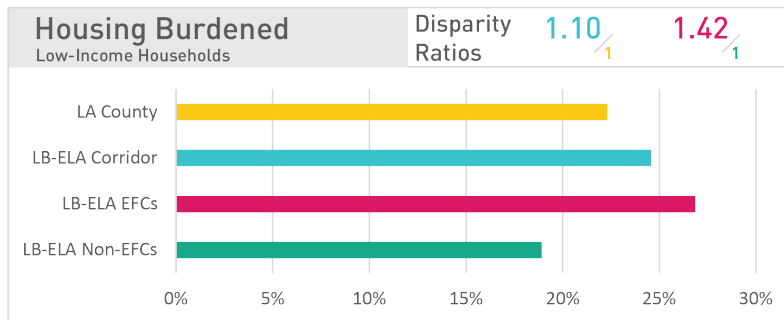


Figure 11. Housing Burden







## III. COMMUNITY HISTORY AND ENGAGEMENT

### COMMUNITY HISTORY OVERVIEW

#### EPET Questions

*What do we know about the community, particularly any marginalized groups, and their history, relationship, or previous engagement with Metro?*

*What historic investments, decisions, events, developments, or disinvestment strategies have contributed to current community conditions and how have they been considered in this proposed action?*

*Who are the community members most vulnerable to negative impacts and/or living in historically marginalized or neglected areas that are affected by this proposed action? Consider community members that might be indirectly or unintentionally impacted.*

*What did you learn from the engagement about the root causes that produce or perpetuate racial/ethnic, income, or other inequities related to this proposed action?*

The Los Angeles Basin has been home to the Tongva people for thousands of years, with several Tongva villages located within or closely bordering the current LB-ELA Corridor (the Corridor).<sup>1</sup> From the 1500s to 1800s, Spanish colonization and establishment of the missions subjected the Tongva population to disease, violence, forced conversion and slave labor. Following Mexican independence from Spain in 1833, the Corridor was within Mexican borders for fifteen years, during which the last remaining Gabrielino-Tongva towns were destroyed. In 1847, during the second year of the Mexican-American War, the decisive Battle of Rio San Gabriel was fought just outside the LB-ELA Corridor, giving the United States control of Los Angeles leading up to the Treaty of Guadalupe Hidalgo in 1848.<sup>2,3</sup>

In the second half of the 1800s, most of the Corridor area was divided into Mexican Land Grants or 'ranchos', with the young City of Los Angeles abutting the northwest corner of the corridor.<sup>4,5</sup> Over time, landowners sold the land, forming the basis for present-day cities and neighborhoods located in the LB-ELA Corridor. In the 1870s, the nexus of transportation infrastructure and economic and industrial growth was established with Southern California's first railroad that connected San Pedro Bay and Los Angeles along the Alameda Corridor.<sup>6</sup> Population, industry, and infrastructure continued to expand in the early 20th century. Pacific Electric Red Car Streetcar Lines opened in the early 1900s, and a Central Manufacturing District was zoned by the City of Los Angeles along the Los Angeles River, which included

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<sup>1</sup> Tongva Map by ESRI User jcomposas17: <https://www.arcgis.com/home/item.html?id=50e27d3f806f407d82741e8d359add91>

<sup>2</sup> <https://gabrielinotribe.org/history/>

<sup>3</sup> <https://www.gabrieleno-nsn.us/timeline>

<sup>4</sup> Surveys of original Spanish and Mexican land grants (Ranchos)  
<https://hub.arcgis.com/maps/6453f54690a84dc18b8396fceb54c83/about>

<sup>5</sup> <https://www.rancholoscerritos.org/tongva/>

<sup>6</sup> <https://la.curbed.com/2015/11/9/9902244/red-car-map-los-angeles>

several manufacturing industries and sub-par housing for workers.<sup>7</sup> Following the “Great Free-Harbor Fight” of the 1890s, San Pedro harbor was officially established as the Port of Los Angeles (POLA), supported by the City of Los Angeles’ annexation of the harbor along with the sixteen-mile “shoestring district” connecting the harbor to the rest of the City in 1909. Within five years, the founding of the adjacent Port of Long Beach (POLB) and opening of the Panama Canal positioned POLA and POLB as the primary ports of call for Pacific and Atlantic trade.<sup>8</sup>

Industrial growth led to more demand for cheap labor, much of which was met by immigrant populations.<sup>9</sup> As the region’s population grew and diversified, the Great Depression heightened resentment toward workers of Mexican descent and major deportation raids took place as part of Mexican Repatriation efforts. At the same time, policies like Redlining formalized racism and discrimination against Black, Indigenous and other People of Color (BIPOC), as well as other ethnic minority populations in the housing market, particularly against African American people (see “What is Redlining?” explainer on the next page for more information).<sup>10</sup>

As the US entered World War II, major industrial growth occurred to support the war effort, and many African American people migrated to the Corridor to fill defense manufacturing jobs, encouraged by the higher pay and President Roosevelt’s executive order banning discrimination in defense industries.<sup>11</sup> Mexican American people also benefitted from expanded access to higher paying jobs in defense and other industries, as demand grew during the war. Despite the Mexican deportation and repatriation efforts of the 1930s, Mexican immigrant labor was formally encouraged through the establishment of the Bracero program in the early 1940s, to fill agricultural jobs left empty by American workers who enlisted in the armed forces or sought higher paying jobs in the defense industry.<sup>12,13</sup> However, once again, the rise in immigration further heightened white resentment toward Black and Latino residents – especially working-class youth – with notable events like the Sleepy Lagoon Murder trial and Zoot Suit riots occurring within and near the Corridor.

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<sup>7</sup> <https://www.pbssocal.org/the-right-to-live-southeast-los-angeles-life-in-three-moments>

<sup>8</sup> <https://www.pbssocal.org/shows/departures/brief-history-of-the-ports-of-los-angeles-and-long-beach>

<sup>9</sup> Gratton, Brian and Merchant, Emily. Immigration, Repatriation, and Deportation: The Mexican-Origin Population in the United States, 1920–1950.

<sup>10</sup> Hillier, Amy E., "Redlining and the Homeowners' Loan Corporation" (2003). Departmental Papers (City and Regional Planning).

<sup>11</sup> <https://capitolmuseum.ca.gov/exhibits/called-to-action-californias-role-in-ww2/social-justice/#:~:text=Between%201942%20and%201945%2C%20340%2C000,defense%20plants%20of%20California%27s%20cities.>

<sup>12</sup> [https://www.nps.gov/parkhistory/online\\_books/5views/5views5d.htm](https://www.nps.gov/parkhistory/online_books/5views/5views5d.htm)

<sup>13</sup> Gratton, Brian and Merchant, Emily. Immigration, Repatriation, and Deportation: The Mexican-Origin Population in the United States, 1920–1950.

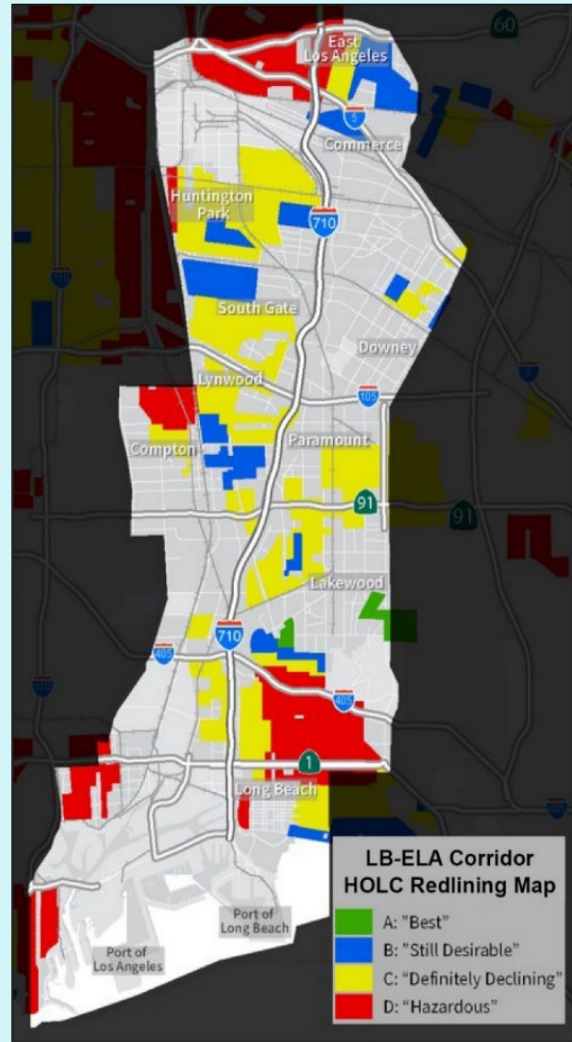


## What is Redlining?

Between 1935 and 1940, the Home Owners' Loan Corporation (HOLC) was tasked with assessing mortgage risk on a nationally standardized grading scale, which was grounded in explicitly anti-Black and anti-immigrant ideology. The color-coded grades were mapped onto residential areas for many US cities, systematically promoting and reinforcing racial segregation. While other factors were considered, assessments were primarily concerned with race, negatively referencing 'heterogeneous' populations, 'subversive racial elements' and 'threat of infiltration by racial influences', with the Grade of D typically reserved for areas with any presence of African American residents.

Redlining dramatically impacted the ability of African Americans and other BIPOC and immigrant populations to access mortgages or loans for upkeep, resulting in cycles of disinvestment and disrepair in "high-risk" neighborhoods. Real estate boards also advocated for including racially restrictive covenants in property deeds, reinforcing segregation on the basis of protecting home values in "low-risk" areas.

Redlining's impacts persist today in several features of the housing market (e.g., neighborhood exclusivity and *de facto* segregation, quality of housing stock, and permitted densities) in addition to land use patterns, socioeconomic outcomes, public health, environmental health, and investment in infrastructure. Disparities in conditions and outcomes often reflect Redlining patterns, and studies have shown statistically significant associations between Redlining and life expectancy, mental health, and several chronic diseases and health conditions.



*Note: Redlining occurred prior to the construction of any major freeways (freeways labeled on map for visual reference)*

### **Sources:**

National Community Reinvestment Coalition. *The Lasting Impact of Historic "Redlining" on Neighborhood Health* (2020)

Hillier, Amy E., "Redlining and the Homeowners' Loan Corporation" (2003)

Rothstein, Richard. *The Color of Law* (2018)

Robert K. Nelson, LaDale Winling, Richard Marciano, Nathan Connolly, et al., "Mapping Inequality," *American Panorama*, ed. *Segregation in the City of Angels: A 1939 Map of Housing Inequality in L.A.* | KCET

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*"I grew up in the city of South Gate, along the railroad that runs through the City – I thought that was what all communities looked like... You could smell the chemicals when you wake up in the middle of the night growing up in Southeast LA.*

*Sometimes when the trucks go through, they rattle these old homes built in the 30s [without great structural stability] because they've been denied financing and other opportunities to maintain their homes"*

*- Task Force Member*

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Meanwhile, a growing region and an increasingly powerful auto industry, along with a federal push for transportation infrastructure and expansion of the interstate highway system, opened the door to freeway construction and a rise in personal automobile use. As a result, the region quickly experienced 'smog attacks' by the early 1940s. After the war, racially segregated suburbs continued to emerge throughout the LB-ELA area, and several areas of the Corridor remained predominantly if not exclusively white through the period of post-war suburbanization. For example, as of the 1960 census, Lakewood's population of 67,126 was 99.8% white, with only seven Black residents and 128 residents of other races.<sup>14,15</sup> Intended to connect

growing suburbs to employment centers, freeway construction also served the agenda of Urban Renewal through demolition of areas perceived as "blighted" (often referring to BIPOC communities that had been neglected from public investment). Throughout the 1960s, shifts toward desegregation and growth of BIPOC communities coincided with mass displacements and increasingly tangible environmental impacts from the Corridor's industries and freeways.

The fight for housing rights and civil rights saw both progress and resistance in California between the late 1950s and the passage of the Fair Housing Act of 1968. In 1959, the Unruh Civil Rights Act and California Fair Employment and Housing Act both offered protections to BIPOC residents against forms of housing discrimination and harassment. However, a year after California legislature built upon its fair housing progress through the 1963 Rumford Act, voters repealed the law through the passage of California Real Estate Association-backed Proposition 14, which was later found unconstitutional by the California Supreme Court in 1966.<sup>16</sup>

While housing discrimination was legally prohibited by the Fair Housing Act, tensions from decades of racism and discrimination remained high, and many white homeowners furiously resisted attempts at integration. Just three years prior to the Fair Housing Act, the 1965 Watts Rebellion (also referred to as the Watts riots or Watts Uprising) erupted in response to rampant police brutality and broader racial injustice, with much of the unrest occurring just west of the LB-ELA Corridor. A Community Leadership Committee (CLC) member who grew up in the Corridor reflected on the trauma of experiencing the Watts Rebellion as a six-year-old, watching in fear as a gas station burned nearby, and as National Guard members entered her community carrying rifles. From the late 1960s through the 1980s, many middle-class and working-class white households left neighboring suburban areas such as Compton, Huntington Park, and South Gate in response to desegregation, fears of further civil unrest stoked by blockbusting real estate prospectors, and declining union job opportunities in the waning aerospace and manufacturing industries.

Still, desegregation increased housing options for Black and Latino communities in the late 1960s and early 1970s, and the Latino population became the majority throughout most of the corridor's northern and northwestern cities, while the Black population grew substantially in western corridor cities. Both in response to worsening conditions of disinvestment, and in celebration of strengthening cultural identities,

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<sup>14</sup> <https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/ser/tract-housing-in-ca-1945-1973-a11y.pdf>

<sup>15</sup> <https://www2.census.gov/library/publications/decennial/1960/population-volume-1/vol-01-06-d.pdf>

<sup>16</sup> <https://www.fairhousingnorcal.org/history-of-fair-housing.html>

Latino and Black communities in the Corridor fostered the activism of the Civil Rights Movement, the Chicano Movement, and organizations like the Black Panther Party and the Congress of Racial Equality (CORE). These movements helped organize major political demonstrations in the late 1960s including the East LA Walkouts, in protest of underinvestment in predominantly Latino schools, and the National Chicano Moratorium March against the Vietnam War. In 1975, a large population of Cambodian refugees settled in Long Beach, having fled the Khmer Rouge, establishing a significant cultural community that remains central to Long Beach's identity today. The 1960s and 1970s were defining decades for the Corridor as a hub of political organizing and cultivation of cultural resilience, solidifying the foundation for community advocacy at the intersection of racial justice, environmental justice, and mobility justice that has shaped the formation of the Task Force and Investment Plan today.

However, as these communities grew, so did the network of freeways that carved through the Corridor, leaving immediate disruption and long-lasting environmental impacts in their wake. In the case of the I-710, initially designated as California Route 15 and known as the "Los Angeles River Freeway" due to its alignment parallel to the LA River, the cities of Los Angeles and Long Beach had been exploring development of a port highway since the early 1920s to establish an export route from the Central Manufacturing District in Southeast Los Angeles. While freeway design, construction, and land acquisition were technically under the state's powers, the City of Long Beach initiated and funded construction of the freeway in 1953, which was eventually added to the Interstate Highway System as I-710 in 1984, twenty

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*"[Learning about the I-710 History], I was stunned by the similarities with my hometown of Orlando, and how the FHA built highways and severed the community. Now many of the residents are dealing with health issues that came from that. This hostile infrastructure still exists, and they are vital parts of the state's transportation system at large. How do we continue to work around infrastructure that severed the community? How do we devise ways to cultivate a healthy environment for these folks?"*

*- Task Force Member*

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years after its completion in 1964.<sup>17</sup> In addition to displacing tens of thousands of residents, construction of several freeways throughout the Corridor displaced business districts that residents depended on for their daily needs, creating areas of disinvestment and disrepair while physically separating neighborhoods from one another.<sup>18</sup> At the same time, freeway construction directed tens of thousands of polluting vehicles to travel through these communities every day in perpetuity, contributing to ongoing health and safety impacts for residents.

Freeway construction in the Corridor did not go unchallenged, but working-class Black and Latino communities were not privileged with the same level of influence enjoyed by wealthier, whiter, and more politically connected communities like South Pasadena, who successfully stopped construction of the planned northern segment of the I-710.<sup>19</sup> Still, resistance to freeway construction in marginalized communities achieved lasting impacts, as demonstrated in the case of the I-105 (Century Freeway), which intersects the Corridor through portions of Lynwood, Paramount, South Gate, and Downey. The I-105 project required acquisition of over 6,000 properties, leading to displacement of an estimated 21,000 residents, in predominantly Black communities. However, in the months leading up to construction in 1972, a group of residents, civil rights and environmental organizations, and the City of Hawthorne, filed a lawsuit against the state and federal agencies leading the project (Keith v. Volpe), halting its progress for over a decade. Construction was eventually allowed to proceed through a consent decree that required

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<sup>17</sup> <https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/ser/tract-housing-in-ca-1945-1973-a11y.pdf>

<sup>18</sup> <https://www.pbssocal.org/shows/departures/the-710-long-beach-freeway-a-history-of-americas-most-important-freeway>

<sup>19</sup> <https://www.metrans.org/assets/research/the%20implications%20of%20freeway%20siting%20in%20california.pdf>

the state to relocate or replace housing removed for freeway construction, include a local hire and job training program, reduce the number of lanes, and incorporate a transitway (now Metro C Line, which runs down the center of the freeway).<sup>20</sup>

The expansion of private automobile use and public investment in auto-oriented infrastructure had contributed to a significant decline in transit ridership, the closure of streetcar lines, and a significant decline in air quality by the late 1960s. Growing concerns around the harms of a freeway-centric transportation system, shifting political views on transit at the local and federal level, and intersecting movements of civil rights and environmental advocacy led to formation of the Southern California Rapid Transit District (SCRTD) and the Southern California Air Quality Management District (SCAQMD), and were reflected in pivotal moments such as the I-105 consent decree. The Southern California Rapid Transit District's efforts to reintroduce rapid transit service – initially hindered by lack of funding and political support for implementation in the 1960s – gained traction in the 1970s, and the passing of Proposition A in 1980 secured a half-cent sales tax for a regional rapid transit system.<sup>21</sup>

In 1990, the Metro Blue Line (now A Line) light rail became the region's first local rail transit facility in 30 years, running through the cities of Long Beach and Compton within the LB-ELA Corridor area. Proposition C added further tax funding to support rail expansion among other transportation projects. However, in the midst of this renewed investment in rail transit, bus riders continued to experience substandard service, and the Bus Riders Union filed a civil rights lawsuit against Metro for discriminatory over-investment in rail transit at the expense of bus service and riders, resulting in a consent decree settlement to address fares, overcrowding, and bus conditions.<sup>22</sup> In 2020, Metro adopted the first major bus service revamp in 30 years, developing the NextGen Bus plan to increase bus service, frequency, reliability, and improve first-last mile connections and bus stop environments.

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*"It's upsetting to see how we're still impacted by things that happened decades ago. [Despite] all the work, there are still forces that don't want to see improvement. That are coming into the community and taking over. Things done to get Black ownership out of the homes..."*

*I've been in my house 32 years, but the challenges of buying this house were unbelievable. I had over ten years employment, a down payment, stability, one thing on my credit report that was 5 years old, and my realtor reached out to several banks that all declined me. They didn't want a young Black woman to own property at the time. I have no doubt a white woman would have been given that loan immediately. When I finally got a loan they gave me a variable, not locked in."*

*- CLC Member*

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This timeline of policy, infrastructure, and political and cultural moments indicates incremental progress toward more just and sustainable systems of transportation, economic development, and housing policy. However, systemic injustices are deep-rooted, and tend to resurface in different forms and contexts even as progress is made. Nearly 30 years after the Watts Rebellion, the 1992 Los Angeles Uprising (also referred to as the Los Angeles riots or Rodney King riots) highlighted the persisting experience of racialized discrimination, economic disparities, and police brutality impacting Black communities throughout the Los Angeles region. The destruction of infrastructure in already transit-poor areas during the 1992 Uprising also contributed to a reckoning at SCRTD around the "importance of maintaining a flexible – and responsive – bus system," in the midst of significant

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<sup>20</sup> <https://www.latimes.com/archives/la-xpm-1993-10-10-mn-44424-story.html>

<sup>21</sup> Elkind, Ethan. *Railtown: The Fight for the Los Angeles Metro Rail and the Future of the City*. University of California Press, 2014.

<sup>22</sup> <https://thestrategycenter.org/projects/bus-riders-union/>

bus service cutbacks in preparation for expansion of the fixed rail system.<sup>23</sup>

Remaining in the corridor as an adult, the same CLC member who experienced civil unrest as a child in 1965 recounted the challenges she faced purchasing a home as a single Black woman in the early 2000s, reflecting the continuation of discrimination in real estate and mortgage lending practices decades after the passage of the Fair Housing Act. Adding a more insidious form of discrimination to the housing market, mortgage lenders shifted from rejecting otherwise qualified BIPOC homebuyers to targeting them for predatory subprime mortgage loans in the early 2000s.<sup>24</sup> With the collapse of the housing bubble in 2007, many Corridor residents who had worked decades to build equity through homeownership were faced with foreclosure, dispossessed of hard-earned property and wealth, and forced to re-enter a

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*“What brought me into CEHAJ was the need to support the organizing highlighted in this timeline, but also engage in legal and technical advocacy to push Metro to recognize the harms that would come from expanding the 710. That’s also a throughline - these systems are not working. Communities need to continue to push through organizing, political pressure, and lawsuits (e.g., consent decree from 90s). It’s difficult that these systems continue to not function, and expand the harms in these communities around the 710 and all over the US. It lifts up the importance of doing something different. How is this going to achieve different outcomes? How will it change lives around the 710 Corridor?”*

*- Task Force Member*

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precarious housing market as renters with debt. In 2020, the arrival of the COVID-19 pandemic reinforced and exacerbated health and economic disparities facing Corridor communities. The Corridor population’s disproportionate COVID-19 risk factors are multifold, as a majority-BIPOC population with relatively high poverty, a predominantly service-oriented workforce, poor air quality, and high rates of pre-existing medical conditions.<sup>25</sup>

As Corridor communities endured the challenges of the mortgage crisis, Great Recession and COVID-19 over the past two decades, they also sustained the legacy of coalition building, community organizing, and legal advocacy in the context of the now-defunct I-710 South Corridor expansion project. At the turn of the 21<sup>st</sup> Century, Metro, Caltrans, the Gateway Cities Council of Governments (GCCOG) and the Southern California Association of Governments (SCAG)

initiated a Major Corridor Study to analyze traffic congestion, safety, goods movement, design deficiencies, land use constraints, air quality/public health, environmental justice/equity, aesthetics/noise, cost-effectiveness, and transit within the I-710 South Corridor study area.<sup>26</sup> The study’s initial proposal included a freeway widening from 8 to 16 general purpose lanes, with potential to displace hundreds of homes and businesses along the freeway. This proposal prompted protests by local residents and community-based organizations, responding to environmental and air quality impacts, displacements, and a lack of community engagement. The Coalition for Environmental Health and Justice (CEHAJ) formed as a partnership of environmental justice, health, and legal advocacy organizations leading opposition to the I-710 freeway widening plan and advocating for a zero-emissions corridor, better public transit and alternatives to driving, no displacements, local hire policies, and reparative and preventative health measures.

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<sup>23</sup> <https://metroprimaryresources.info/20-years-ago-this-week-southern-california-rapid-transit-districts-heroic-response-to-the-civil-unrest-of-1992/3368/>

<sup>24</sup> <https://www.bloomberg.com/news/articles/2013-08-16/the-dramatic-racial-bias-of-subprime-lending-during-the-housing-boom>

<sup>25</sup>

<http://publichealth.lacounty.gov/phcommon/public/media/mediapubhpdetail.cfm?prid=4394#:~:text=COVID%2D19%20cumulative%20hospitalization%20rates,residents%20compared%20to%20white%20residents.>

<sup>26</sup> <https://libraryarchives.metro.net/dpgttl/pre-eir-eis-reports-and-studies/2005-i-710-major-corridor-study-final-report.pdf>



Over the next several years, Metro and Caltrans conducted the I-710 Alternatives Analysis and Environmental Impact Report (EIR) process, which included extensive public participation and advisory committees of residents and other stakeholders. Still, the proposed alternatives included the addition of general purpose lanes and interchange designs that would require major displacements and right-of-way impacts. When the Draft EIR was released to the public in 2012, CEHAJ submitted Community Alternative 7(CA7) during the comment period as an additional proposal for consideration, which included increased transit service, a community health program, and the construction of two zero-emission truck-only lanes in each direction of the I-710. The I-710 EIR/EIS Project Committee unanimously recommended that Caltrans consider CA7 in the Draft EIR/EIS document.

Around the same time, Metro and its partners continued to develop strategies to reduce emissions and pollution exposure and advance progress toward a zero-emission goods movement transition. In 2012, Metro and the GCCOG released the Air Quality Action Plan, which identified near-term strategies that cities could implement to reduce emissions and air pollution exposure in advance of more long-term air quality strategies to be developed. CALSTART, a national nonprofit that works with public and private sector partners to build a high-tech clean-transportation industry, prepared the I-710 Project Zero-Emission Truck Commercialization Study for Metro and the GCCOG as a component of the Technology Plan for Goods Movement in 2013.

From 2015 to 2017, a revised draft EIR process evaluated three alternatives: A future No Build (Alternative 1), a freeway modernization project intended to improve safety and traffic operations on I-710 with a complementary Clean Truck Program (Alternative 5C), and the technically feasible representation of Community Alternative 7. In 2018 the Metro Board approved Alternative 5C as the locally preferred alternative (LPA) for the project, proposing that inclusion of the Clean Truck Program would offset the air quality impacts of increased diesel truck volumes along the I-710 and therefore remove the project's status as a "Project of Air Quality Concern," precluding the need for a particulate matter hot-spot analysis as part of the project-level transportation conformity determination.<sup>27</sup> With this Board decision, Alternative 5C would advance in the environmental process to a final I-710 Corridor EIR/EIS and ultimately move forward into design and construction. The motion also directed staff to implement an Early Action Program that would quickly deliver safety, mobility, and air quality benefits to the region, and to "re-evaluate and re-validate the remaining elements of Alternative 5C" upon completion of the Early Action Program. The Early Action Program included many projects throughout the 710 South Corridor, such as street and interchange improvements, active transportation facilities, the Clean Truck Program, and the Community Health Benefit Program. These Early Action Program improvements were required for completion before any mainline freeway work began.

The Early Action projects were beginning to be defined and advanced through the approval process when, in 2021, the United States Environmental Protection Agency (EPA) submitted their technical response for project-level transportation conformity status to Metro and Caltrans. Despite the EPA's support for the introduction of zero-emissions truck technology along the I-710 Corridor, the EPA's technical response asserted that inclusion of the Clean Truck Program did not preclude the need for a particulate matter hotspot analysis as part of the project-level transportation conformity determination, as required by the Clean Air Act and EPA regulations.

In a public statement following the EPA's technical response, CEHAJ wrote: "*Caltrans and Metro must start over and work with impacted corridor communities to develop a transformational and modern set of solutions that truly addresses the urgent need to improve local air quality, safeguard housing, businesses, and public spaces, and provides much needed career opportunities for corridor residents. The approach*

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<sup>27</sup> <https://metro.legistar1.com/metro/attachments/f4031730-38c1-48a3-a789-09a3f5c5862a.pdf>

*rejected by EPA – of just paving additional truck lanes to stuff more diesel and fossil fuel trucks in our communities – is not a real solution to address our transportation and public health problems...Now is the*

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*“Growing up in South Gate, we often crossed the Firestone and Florence bridges over the 710 to go to Sam’s Club, Target, Toys ‘R’ Us, and the general commercial areas. Sometimes we would shortcut through Clara Street to avoid the traffic on Florence. I remember the 710 being a divider for South Gate and the surrounding cities. Crossing the bridges over the 710 by foot was always out of the question as they were unsafe. Sometime in the 2010s they widened the Firestone bridge, but it did not improve the pedestrian experience.*

*I was involved in Communities for A Better Environment from 2008-2010, where I attended several meetings on the widening of the 710, but when I went to college in 2010 I wasn’t able to stay involved. When I was 19 and going to school in Pomona, there was no avoiding the 710 when I was driving home on the weekend. Seeing the powerlines along the river were always a reminder that I was almost home, I would get off on the Firestone exit. My car died in 2012 as I was exiting on Firestone, and I had to junk it.*

*In 2015, I moved to Long Beach and used the 710 to visit my Grandma. I tried biking and taking the Metro, but driving was always faster. Living in Long Beach made me realize the impacts freight have on our air. The miles of trucks exiting the freeway merging with cars, with exhaust spewing from the truck. I lived by Drake Park in Long beach, located adjacent to the LA River and 710. Going to grad school in Los Angeles, I would take the Blue Line/Expo Line one day and drive the next. I remember merging from the 405 to the 710, that’s when I knew I was almost home.*

*The freeway acts as a barrier from West Long beach to the rest of Long Beach. To attend meetings in the west side for East Yard Communities for Environmental Justice, driving felt safer. I eventually transitioned to taking the bus, although it was slower. I was too scared to cross the bridges over the 710 via bike, as they were not designed with bicyclists and pedestrians in mind. The 710 is the main street of the Gateway Cities but acts as a barrier between most of the cities. I hope one day the bridges over the freeway act as a connection instead of a barrier.”*

*-CLC Member*

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*time for LA Metro and Caltrans to innovate. Innovation means stopping the current legacy of oppression that ignores community concerns while pushing to expand a transportation system that disproportionately impacts BIPOC communities.”<sup>28</sup> In response to the EPA’s determination, which formalized and gave credence to longtime air quality concerns voiced by Corridor residents and advocates, the Metro Board suspended the EIR/EIS and initiated the I-710 South Corridor Task Force to develop a community-supported, regionally significant, multimodal approach to addressing the major mobility, safety, air quality and equity needs for moving people and goods through the 710 South Corridor.*

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<sup>28</sup> <https://www.cbecal.org/wp-content/uploads/2021/05/710-Statement-5-5-2021-Final-w-Contacts.pdf>

**EPET Questions**

*How and at what stages did you engage [community members most vulnerable to negative impacts and/or living in historically marginalized or neglected areas]?*

*How did you provide the information and tools they needed to fully participate as a partner?*

*Did they raise concerns about other disparities or problems that this proposed action could address?*

*Were there barriers that prevented some community members from engaging with Metro?*

**Task Force, CLC, and Working Groups**

The Task Force was created to represent a broad set of community and regional voices reflecting the many challenges facing communities in the Corridor, and supported the project team in re-evaluating the purpose and need for the Corridor project and developing multimodal and multipurpose strategies, projects and programs, and investment priorities accordingly. The broad and diverse Task Force membership was selected to explore and address the myriad challenges facing their respective LB-ELA communities and Corridor travelers—from traffic congestion and safety concerns, poor air quality and public health, and lack of opportunity and multimodal mobility options.

Task Force members also represented viewpoints from community-based organizations to elected officials, from business to labor, and from environmental advocates to the goods movement industry. Bringing all these voices “to the table” in a collaborative effort proved to be a pivotal difference from prior efforts and aims to build a

foundation of trust, benefitting the ongoing implementation of future improvements, including the continued development of strategies and funding advocacy. By proactively involving advocacy organizations who prioritize community outcomes for most impacted communities, and embracing friction between stakeholders with different priorities, the Task Force structure allowed these groups to better understand each other’s perspectives and work through disagreements to find common ground.

The Task Force comprises approximately 40 community and regional stakeholders from a vital cross-section of communities, industries, public entities, businesses, and labor agencies. All these stakeholders represent people or interests that were directly impacted by or dependent on the movement of people and goods through the LB-ELA Corridor. From September 2021 through March 2024, the Task Force convened 33 times—typically in the evenings, to encourage greater participation for members.

The Community Leadership Committee formally represents the residents and workers of the LB-ELA Corridor Communities in the decision-making process. To achieve the most equitable outcome, the CLC selection process deliberately prioritized representation of historically marginalized populations (BIPOC, primary language is non-English, under the age of 25, and over the age of 64) and representatives of jurisdictions deemed to be highly impacted (defined as being located within 1/2 mile of Freeways, Ports, or Intermodal Yards).

To create an accessible and inclusive process, project team members provided additional support to help CLC members clearly understand their roles, the goals of each phase of the Investment Plan development process, and the goals of each meeting. The project team made efforts to translate technical information into accessible content relevant to the CLC. The CLC convened for thirty-one meetings between December 2022 and March 2024, four of which were combined Task Force and CLC meetings. CLC meetings were conducted in English with simultaneous Spanish interpretation. In advance of all meetings, presentations and materials were also made available in English and Spanish. CLC



members also frequently received printed, bilingual materials before meetings. All CLC meetings were held virtually, with select sessions offering an in-person attendance option. All CLC meetings were open to the public.

Consistent with Metro's Advisory Body Compensation (ABC) Policy,<sup>29</sup> eligible Task Force and CLC members were offered compensation at a rate of \$200 per meeting for regular advisory body meetings and \$50 for working group meetings. Application of the ABC Policy in the LB-ELA Investment Plan process yielded a high level of quality engagement and commitment from CLC members. From January 2022 to February 2024, Metro compensated 27 CLC members \$128,400 for their role in the Task Force process. This was one of the first applications of the ABC Policy on the advisory body of a project of this scale.

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***Were there specific events or efforts that brought you into this role as an advocate for your community?***

*"I came into this work through tenant advocacy and organizing through block clubs in my community." – CLC Member*

*"I am a licensed clinical social worker, which is a large part of what brought me into this role. I want to make sure that I uplift the voice of the Southeast LA region itself. The region has faced disinvestment and a lack of support and resources. It's important to ensure that resources and attention are distributed equitably." – Task Force Member*

*"I became involved to provide opportunities for others" – CLC Member*

*"I grew up here, and my family has been here for several generations. I became engaged in transportation planning, which made me aware of the needs and events surrounding this project. I hope that the plan doesn't overlook or disadvantage communities that are already impacted." – Task Force Member*

*"Wanting to see a change that the community and the freeway could have in our area and the impact of driving that can be cleaned up because of it." – CLC Member*

*"Well, it's my job. And, also, I care deeply about delivering meaningful benefits to communities that have historically been marginalized and ignored. There's a balance that is difficult to strike when major infrastructure projects like this slice through communities that have generally had little say in the matter. As much as I can on behalf of the Supervisor, I am seeking to strike that balance as effectively as possible." – Task Force Member*

*"Todo, para beneficios de nuestras comunidades" – CLC Member*

*"Learning about the dramatic impacts that pollution has on the lives of residents living in the most impacted communities made me want to stand up to fight for them; to use my privilege to benefit them and not just myself or other privileged folks." – CLC Member*

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<sup>29</sup> More information regarding Metro's ABC Policy can be found at: <https://equity-lametro.hub.arcgis.com/pages/engagement-resources#ABCP>

## **Public Engagement Process, Including CBO Partnering**

Central to the success of the Task Force's work is a commitment to community outreach and public engagement. Involving the public in decision-making processes ensures more informed and inclusive outcomes. Throughout the Task Force process, the public has been integral, receiving project information and providing feedback through various avenues such as attending public meetings, providing comments, contributing to surveys, and engaging in community meetings, and events, and via partnerships with various local community-based, faith-based and community-development based organizations.

Between December 2021 and January 2022, the project team actively sought public engagement to gather recommendations regarding the formation of the Community Leadership and Coordinating Committees. Through this outreach effort, the project team also sought input on strategies for recruiting Community Leadership Community Members and solicited feedback on the decision-making process.

The project team implemented its initial Community-Based Organization (CBO) Partnering Strategy with 17 Community-Based Organizations (CBOs) from the LB-ELA Corridor following the best practices outlined in Metro's CBO Partnering Strategy. The project team worked with the CBOs that serve the communities along the Corridor during the Multimodal, Strategies, Projects and Programs (MSPP) phase. The project team's goal was to engage these communities by gathering input from CBOs and the people they serve to identify multimodal strategies, projects, and programs that constitute needs and priorities for these impacted communities. From September to November 2022, CBOs helped gather one-on-one input from stakeholders and residents in their networks through a survey and interactive mapping tool at CBO-hosted community workshops, virtual meetings, and event pop-ups.

Twenty-one community workshops were conducted along the Corridor to gather input from community members, the public, and other local stakeholders. Some of the workshops were coordinated directly with CBOs and local government agencies. As part of an equitable approach, the project team offered multilingual support at all community workshops and meetings by providing interpretation services and drafting collateral material in Spanish, Tagalog, and Khmer (languages determined based on community profile data derived from the U.S. Census ACS data). The workshops included a presentation of the project, followed by an activity that leveraged the Social Pinpoint survey and mapping tool. A majority of the community workshops, or 76%, were conducted in person, while 24% were conducted virtually. The in-person workshops included staff support to complete the digital survey, particularly for events with seniors and communities with a "digital divide". Paper copies were also provided to make the survey more accessible. The virtual workshops included staff support to gather comments later entered into the survey and interactive mapping tool.

With the support from local CBOs, the public outreach team also hosted 18 events along the Corridor, including pop-up events to support notification and engagement efforts to gather input from different communities. During this phase of the efforts, \$69,820 in stipends were paid directly to CBOs as part of this Task Force effort.

The survey and interactive mapping tool were originally open from August 2, 2022, through September 8, 2022, with two extensions—to October 15, 2022, and once more to November 14, 2022—to accommodate more time for public feedback from community members. These extensions were supported by the engagement efforts that continued through early November. The extensions also allowed the Task Force and CLC members to provide additional input using the Social Pinpoint online tool. The project team collected 1,920 surveys and 985 mapping comments from the public during this phase.

The overall outreach efforts continued during this phase and generated public awareness and encouraged community input on the draft LB-ELA Corridor Mobility Investment Plan. A summary of these engagement activities, included:

- Community meetings;
- Virtual meetings;
- Meetings with cities, city officials, and their staff; and
- Informational booths at community events and pop-up events.

A wide variety of communication tools were also employed to ensure that key project updates and opportunities to elicit feedback were shared broadly throughout the Corridor, including:

- Social Media posts;
- E-blast messages;
- Project hotline;
- Project Emails;
- Project newsletters;
- Project fact sheets;
- Meeting flyers; and
- Corridor-wide mail distribution.

An equitable approach was employed to ensure that all jurisdictions with Equity Focus Communities had at least one activity. In addition to the 15 CBO partners engaged in the first phase of outreach to generate community input and awareness, the project team partnered with an additional 20 local CBOs to amplify outreach efforts across the Corridor during the release of the Investment Plan, culminating in 35 CBOs that have actively participated in engagement activities for this project. Over both rounds of engagement, \$128,000 in stipends were paid to CBOs for their partnership, averaging to about \$3,600 per CBO. The 35 CBO partners engaged throughout this process are:

- |  |   |
|--|---|
| > Avance Latino  | > Mujeres Unidas Sirviendo Activamente                        |
| > Black Women Rally for Action                             | > National Council of Negro Women (Long Beach Section)        |
| > Cal State University, Los Angeles/Pat Brown Institute    | > Northwest Downey Little League                              |
| > Calvary Chapel Compton                                   | > Para Los Niños  |
| > Cambodian-Scholar Long Beach                             | > Promesa Boyle Heights/Proyecto Pastoral                     |
| > Center for International Trade and Transportation (CITT) | > Rancho Los Amigos National Rehabilitation Center/Foundation |
| > COFEM (SELA Collaborative)                               | > Regional Hispanic Institute                                 |
| > Communities for Better Environment (CBE)                 | > Streets Are for Everyone (SAFE)                             |
| > Compton Advocates Coalition                              | > Salvation Army Red Shield                                   |
| > Eastmont Community Center                                | > South Gate Junior Athletics Association                     |
| > East LA College (ELA)                                    | > Southeast Los Angeles Collaborative (SELA Collaborative)    |
| > East LA College (South Gate)                             | > Tower of Faith Evangelic Church                             |
| > FoodCycle  | > Unearth and Empower Communities                             |
| > Good Faith Missionary Baptist Church                     | > YMCA – Montebello/Commerce                                  |
| > Hoops 4 Justice  | > YMCA – Southeast Rio Vista (Maywood)                        |
| > La Comadre (Somos Sureste)                               | > YMCA – Weingart East LA                                     |
| > Long Beach Gray Panthers                                 |   |
| > MAOF – Downey  |   |
| > MAOF – HQ Montebello                                     |   |

The levels of involvement for the CBOs included notification activities such as posting on their social media, e-blasts, newsletters, and public calendar on their website. Additional notification campaigns include text messages, phone banking, and placement of banners and lawn signs near meeting locations to draw in passersby. Engagement activities included hosting a location to convene and watch virtual community meetings; providing time on their agendas at their regularly scheduled meetings for the project team to provide project updates; providing staff to assist at informational booths, pop-up events, and transit intercepts; and providing staff to canvass neighborhoods or events with flyers.

Including these key CBOs in the Investment Plan process has proven to be an effective approach to reaching stakeholders who might not otherwise would have participated in the important corridor-wide process for future investment in mobility projects, programs and strategies.

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## BENEFITS, BURDENS, AND UNINTENDED IMPACTS

### EPET Question

*Given what you have learned from the data and asking the community, who is most likely to benefit or be burdened from this proposed action? What are the potential unintended impacts or consequences of the proposed action?*

Given its scope of 200+ proposed projects and programs, the Investment Plan's potential benefits, burdens, and unintended impacts will vary depending on each individual project's features, location, and scale. However, data analysis and community engagement have informed a detailed understanding of the Corridor's existing conditions, how these conditions came to be, and how the benefits and burdens of past planning, policymaking, and investment have historically been distributed within the Corridor. This information provides the basis for a high-level overview of potential benefits and burdens in relation to populations in EFCs, transportation user groups, and freeway-adjacent communities.

As the areas identified by Metro as having highest transportation needs, EFC census tracts are positioned to benefit most from enhancements to the multimodal transportation system – particularly investments in active transportation and transit modes and related features of arterial roadway/complete streets and freeway safety projects. In addition to zero-vehicle households, EFC criteria include concentrations of BIPOC and low-income populations, meaning EFCs also reflect the Corridor's history of segregation and disinvestment, generally highlighting areas that have historically been most burdened by planning and policy decisions.

Transportation project benefits will be directed primarily to their intended modal user group(s), and often to users of other modes as improvements to the multimodal system as a whole. For example, investments in complete street features on major arterials provide direct benefits for transit and active transportation users who have historically been underserved by infrastructure investment. Ideally, these benefits also extend to other user groups – when drivers are given the opportunity to use other modes more safely and conveniently, it improves their own quality of life, and relieves congestion and pollution through long-term mode shift. On the other hand, much-needed active transportation and transit infrastructure on arterial roadways often require a reallocation of space currently dedicated to private vehicles. While car-centric infrastructure has contributed to deep inequities in the Corridor, current residents who drive may experience the loss of vehicle travel lanes or street parking as a burden, especially if associated with increased congestion and commute times.

Populations located adjacent to the I-710 have the most potential to benefit from projects and programs that reduce particulate matter emissions, mitigate exposure to pollution, reduce vehicle spillover from the freeway into neighborhoods, and address safety issues at freeway overcrossings and on/off ramps. At the

same time, these communities are most likely to be burdened by construction disruptions, right-of-way impacts, or potential displacements related to typical major freeway infrastructure projects.

While some impacts such as construction and right-of-way impacts are typically accounted for in a project's design and engineering, other burdens are revealed over time, resulting from the way a project contributes to and interacts with broader systems. For example, a large infrastructure investment in a historically disinvested area may contribute to economic displacement of existing residents and businesses if it inspires new development interest, eventually increasing land prices, property values, and ultimately higher housing and business costs. As another example, a freeway or roadway project that improves vehicle travel times and reduces collisions in the short-term may eventually encourage more drivers to use that route, increasing VMT and emissions through induced demand and traffic diversion in the long-term. Furthermore, roadway investments that improve vehicle travel times can come at the expense of transit travel times or bicycle and pedestrian safety, and contribute to reduced ridership/mode share for transit and active transportation. In addition to the potential impacts discussed above, other unintended consequences related to projects and programs considered for investment may include increased user costs, noise pollution, new physical barriers, and increased impervious groundcover, stormwater runoff, and/or flood risk.

Findings from initial data analysis and community engagement were central to development of the evaluation methodology. The Equity Criteria are specifically designed to consider *who* is most likely to benefit, with each criteria asking a version of the question, "What is this project's potential to serve communities of highest need for this specific benefit?" Additionally, Concern Criteria are designed to assess potential impacts, including those that are unintended, and Equity flags are assigned to projects with higher potential burdens on EFC communities.

## SECTION 4: PLAN FOR EQUITABLE OUTCOMES

### DESIGNING A PLAN THROUGH EQUITABLE, COMMUNITY-INFORMED PLANNING PROCESSES

#### EPET Questions

*How has your proposed action been designed to ensure equitable outcomes?*

*How has your community engagement with those most affected by your proposed action informed your desired proposal outcomes and plan?*

#### Procedural Equity

To support equitable outcomes, the Investment Plan has been designed through an equitable, community-informed planning process, as detailed in Section 3: Community History and Engagement. The establishment of the LB-ELA Corridor Task Force; the Community Leadership Committee; and Equity, Zero-Emission Truck, and Community Engagement Strategy Working Groups; signified a major commitment by the Metro Board and staff to ground diverse community voices in decision-making processes and advance equity through the LB-ELA Corridor Mobility Investment Plan (“Investment Plan”). The Task Force charter implemented an iterative decision-making framework with

feedback loops for building consensus, and guardrails against unilateral decisions from particular stakeholder or interest groups that have historically held outsized influence in Corridor planning processes.

#### Analysis of Community Impacts and Disparities

As discussed in detail in Section 2: Analyze Data, the LB-ELA Corridor planning process was informed by extensive qualitative and quantitative data analysis to identify existing conditions, needs, and disparities among communities within the Corridor, as well as compared with the County. Based on the issues and opportunity areas identified for the Investment Plan, data were primarily analyzed for socioeconomic conditions, environmental conditions, air quality, public health, and travel patterns related to mode share, emissions, traffic, and safety. Community survey data and experience-based insights from CLC and Task Force members were used to supplement and groundtruth quantitative data to gain a more comprehensive understanding of the LB-ELA Corridor communities. Qualitative and anecdotal data were also gathered through a series of in-person public engagement events in partnership with community-based organizations, and online through the Social Pinpoint mapping tool and survey.

#### Collection and Selection of Projects and Programs

An extensive public engagement effort was conducted to contribute to the list of candidate projects and programs, with a particular focus on engagement with impacted communities, supplemented by partnerships with CBOs. Spanning over seven months of public engagement, this effort included an online survey and interactive map that provided an opportunity for residents, community leaders, and other stakeholders to provide direct input into the process. Metro’s outreach campaign engaged approximately 5,400 community members and stakeholders through 46 events hosted by 18 CBOs and 18 pop-up events. Additionally, the project team hosted four workshops in Spanish (with English translation) and two workshops in English (with Spanish translation). As a result, almost 3,000 responses to the survey and interactive mapping tool were submitted, generating new approaches to making improvements within the Corridor primarily by residents and business who work and live in the Corridor.

In addition to receiving input from the community and public, the project team also reviewed a wide range of current and prior programs and initiatives from local, subregional, and regional agencies related to the Long Beach – East Los Angeles (LB-ELA) Corridor, that met the Task Force Vision, Goals, and Guiding Principles and other Metro policies, such as the Metro Multimodal Highway Investment Objectives. For example, while the project team included select elements of the original Interstate 710 (I-710) South Corridor project, the project team screened these candidate projects to *exclude* project concepts that would inevitably result in significant displacement of residences or businesses in local communities or could not be feasibly redesigned to avoid significant displacement. The project team also incorporated select recommendations from CEHAJ’s “Community Alternative 7” proposed in response to the previous I-710 South Corridor expansion project DEIR.<sup>1</sup>

### **Evaluation of Projects and Programs**

The LB-ELA Corridor Vision, Goals and Guiding Principles, as outlined in Section 1 (Connecting Community Results to Project Outcomes), provided the foundation for the evaluation process, resulting in 82 metrics related to potential Benefits and Concerns. Summary findings for each project and program were presented to the Task Force, CLC, and Corridor communities to better understand how well each project and program could advance the LB-ELA Corridor Vision, Goals and Guiding Principles. This process resulted in the draft evaluation scoring results and project rankings by mode, which were used to organize projects and programs into two tiers. Tier 1 projects generally scored well across many evaluation criteria; Tier 2 projects generally received lower scores across the evaluation criteria, or only scored well for a limited number of Goals or Guiding Principles. Projects were categorized into tiers based on their percentile rank *within* their respective mode, meaning projects with different modes were not compared across modes for placement in Tier 1. Projects were also assigned “flags” (discussed in further detail below) if community input indicated additional project considerations that were not captured in the 82 evaluation criteria.

Equity was embedded in the evaluation methodology through the development of Equity criteria, which were designed to evaluate the extent to which projects or programs were likely to provide benefits to geographies, populations and modes of highest need. While the majority of metrics were used to evaluate benefits related to larger goal areas (such as mobility and safety), Equity criteria went a step further by comparing the distribution of these benefits between Equity Focused Community (EFC) and non-EFC census tracts. Other data overlays used to evaluate Equity criteria included High Asthma and Cardiovascular Disease Rates (CalEnviroScreen 4.0); Priority Areas for Increasing Access to Regional Recreation (LA County Park Needs Assessment PNA+); and Low Tree Canopy areas (California Healthy Places Index). As with all of the evaluation metrics, the equity metrics underwent extensive review with the EWG, Task Force and CLC.

The purpose of these overlay-style Equity criteria was to give additional credit to projects that were not only providing benefits but were focusing benefits to the needs of a specific area or population. For example, if two projects provided the same features related to shade and cooling, they would receive the same score for the EN6 (Includes Urban Greening and Cooling) base criterion. However, if one of those projects was located in a well-shaded neighborhood and the other was located along a busy arterial with few existing street trees, the EQ-EN6 criterion score would raise the equity and total score for the second project located in a low tree canopy area.

Twenty-four Benefit metrics were used to measure potential project effectiveness in advancing equity throughout the Corridor, as shown in the table below. Scores for all twenty-four Equity criteria were

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<sup>1</sup> [cehaj.org/wp-content/uploads/2021/09/CEHAJs-DEIR-comments-regarding-the-CA7-1.pdf](https://www.cehaj.org/wp-content/uploads/2021/09/CEHAJs-DEIR-comments-regarding-the-CA7-1.pdf)

summarized into one average equity score per project or program (on a scale of 0-3 or N/A), which contributed to the sum of the total project score.

## Equity Benefit Criteria

Metric Number	Metric Name	Description
EQ-AQ1	Reduces Emissions (NOX, PM2.5) in EFC Areas	Reduces NOX and PM2.5 emissions from on-road vehicles or offroad mobile equipment in EFC areas
EQ-AQ3	Mode Shift to Cleaner Modes in EFC Areas	Increases the share of trips made by transit, walking, and bicycling
EQ-CH1	Reduces Emissions (Health Effects Metrics: DPM, PM2.5) in EFC Areas	Reduces DPM and PM2.5 emissions from on-road vehicles, which in turn can generate health benefits
EQ-CH2	Reduces Exposure to Air Pollution in Communities Facing High Pollution Burden and Asthma Rates	Reduces exposure at sensitive receptors (e.g., schools and day care centers, hospitals and healthcare clinics, senior centers, and residences) by installing filtration systems at these receptors and/or installing near-roadway vegetation between major roadways and these receptors
EQ-CH3	Mode Shift to Active Transportation, Transit in EFC Areas	Increases the share of trips made by transit, walking, and bicycling
EQ-CH5	Increases Access to High-Quality Recreational Facilities in Areas Lacking Active Transportation Infrastructure and Parks	Supports improved health outcomes associated with physical activity and recreation by providing direct linkages to parks and recreation facilities and providing active transportation infrastructure, particularly in areas lacking access to these facilities and infrastructure elements
EQ-MB1	Ridership in EFC Areas	Increases transit ridership by shifting trips to transit from other modes
EQ-MB2	Speeds/Travel Times (People, Goods) in EFC Areas	Increases roadway speeds (or reduces travel times) for people and goods movement
EQ-MB3	Reduces Congestion (Hours of Delay for People and Goods) in EFC Areas	Reduces hours of delay for persons and goods
EQ-MB4	Modal Accessibility in EFC Areas	Improves access to new transportation facilities for residents; quantifies the population benefiting from the improvement based on a ¼ mile distance from the new transportation facility
EQ-MB5	Reliability (Transit, Roadway, Goods Movement) in EFC Areas	Improves transportation travel time reliability, providing a consistent range of predictable travel times across all modes
EQ-MB6	Gap Closures in EFC Areas	Addresses a gap in the transportation network, or removes a transportation barrier, by providing a new service or new transportation facility
EQ-MB7	Increases Reliable and Accessible Transportation Options for Those Who Cannot or Prefer Not to Drive	Provides reliability and accessibility improvements to support the viability of non-driving travel modes such as active transportation and transit for populations currently marginalized by auto-centric infrastructure, including zero-vehicle households; children; seniors; individuals with disabilities; and those who choose not to drive for environmental, health-related, or other reasons



## Equity Benefit Criteria

EQ-SF1	Improves Physical Safety for People Walking, Bicycling, and Rolling	Supports health outcomes associated with physical injuries and fatalities by improving safety from automobile collisions or modal conflicts, primarily through the provision of protected and separated pathways and ADA features
EQ-SF3	Improves Perceptions of Personal Security for People Walking, Bicycling, Rolling, and Taking Transit	Provides features and/or services that may increase the sense of safety for pedestrians, bicyclists, transit riders, and particularly for those from marginalized groups, from crime and personal harm
EQ-EN3	Contributes to Remediation of Environmental Damage or Loss of Natural Features	Supports health outcomes associated with clean soil, air, and water; contributes to remediation or restoration of natural features such as vegetation, soil, or bodies of water that have been lost or damaged due to previous infrastructure, development, and land use decisions
EQ-EN6	Includes Urban Greening and Cooling for Areas of Low Tree Canopy and High Heat Island Burden	This equity metric builds off EN6, either adding a +1 Benefit if a project is in an area with low tree canopy and/or a +1 if it is in an area with high heat island temperatures ( $\geq 40$ degrees) to the original score in EN6 (added Benefit). (EN6 scores were used as the basis for calculating EQ-EN6.)
EQ-EN7	Potential for Noise Reduction in EFC Areas	Reduces transportation noise pollution or includes noise reduction features, such as sound barriers or low-noise technologies
EQ-OP1	Access to Jobs for Persons in EFC Areas	Increases the average number of jobs accessible within a 30-minute time period by transit or a 45-minute time period by automobile
EQ-OP6	Access to Quality-of-Life Amenities (Grocery Stores, Healthcare Services, Schools) in EFC Areas	Provides new transportation facilities near quality-of-life amenities (grocery stores, health care, and schools)
EQ-OP7	Access to Open Space, Recreation and Parks for Persons in EFC Areas	Provides new transportation facilities near parks and open spaces
EQ-OP8	Increases Quantity and Quality of Employment Opportunities for Underemployed and Low-Income Workforce	Provides new job opportunities for underemployed and low-income individuals in the workforce
EQ-OP9	Reduces Housing or Transportation Costs for Low-Income Households	Has the potential to reduce housing or transportation costs through improvements in transit frequency, rail lines, pedestrian projects, bicycle projects
EQ-OP10	Reduces Residential or Commercial Displacement Risk	Reduces risk of economic (as opposed to physical) displacement as an adverse effect of infrastructure investment, which may result in new development interest, increasing land prices, property values, and ultimately housing/business costs

**Notes:**

ADA = Americans with Disabilities Act

DPM = diesel particulate matter

EFC = Equity Focus Community

NO<sub>x</sub> = oxides of nitrogen

PM<sub>2.5</sub> = particulate matter less than or equal to 2.5 microns in diameter

## Application of Flags

“Flags” are additional outputs of the evaluation and community engagement process and serve as supplementary considerations for prioritization and future project development and implementation. Flags are based in the recognition that the Benefit and Concern evaluation criteria may not capture all equity considerations related to project implementation, and they provide a mechanism to support equitable project development and implementation by using community input to further guide implementation. In some cases (those where Metro will provide funding to project sponsors), funding is tied to the implementation guidance.

### Equity Flags

Equity flags were derived from the Concerns evaluation, highlighting projects that had the potential to negatively impact disadvantaged communities, and that required specific, additional guidance to minimize those impacts. An Equity flag was assigned when a project was located or partially located in EFC areas (at least 1/3 or 33 % of project area) and had at least one total Concern. Projects were assigned Low, Moderate, and High Flags based on their total number of Concerns. For Metro-led projects, flags specify strategies to address the Concerns and minimize impacts. For some projects led by other agencies or jurisdictions, Equity flags informed specific requirements for project sponsors to address Concerns as part of funding eligibility. Equity flags were also applied as a factor in prioritization, and projects recommended for initial funding could not have a high Equity flag. In Modal Programs and future project development, flags will be used for prioritization.

### Community Input Consideration Flags

Community Input Consideration (CIC) flags captured community input that would not be reflected in the technical project evaluation results. CIC flags included project-specific implementation concerns and recommendations for improvement of project concepts or design. CIC flags were synthesized from meeting notes and discussions with the Task Force, CLC, and other community members and stakeholders. It is important to note that a detailed public engagement campaign was not carried out for each project. The CIC flags therefore, should not be considered an exhaustive list of potential community concerns, and additional outreach is recommended as projects move toward implementation.

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## ADDRESSING ROOT CAUSES OF INEQUITY TO SUPPORT COMMUNITY RESULTS

### EPET Questions

How will your proposed action address root causes to decrease racial/ethnic, income, and/or other inequities, increase positive outcomes, and reduce negative impacts on historically marginalized communities?

How will the anticipated proposal’s impact support your desired community result(s) in section 1?

What performance metrics will measure and track impacts?

Section 1 (Connecting Community Results to Project Outcomes) outlines key opportunity areas and defines the desired Community Results to which the projects and programs in this investment plan will contribute. Section 2 (Analyze Data) adds quantitative and qualitative context to key issues through analysis of existing conditions, community impacts, and disparities facing the Corridor and EFC communities. Section 3 (Engage the Community) provides a deeper look into the lived experience and history of LB-ELA Corridor communities, and investigates the root causes behind the disparities and impacts facing these populations today. This section builds upon these three sections and the discussion of equitable, community-informed planning processes above, highlighting how the Investment Plan’s projects and programs provide benefits and solutions to address equity issues and support desired Community Results. Lastly, this section identifies

a framework of performance metrics by which the Investment Plan's progress toward these aspirations can be measured and tracked.

### **Connecting Root Causes to Equity Issues**

The Community History reviewed in Section 3 describes policies, events, and infrastructure decisions that set into motion many of the Corridor's equity issues today. The summary of equity issues, drawing from those identified in Section 1, include:

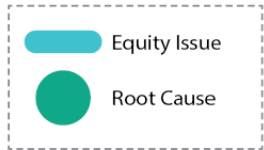
- Health disparities
- Communities overburdened by air and noise pollution
- Physically disconnected communities
- Communities lacking reliable and efficient travel options
- Lack of green space and shade
- Unsafe/hostile streets for pedestrians and bicyclists
- Lack of trust from previous planning efforts
- Disinvestment, disenfranchisement, and disparities in municipal capacity and resources

As disparities arise out of complex and intersecting set of conditions, the root causes listed below should not be read as exhaustive, but rather as a synthesis of pertinent root causes that were identified through and understanding of the lasting impacts of racist policies and practices, and local historical accounts provided through community input. The summary of root causes, drawing from the Community History in Section 3, include:

- Construction of freight rail facilities between San Pedro Bay and central Los Angeles
- Truck-based goods movement demand created by Ports of Long Beach and Los Angeles
- Establishment of industrial uses and development of adjacent residential communities
- Channelization of the LA River
- Establishment of racially segregated suburban developments through racially restrictive covenants/deeds
- Redlining, FHA privatization of mortgage lending with discriminatory practices based on racist HOLC risk assessments
- Expansion of the automobile industry, car-oriented transportation planning, and freeway construction throughout the LB-ELA Corridor
- Disproportionate investment in rail transit at the expense of bus service and riders
- Predatory mortgage lending and global financial crisis
- Previously proposed I-710 South Corridor expansion project with potential for major displacements and insufficient community involvement

The Root Cause Map infographic below draws connections between root causes and resulting equity issues, identifying the expansion of car-oriented infrastructure throughout the LB-ELA Corridor as a primary root cause related to all equity issues this Investment Plan aims to address. In most cases, one or more additional root causes are identified for each equity issue.

ROOT CAUSE MAP



## **Addressing Root Causes and Equity Issues through Proposed Actions**

The Investment Plan's development process and proposed actions aim to address the Corridor's equity issues and, to the extent possible, their root causes. In some cases, projects in the investment plan can directly address a root cause, for example, a Complete Streets project that reconfigures a high-volume arterial roadway to reverse car-oriented planning decisions, improving mobility and safety for users of other modes, and improving air quality, environment, and health for the community at large. However, as suggested by the term "root," root causes are often deeply embedded and entangled with one another, together upholding systems greater than a single policy or piece of infrastructure. For example, while freeway construction caused irreparable harm through direct displacements, division of communities, and ongoing air quality, safety, and noise impacts for LB-ELA Corridor residents, these overburdened communities have little choice but to participate in the economic and transportation systems that developed around I-710's unique capacity as a goods movement and commuter travel route.

With the current economic and transportation systems in place, a direct reversal of this decision through freeway closure or removal would re-route tens of thousands of diesel trucks onto arterial roadways and neighborhood streets, and impose cascading impacts on the local workforce and regional economy. Therefore, freeway construction as a root cause can be addressed through a deliberate set of multimodal investments, supplemented by appropriate programs that target specific inequities and coalesce to advance systems change through viable alternative travel options, cleaner technology for goods movement, new infrastructure to repair connections between communities, and a variety of community programs to address broader symptoms of freeway construction such as poor air quality, health disparities, and lack of green space and tree canopy.

The proposed actions can be categorized into the following buckets, relating to the planning process, project modes, and community program topic areas.

- Arterial Roadway and Complete Streets Projects and Programs
- Active Transportation Projects and Programs
- I-710 MOSAIC projects and programs (I-710 Multimodal, Operational, Safety, and Access Investments for the Corridor)
- Goods Movement Projects and Programs
- Transit Projects and Programs
- Air Quality/Health Community Programs
- Environment Community Programs
- Housing Stabilization/Land Use Community Programs
- Job Creation/Work Opportunities Community Programs
- Task Force and Community Leadership Committee Process
- START-UP Fund (Strategic Technical Assistance for Reparative Transportation Uplifting People)

While the equity benefit evaluation results provide a more detailed picture of how individual projects and programs address specific issues, the Equity Issues and Proposed Actions matrix below indicates, at a high level which projects, programs, and processes address the Corridor's broad inequities (and the related community results identified in Section 1).

## EQUITY ISSUES AND PROPOSED ACTIONS MATRIX

Proposed Actions	Arterial Roadway and Complete Streets Projects and Programs	Active Transportation Projects and Programs	I-710 MOSAIC* Projects and Programs	Goods Movement Projects and Programs	Transit Projects and Programs	Air Quality/Health Community Programs	Environment Community Programs	Housing Stabilization/Land Use Community Programs	Job Creation/Work Opportunities Community Programs	Task Force and Community Leadership Committee Process	START-UP** fund
Lack of trust and level of engagement from previous planning efforts	●	●	●	●	●	●	●	●	●	●	●
Disinvestment, disenfranchisement, disparities in municipal capacity and resources								●	●	●	●
Physically Disconnected Communities	●	●	●								
Disparities in health outcomes and access to quality healthcare	●	●	●	●	●	●	●	●	●		
Communities overburdened by air and noise pollution	●	●	●	●	●	●	●				
Unsafe/hostile streets for pedestrians and bicyclists	●	●	●								
Communities lacking reliable and efficient travel options	●	●	●		●						
Lack of green space and shade	●	●					●				

\*Multimodal, Operational, Safety, and Access Investments for the Corridor

\*\*Strategic Technical Assistance for Reparative Transportation Uplifting People

## **Measuring and Tracking Impacts**

Given the Corridor's breadth of equity issues, and the nature of the Investment Plan as a strategic planning document, performance metrics will need to measure the Plan's impacts across modes and on multiple scales of progress and success. In coordination with the modal program working groups and other Metro efforts such as the Long Range Transportation Plan, Metro will develop a framework for tracking Investment Plan progress and success that builds upon the metrics used for the existing conditions analysis and project evaluation methodology. The Equity Issues and Performance Metrics Matrix on the next page provides an initial recommendation of performance metrics that can be used to measure the Investment Plan's impacts on equity issues, organized into the following three categories:

### Process Metrics

- Metrics that quantify or qualify the Investment Plan's implementation progress based on process milestones and project and program delivery

### Project Outcome Metrics

- Metrics that track progress against the Investment Plan's goals, which can be attributed to specific projects and programs

### Community Result Metrics

- Metrics that track progress against the Investment Plan's desired community results, which cannot be directly attributed to specific projects and programs

## EQUITY ISSUES AND PERFORMANCE METRICS MATRIX

Performance Metrics*	Process Metrics	Project Outcome Metrics	Community Result Metrics
<b>Equity Issues</b>			
Lack of trust and level of engagement from previous planning efforts	Number of participants in CMIP Implementation Working Groups Results of Surveys conducted to evaluate trust		Partnerships with CBOs and Corridor residents
Disinvestment, disenfranchisement, disparities in municipal capacity and resources	Dollars leveraged for projects in EFCs Technical Assistance Provided (Recipients/Hours)	Dollars awarded to SBE/DBE firms Availability of local hire / disadvantaged worker positions Participation in workforce dev. & job training programs	Employment Rate Median Income and Poverty Rate Housing Burden
Physically Disconnected Communities	Dollars leveraged from Reconnecting Communities grants	Number of overcrossings with dedicated active transportation infrastructure Gaps filled in bike/pedestrian network	Access to Jobs/Resources Access to Parks and Open Space Access to Transit
Disparities in health outcomes and access to quality healthcare	Dollars leveraged for Community Health Benefit program	Number of people and jurisdictions participating in Community Health Benefit Program	Asthma, Cancer Risk, Cardiovascular Disease Risk Life Expectancy Access to Healthcare Facilities
Communities overburdened by air and noise pollution	Dollars leveraged for Air Quality and ZET Programs	Participation in air quality monitoring / indoor filtration programs Noise Reduction Trees Planted	Diesel PM and PM2.5 Levels Share of goods movement vehicles using ZE technology
Unsafe/hostile streets for pedestrians and bicyclists	Active Transportation projects funded	Miles of high quality bike facilities and bus stop improvements added Number of Intersections with High Concentrations of Bike/Ped Collisions	Bike/Ped Collisions with victim killed or seriously injured (KSI) Corridor-wide Mode Split
Communities lacking reliable and efficient travel options	Transit projects funded I-710 MOSAIC projects funded	Transit Ridership In Service On-Time Performance Average Headways	Corridor-wide Mode Split
	Active Transportation projects funded	Person throughput Vehicle Hours of Delay Gaps filled in bike/pedestrian network	Travel Times by Mode (e.g., Jobs Accessible within 30 minutes by car/transit/bike/foot)
Lack of green space and shade	Dollars leveraged for Urban Greening Community Program	Trees Planted Vegetative Cover Added	Tree Canopy Coverage Access to Parks and Open Space

\*Examples of potential performance metrics to be applied - Subject to change



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## IDENTIFYING STRATEGIES AND PARTNERSHIPS TO ADDRESS UNRESOLVED ISSUES

While the Investment Plan is built upon robust engagement and equity analysis, and provides substantial funding to address equity issues in the Corridor, the Plan also faces limitations in its ability to resolve the Corridor's numerous, complex, and long-standing equity issues. These limitations and unresolved issues are summarized below under the categories of Procedural, Distributive, Restorative, and Structural Equity as introduced in Section 1.

### **Procedural Equity**

In a project area containing 18 jurisdictions and a population of 1.2 million residents, a truly participatory and representative decision-making process is difficult to achieve, despite the many successes of Metro's procedural equity framework and engagement. Communities with the greatest needs typically also face the greatest barriers to participation in time-intensive planning processes. Metro's Advisory Body Compensation policy and CBO partnering strategy have helped to bridge these gaps and support more equitable processes and project outcomes.

### **Distributive Equity**

The Investment Plan's function is to strategically distribute and leverage funding that will allow the Corridor's various jurisdictions to develop and implement their own existing projects. While the evaluation process employed a distributive equity lens to prioritize projects that are most likely to benefit the highest-need communities, the distribution of project proposals received, and levels of project development/readiness reflect disparities in municipal capacity and historic investment. Project concepts gathered from community input are included in the Plan but will typically require start-to-finish planning processes, and require municipalities to take ownership of technical development and implementation. As cities and neighborhoods that have faced historic underinvestment often have less funding and fewer technical staff members to plan, develop, fund, and implement capital projects, these areas may be underrepresented in the Investment Plan's full project list, let alone the recommendations for initial investment.

To address this issue, Metro is setting aside a START-UP fund ("Strategic Technical Assistance for Reparative Transportation Uplifting People") that provides targeted technical assistance to support communities with the highest needs, relative to their technical resources and capacity for project development and implementation. The START-UP fund will help communities develop project concepts for grant eligibility, and help communities participate in implementation of the Investment Plan's Corridor-wide programs (e.g., "traffic calming features", "pedestrian gap closures", and various Community Programs). The START-UP fund will not be tied explicitly to certain municipalities or geographic communities, but assistance will be prioritized for cities or neighborhoods:

- Without any projects formally submitted for the CMIP
- With only conceptual or development phase projects in the CMIP
- With high concentrations of Equity Focus Communities (EFCs)
- Facing the greatest cumulative impacts as identified in existing conditions research

### EPET Questions

*Are there any unresolved issues?*

*Are there complementary strategies that you can implement to support more equitable outcomes?*

*Can existing partnerships maximize positive impact of your proposed action?*

## **Restorative Equity**

The Investment Plan is an unprecedented effort to advance restorative equity for Metro, with acknowledgement and atonement for historic and ongoing harms at the center of the renewed LB-ELA Corridor planning process. However, as discussed earlier in this section, the root causes of today's equity issues are deep-seated, complex, and not easily remediated. The Investment Plan represents a significant catalyst effort with investment of over \$740 million in potentially transformative projects and programs, however this Plan alone cannot reverse decades of environmental harm, disinvestment, and structural racism. The Investment Plan lays the groundwork for further remediation and prevention of systemic harms through commitments to ongoing community partnership and investment, and by setting an example of equity-focused planning for future efforts at Metro and for other planning agencies in the region and across the nation.

## **Structural Equity**

Structural equity relates to the evolution of decision-making bodies, organizational structures and systems to reflect the communities they serve – an element of the equity guiding principle that directly informed the formation of the Task Force, CLC, and Working Groups as the decision-support and advisory bodies for this Investment Plan. Additionally, the establishment of Metro's Office of Equity and Race and its leadership within this process demonstrates an agency commitment to structural equity. However, these decision-making bodies and processes still exist within larger organizational hierarchies and political power structures. The Investment Plan also relies on extensive partnership with other organizations, each with their own organizational structures, to develop and implement these projects and programs. Despite Metro's ability to influence structural equity outside of its jurisdictional authority, Metro will tie project funding and support to implementation guidance that aligns with the Investment Plan's Equity Guiding Principle.

SUPPORTING VISION 2028 GOALS

EPET Questions

*How does advancing equity through this proposed action help achieve any of the Vision 2028 Goals?  
How has your proposed action been designed to ensure equitable outcomes?*

**Support of Vision 2028 Goals**

Vision 2028 Goal	LB-ELA Investment Plan Actions to Advance Equity
Provide high-quality mobility options that enable people to spend less time traveling	Investment in high-quality infrastructure to improve mobility options in Active Transportation, Complete Streets and Arterial Roadways, Transit, and I-710 MOSAIC modes
Deliver outstanding trip experiences for all users of the transportation system	Investment in safety, comfort, and transportation network connectivity improvements to enhance the user experience for users of all transportation modes
Enhance communities and lives through mobility and access to opportunity	Investment in community access to opportunities through multimodal transportation improvements, job creation, and community programs focused on strengthening workforce development and local hire opportunities
Transform LA County through regional collaboration and national leadership	Establishment of a Task Force and Community Leadership Committee fostering collaboration and consensus-building between countywide stakeholders including LA County agencies and elected representatives, prominent industry leaders, community-based organizations, and residents
Provide responsive, accountable, and trustworthy governance within the Metro organization	Development of a planning process based in Metro’s organizational acknowledgement and accountability for past harms, response to community concerns and priorities, and building of trust through community partnerships, engagement, and investment

# Metro Equity Planning & Evaluation Tool

Metro is working to develop and implement projects or programs that eliminate racial and social disparities and enable all people in LA County to have enhanced quality of life. Metro recognizes that deep-rooted and pervasive racial and socioeconomic inequities exist that create disparate impacts, even when the intention is to help all, and we must understand the root causes of those inequities in order to develop solutions that help those faring the worst to actually improve access to opportunity for all.

**What is “Equity”?** Equity is both an outcome and a process to address racial, socioeconomic, and gender disparities, to ensure fair and just access – with respect to where you begin and your capacity to improve from that starting point – to opportunities, including jobs, housing, education, mobility options, and healthier communities. It is achieved when one’s outcomes in life are not predetermined, in a statistical or experiential sense, on their racial, economic, or social identities. It requires community informed and needs-based provision, implementation, and impact of services, programs, and policies that reduce and ultimately prevent disparities.

Equity means that Metro’s service delivery, project delivery, policymaking, and distribution of resources account for the different histories, challenges, and needs of communities across Los Angeles County; it is what we are striving towards.

**What is the Equity Planning & Evaluation Tool (EPET)?** The EPET, which begins on page six, is a form with six categories of questions. It assists staff in 1) identifying disparities that impact how Metro’s services, programs, and projects are experienced, 2) understanding the root causes of those disparities, and 3) developing and implementing projects, programs, plans, policies, and initiatives in a manner that provides more equitable outcomes.

**How should I use the EPET?** The EPET should be used as a guide throughout the development of a proposed project, program, plan, policy, or initiative. The tool should be reviewed by a project team at the beginning of the planning process and revisited to answer questions throughout the development and implementation processes. The questions should be answered by a diverse group, including staff with a variety of demographic backgrounds, lived experiences, and expertise. The group should include the project team as well members of any department that will be involved in the project (planning, communications, operations, program management, etc.). To ensure comprehensive assessments, staff must submit drafted responses for review and feedback upon completing sections one and two, then three and four, and lastly, upon completion of all six sections.

**Where do I submit the drafts and completed Equity Planning & Evaluation Tool?**  
*Drafts and completed EPET assessments should be submitted to the Office of Equity and Race at equityandrace@metro.net, with your Department’s Equity Liaison sign off, for review and concurrence before the decision is finalized. Email your Department’s Equity Liaison for assistance in using the tool.*



Los Angeles County  
Metropolitan Transportation Authority

**Metro**

# Metro Equity Planning & Evaluation Tool

The following definitions, guidance, and examples will help you complete the EPET.

## Glossary of Key Terms

- **Community** = A geographic and/or social group of people with a shared identity, affiliation, and/or origin. For EPET purposes, “community” includes people who may be served or are otherwise impacted by Metro’s services, including but not limited to, Metro riders, program participants, residents and/or local business owners.
- **Community Results** = The community level condition of well-being we would like to achieve. It lacks disparities based on race, income, ability, or other social demographic.
- **Community Indicator** = Quantifiable measures of community results, disaggregated by race/ethnicity and income.
- **Equity Opportunity** = A decision that is designed to enhance positive impacts or reduce negative impacts for historically marginalized communities or others facing disparities in access to opportunities.
- **Ground Truth** = To validate or ensure assumptions and recommendations with external stakeholders, particularly those that will be most impacted by future actions.
- **Opportunity Areas** = Key indicators of success including Employment, Housing, Education, Health, Transportation, Community Development, Criminal Justice, Environment, and Safety.
- **Proposal Outcome** = A clearly defined future state of being at the program, local, or agency level resulting from the proposed action that ultimately supports the community result.
- **Performance Measure** = Quantifiable measures to forecast and track how well the proposed action will work or is working. They may be quantitative, qualitative, or otherwise describe actual impact. They may also be short-term, mid-term, or long-term.
- **Root Cause** = The fundamental baseline reason for a problem or situation; there may be multiple “steps” between the root cause and the identified problem(s) but these steps are directly connected through cause-and-effect.
- **Stakeholder** = A broader term than extends beyond “Community” (above) and includes individuals and organizations both engaged in and impacted by Metro’s services and investments, but may not share a geographic, social or cultural identity, affiliation and/or origin. For EPET purposes, this may include elected officials, municipalities and jurisdictions, public agencies, large and/or private corporations, etc.

# Metro Equity Planning & Evaluation Tool

Proposed Action:

Team Members:

## 1. **Connecting Community Results to Project Outcomes:**

- a. Briefly describe the issue(s) you intend to address. This may include a proposed but not fully designed policy, program, initiative, plan, project and/or other proposed action.
- b. What opportunity area(s) does this proposed action have the ability to impact? (Ex: Employment, Mobility, Health, Education, etc.)
- c. What are the desired community results<sup>1</sup> to which this action will contribute?

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<sup>1</sup> See the “Desired Community Results and Sample Proposal Outcomes” below.

# Metro Equity Planning & Evaluation Tool

## 2. Analyze Data:

- a. List your data sources, including qualitative, quantitative, or anecdotal.<sup>2</sup>
- b. Is there an impacted geographic area? If so, what is the geographic area?
- c. What are the demographics of impacted area, users, or other community?
- d. What does the data tell us about existing community disparities in race, ethnicity, and income, that may influence the proposed action's outcomes? (Ex: Unemployment rates, housing-cost burden, park access, traffic collisions, asthma rates, etc.)
- e. What disaggregated performance metrics data do you have available for your proposed action? Consider data associated with similar or related programs, policies, services, or infrastructure.
- f. Does the performance metrics data show any existing disparities in race, ethnicity, income, etc. related to your proposed action potential impact? (Ex: pedestrian deaths are higher for black residents) If so, what is the root cause?<sup>3</sup>
- g. What would be a more equitable outcome? (Ex: pedestrian deaths are proportionate for all races and decreasing everywhere)
- h. What data are we missing, which might be more helpful in analyzing the proposed action , and how can we obtain it?

<sup>2</sup> See the list of potential data sources below.

<sup>3</sup> Ask why at least five times. Social disparities today are often the result of a domino effect of policies, programs, decisions, and practices stemming from a root cause; it often takes time to determine.

## Metro Equity Planning & Evaluation Tool

### 3. Engage the Community<sup>4</sup>:

- a. What do we know about the community, particularly any marginalized groups, and their history, relationship, or previous engagement with Metro?
- b. What historic investments, decisions, events, developments, or disinvestment strategies have contributed to current community conditions and how have they been considered in this proposed action?
- c. Who are the community members most vulnerable to negative impacts and/or living in historically marginalized or neglected areas that are affected by this proposed action? Consider community members that might be indirectly or unintentionally impacted.
  - i. How and at what stages did you engage them? (Ex: focus groups, surveys, community meetings, consultation with advisory boards, CBO partnership, etc.)
  - ii. How did you provide the information and tools they needed to fully participate as a partner?
  - iii. Did they raise concerns about other disparities or problems that this proposed action could address?
  - iv. Were there barriers that prevented some community members from engaging with Metro?
- d. What did you learn from the engagement about the root causes that produce or perpetuate racial/ethnic, income, or other inequities related to this proposed action?
- e. Given what you have learned from the data and asking the community, who is most likely to benefit or be burdened from this proposed action? What are the potential unintended impacts or consequences of the proposed action?



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<sup>4</sup> See the list of community engagement resources below.



## Metro Equity Planning & Evaluation Tool

### 4. Plan for Equitable Outcomes:

- a. How has your proposed action been designed to ensure equitable outcomes?
- b. How will your proposed action address root causes to decrease racial/ethnic, income, and/or other inequities, increase positive outcomes, and reduce negative impacts on historically marginalized communities?
- c. How has your community engagement with those most affected by your proposed action informed your desired proposal outcomes and plan?
- d. What performance metrics will measure and track impacts?
- e. How will the anticipated proposal's impact support your desired community result(s) in section 1?
- f. Are there any unresolved issues? Are there complementary strategies that you can implement to support more equitable outcomes? Can existing partnerships maximize positive impact of your proposed action?
- g. How does advancing equity through this proposed action help achieve any of the Vision 2028 Goals?



# Metro Equity Planning & Evaluation Tool

## 5. Proposal Implementation

For proposed efforts that Metro directly manages, controls, develops, implements, and/or coordinates:

- a. Describe your implementation plan, including any transition to Program Management, Operations, or another Metro implementing team.
- b. How will you engage stakeholders through implementation? What percentage of the total project budget for implementation is dedicated to community engagement? (Ex: Translation services, social & print media, meetings, etc.)
- c. Is your plan realistic, considering the timeline, project scope, past related efforts, political conditions, and need to complete any required federal or state equity assessments (Ex: Title VI Equity Analysis, CEQA, etc.)?
- d. Does the implementing team have adequate personnel, resources, and/or mechanisms to ensure successful implementation and/or enforcement?
- e. Is the proposed action adequately resourced to ensure on-going data collection, public reporting, and community engagement as noted below?

For proposed efforts that Metro may fund, coordinate, and/or initiate but does not directly implement:

- a. Describe Metro's role in the proposed action and, if any, in the final product implementation. Even if Metro does not have a direct role in final implementation, also describe intended outcomes or final products.
- b. Describe any engagement activities that Metro either conducted and/or required of implementers as part of the proposed action, including budget or funds allocated to engagement.
- c. Describe any data collection activities that Metro either conducted and/or required of implementers as part of the proposed action. Also describe to what level the data is disaggregated.

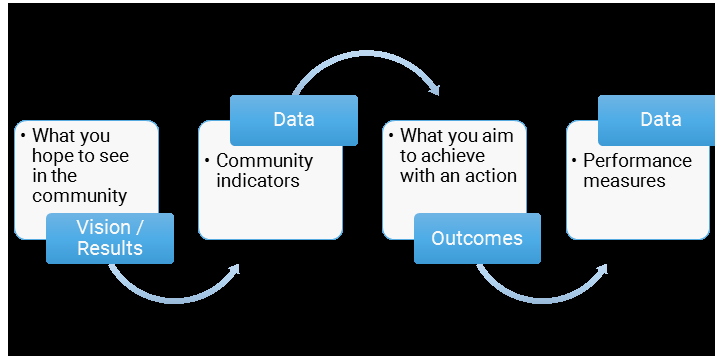
# Metro Equity Planning & Evaluation Tool

## 6. Evaluate, Communicate, and Stay Accountable

- a. If a different Metro team will implement the plan, meet with that team to discuss program evaluation, ongoing community engagement, data collection, and an accountability plan.
- b. How will actual racial and socioeconomic equity impacts and project outcomes be measured, documented, and evaluated? What data needs to be collected and how will you collect it?
- c. What is your plan to report back to the community with updates from ongoing project evaluations and findings?
- d. What is your communication and engagement strategy to address unintended negative or major project impacts?
- e. How will you continue to partner and deepen relationships with stakeholders and other agencies to ensure internal and public accountability?
- f. Prepare and attach a summary of your EPET analysis. Explain who the action might impact, noting specific historically marginalized communities or others facing disparities in access to opportunities, and how the action is designed to 1) enhance positive impacts and/or 2) reduce negative impacts for them. Note any mitigations for negative impacts. Use this summary in any associated board report, box, or other document explaining this decision.

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## Creating Effective Community Results and Proposal Outcomes



Source: Curren R., Nelson, J., Marsh, D.S., Noor, S., Liu, N. "Racial Equity Action Plans, A How-to Manual.": Haas Institute for a Fair and Inclusive Society, University of California, Berkeley, 2016

### Desired Community Results

### Proposal Outcomes:

See sample responses below.

Opportunity Area	Equitable Community Result	Community Indicator (Lists of are not exhaustive.)	Proposal	Equitable Proposal Outcome	Performance Metric
Employment	All people have access to high-quality living wage jobs and unemployment is low.	Unemployment Rates; Average Household Income; Average Commute Time; Transit availability; etc.	Bus Service Realignment	Increase bus options to jobs for low-income and communities of color.	Number and type of jobs accessible by bus within a typical commuting time by census tract.
Housing	All people have access to safe and affordable housing options and protections.	Housing cost burden; Home ownership rate; number of people that are unhoused; etc.	Joint Development Project	Increase the number of affordable rental housing options	Number of housing units affordable to most low-income residents.
			TOC Policy and Implementation Plan	Improving housing stability near transit for low-income renters	Number of cities with tenant protection policies.
Education	All people have access to affordable, high-quality, and culturally sensitive educational opportunities.	Access to educational facilities; Educational attainment; etc.			
Health and Safety	All people have access to health resources and a healthy and	Life expectancy; Health insurance coverage; Access to health facilities; Park			

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	sustainable built environment and land uses.	access; Rates of childhood obesity and asthma; Access to fresh/healthy food retail; etc.			
Transportation	All people have access to safe, affordable, and sustainable mobility options that connect all communities to resources and opportunities.	Non-private vehicle travel mode share; rates of traffic-related fatalities and serious injuries; transportation cost burden			
Community Development	There are equitable opportunities for businesses, community investment, and economic opportunity that protects and preserves legacy businesses and cultural character.	Percentage of businesses owned by women and people of color; Duration of small/independent businesses serving marginalized communities			
Criminal Justice	All people experience equal rights, treatment, and protection under the law, free from discriminatory enforcement or impacts.	Arrest rates; fare evasion ticketing rates; crime rates; rates of personal searches, etc.			
Environment	All neighborhoods are free from toxic exposure and pollution with access to clean and healthy open spaces and infrastructure.	Reduction in greenhouse gas emissions; Particular matter concentrations; Number or rate of sensitive uses (homes, schools, childcare, senior facilities) within 500 feet of high-pollutant sources,			

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		such as freeways, active oil drilling, and manufacturing/ industrial uses; access to safe drinking water			
Safety	All people have access to safe roads and streets, regardless of geography as well as all users of Metro's transit system feel comfortable and at ease when using the service.	Decreased collisions involving someone killed or severely injured; decrease in specific crash type in a project area over time; user experience of safety on transit system			

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# Metro Equity Planning & Evaluation Tool

Here are potential resources to use in answering the questions in the “Analyze Data” and “Engage the Community” sections.

## **Potential Data Sources**

- United States Census Bureau - <https://data.census.gov/cedsci/>
- National Equity Atlas - <https://nationalequityatlas.org/>
- Enterprise Opportunity 360 - <https://www.enterprisecommunity.org/opportunity360/measure>
- CalEnviroScreen - <https://oehha.ca.gov/calenviroscreen>
- Race Counts - <https://www.racecounts.org/>
- Healthy Places Index - <https://map.healthyplacesindex.org/>
- Transportation Injury Mapping System - <https://tims.berkeley.edu/>
- SCAG Local Profiles - <http://www.scag.ca.gov/DataAndTools/Pages/LocalProfiles.aspx?openitem=3>
- USC Price Center for Social Innovation Neighborhood Data for Social Change - <https://data.myneighborhooddata.org/stories/s/xs7g-ijmb>
- 2022 Metro Equity Focus Communities Map - <https://arcg.is/0Kz0Dn>
- 2022 Metro Equity Needs Index - <https://arcg.is/1jqamG0>
- NextGen Transit Propensity Map - <https://www.metro.net/about/plans/nextgen-bus-plan/>

## **Potential Community Engagement Resources**

- PolicyLink Community Engagement Guide for Sustainable Communities - <https://www.policylink.org/resources-tools/community-engagement-guide-for-sustainable-communities>
- King County Community Engagement Guide - [https://www.kingcounty.gov/exec/equity/~/\\_media/5CCCBCFFBA8F405191A93BB D5F448CBE.ashx](https://www.kingcounty.gov/exec/equity/~/_media/5CCCBCFFBA8F405191A93BB D5F448CBE.ashx)
- Nelson Nygaard Principles For Equitable Public Outreach & Engagement During Covid-19 and Beyond - <https://nelsonnygaard.com/principles-for-equitable-public-outreach-engagement-during-covid-19-and-beyond/>
- Simon Fraser University Beyond Inclusion: Equity in Public Engagement- <https://www.sfu.ca/content/dam/sfu/dialogue/ImagesAndFiles/ProgramsPage/EDI/BeyondInclusion/Beyond%20Inclusion%20-%20Equity%20in%20Public%20Engagement.pdf>
- Collective Impact Forum Community Engagement Toolkit- <https://www.collectiveimpactforum.org/sites/default/files/Community%20Engagement%20Toolkit.pdf>
- City of Portland Community Engagement Manual- [https://www.portland.gov/sites/default/files/2019-11/comm\\_engage\\_manual.pdf](https://www.portland.gov/sites/default/files/2019-11/comm_engage_manual.pdf)

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- Lidiya Girma Community Engagement Planning Guide - [https://sustainablect.org/fileadmin/Random\\_PDF\\_Files/Equity\\_Action\\_PDFs/CommunityEngagementPlanningGuide.pdf](https://sustainablect.org/fileadmin/Random_PDF_Files/Equity_Action_PDFs/CommunityEngagementPlanningGuide.pdf)
- State of Washington Department of Health Community Engagement Guide - <https://www.doh.wa.gov/Portals/1/Documents/1000/CommEngageGuide.pdf>

### **The Equity Planning & Evaluation Tool was developed using guides, reports, and other tools including:**

- Nelson, J., Brooks, L. “Racial Equity Toolkit: An Opportunity to Operationalize Equity.”: Haas Institute for a Fair and Inclusive Society, University of California, Berkeley, 2016
- Curren R., Nelson, J., Marsh, D.S., Noor, S., Liu, N. “Racial Equity Action Plans, A How-to Manual.”: Haas Institute for a Fair and Inclusive Society, University of California, Berkeley, 2016
- Bernabei, Erika. “Racial Equity: Getting to Results.”: Government Alliance for Race and Equity, 2017
- Seattle Racial Equity Toolkit
- Metro Transit (St. Paul, MN) Equity Tool
- COVID-19 Equity Framework and Rapid Response Tool (City of San Antonio, Office of Equity)