

UPDATED EQUITY BASELINE ASSESSMENTS

TRANSIT AND HIGHWAY CAPITAL PROJECTS	
Transit Projects	
Project Name	Equity Assessment
Eastside Transit Corridor Phase 2	Eastside Transit Corridor Phase 2 is an approximately 9-mile light rail transit extension from the existing Metro E (Gold) Line serving the cities and communities of Commerce, Montebello, Pico Rivera, Santa Fe Springs, Whittier, and unincorporated East Los Angeles and West Whittier-Los Nietos. In 2024, the Board approved the 9-mile Locally Preferred Alternative (LPA) and a 4.6-mile Initial Operating Segment (IOS) to Greenwood. The full project alignment traverses 6 Equity Focus Communities (EFC), and there are 2,281 transit-dependent households along the project alignment and 1,828 households along the 4.6-mile IOS. Besides Metrolink and the C Line, there currently are no mass transit projects in the eastern/southeast region of Los Angeles County.
Sepulveda Transit Corridor	The Sepulveda Transit Corridor is consistent with the Metro Equity Platform in that the alternatives help address accessibility for residential and employment centers, support for transit-oriented communities' policies and first/last-mile connections, and invest in disadvantaged communities. EFCs have been identified within the study area in San Fernando Valley and near UCLA. The project will provide a needed connection from the Valley to employment opportunities on the Westside. As the Project advances through CEQA analyses, the 2022 EFC definition will be used as appropriate to guide the studies and will conduct robust community engagement.
Green (C) Line Extension to Torrance	The C Line Extension to Torrance Project will connect the South Bay with the Metro Rail network, increasing access to employment, education, housing, and regional centers, and serving many Equity Focus Communities (EFC) along the C and K Lines, including high-need communities such as Hawthorne, Gardena, West Carson, and Inglewood. The 2022 Metro Customer Satisfaction Survey shows that 73% of existing C Line riders are from very low-income households and 74% do not have access to a vehicle for trips. Four out of five C Line riders identify as BIPOC. Based on Metro's 2022 Equity Focus Community data, a small portion of Lawndale is considered an EFC. Around the two proposed station areas, there are census tracts in which 20% to 39.9% of households are low-income (Redondo Beach Transit Center) and 10% to 19% of households are low-income households (Torrance Transit Center). Given that most Metro rail riders are low-income, and that South Bay is projected to experience future growth in jobs, analyses showed a significant need for transit options in the Project area, and communities along the C and K lines would be served by increased access to a high-growth area.
Vermont Transit Corridor	The Vermont Transit Corridor Bus Rapid Transit Project is a 12.4 mile, end-to-end side running BRT service on Vermont Avenue from Sunset Boulevard to 120 th Street. This is the County's busiest bus corridor with 38,000 weekday boardings today, expected to increase to 66,000 by 2025. The Project serves several communities heavily dependent on transit, providing connectivity to four Metro rail lines, several east-west bus routes, and major activity centers. The Vermont Transit Corridor is almost entirely (98%) within EFCs. The percentage of BIPOC individuals in the Project Study Area is 88.8%, significantly higher than the County's (74.8%) BIPOC population. The Project Area includes 55.6% low-income households, and 20.4% of households do not have access to a car. Metro partnered with 38 Community-Based and Faith-Based Organizations in alignment with Metro's CBO Partnering Strategy; the team conducted design workshops to engage with community members on safety, mobility and customer experience needs and preferences resulting in a recommended BRT alternative.

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Rail to River Active Transportation Corridor (Segment B)	The Segment B Project of the Rail to River Active Transportation Corridor includes approximately 6 miles of active transportation facilities extending Segment A (between Metro K Line and Metro A Line), further east to the LA River. The corridor traverses a small segment of unincorporated Los Angeles County and the cities of Huntington Park and Bell. Based on 2022 Equity Focus Community criteria, the entire (100%) corridor is located in EFCs. The project area has a low-income population of 28.3%, as defined by the 2019 Metro Title VI Update, which considers individuals with incomes below \$41,500 (the median income for a three-person household). The area is predominantly (94.6%) Hispanic and 2.2% identifying as Black. In partnership with 13 local Community-Based Organizations, the Project team promoted meetings and outreach efforts to engage residents and stakeholders on the preferred alignment and improvements.
Los Angeles River Path	The LA River Path Project proposes to close an 8-mile contiguous gap in the active transportation corridor along the LA River, connecting Elysian Valley and the City of Maywood through downtown Los Angeles and the City of Vernon. The Project would create a safe and accessible pathway for pedestrians, cyclists, and users of all ages and abilities, particularly for residents living within a 3-mile radius of the corridor. Within this 3-mile radius, approximately 23% of the population lives in poverty, and 92% are Black, Indigenous, or People of Color (BIPOC) with limited English proficiency. 77% of the population is Latino and more than 17% of the population relies on multi-modal transportation options for getting to work, including walking, bicycling, and taking public transit. The Project team anticipates releasing the Draft EIR this year and will include alternatives which were developed as a result of community and stakeholder engagement that started in 2019.
East San Fernando Valley Shared ROW Study	The study examines the completion of connectivity through the northern segment of the East San Fernando Valley Transit Corridor Project. The study area is a 2.5 mile corridor in a shared right of way (ROW) extending northwest from the intersection of Van Nuys Boulevard and San Fernando Road, where the ESFVTCP light rail transit (LRT) project terminates. The 2.5 mile corridor traverses disadvantaged, densely populated, and underserved communities where access to premium transit service is limited, particularly in the EFCs of Pacoima and the City of San Fernando. The Board authorized this study to address safety and mobility improvements along the ROW study area given current Metrolink and freight service in the corridor, and projected growth. Findings from the study will be used to recommend strategies to avoid and/or minimize potential harm and impacts to these communities, while maximizing mobility benefits.
K Line Northern Extension	K Line Northern Extension Project will create a north-south rail connection to create more access to opportunity for residents throughout LA. The Project connects communities throughout LA County from the South Bay to Hollywood, including LAX, South Los Angeles, Inglewood and the Crenshaw Corridor (including Hyde Park and Leimert Park) to West Adams, Mid City/Central LA, Mid City West, West Holly and Hollywood. The project links four Metro Rail lines and 6 of the top 10 busiest bus lines in LA County. Study area includes EFCs in Mid-City, West Adams and Hollywood and includes neighborhoods in which a significant proportion of residents are transit dependent. Projected travel patterns and ridership show that the Project will serve many EFCs along the K Line, connecting people to jobs, schools, regional centers and services. To date, the Public Hearings have included translators for Spanish and Russian speakers based on area demographics. Future stages of project

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	development will include partnerships with local community groups to help advise on outreach and engagement methods and ensure a diverse set of project stakeholders.

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91/605/405 Hot Spots Program- The 91/605/405 Hot Spots Program includes a suite of safety and operational improvement projects within and/or adjacent to EFCs. All projects have separate environmental review processes and community outreach efforts.	
I-605 Capital Improvement Project (CIP) from I-10 to I-105	The Board recently authorized staff to resume work on the I-605 CIP environmental phase with an emphasis on developing and implementing safety and multimodal projects, expanding community outreach efforts, and avoiding the displacement of residences. The CIP study area encompasses nine jurisdictions and parts of unincorporated Los Angeles County, within the Gateway Cities and San Gabriel Valley Council of Governments subregions. The 16-mile CIP study area traverses through and adjacent to fourteen (14) EFCs that are zoned for multiple land uses. According to Census Data, more than 50% of the total population in nearly all the cities and unincorporated Los Angeles are Hispanic or Latino. Approximately 80% of commuters in the CIP study area drive alone, 10% carpool, 4% take transit, 2% walk, and .5% bike. The CIP alternatives evaluated will include multimodal travel options, pedestrian enhancements, and corridor management strategies. For example, the following proposals will be studied-- new pedestrian/equestrian trail improvements along the north and south side of the San Gabriel River to provide more transportation options; a new pedestrian bridge to Vista Del Rio Drive and ADA infrastructure upgrades to provide safer and better access for those who choose to walk, bike or roll; roadway connections to transit stations in addition to improved bus stops on northbound and southbound Pioneer Boulevard near Slauson Avenue for better system connectivity and accessibility; and transportation system management and transportation demand management strategies such as signal synchronization projects, and the conversion of high occupancy vehicle (HOV) lanes to ExpressLane projects to better manage and utilize existing roadway/corridor lanes, and improve traffic flow.
I-605/Beverly Boulevard Interchange Improvements Project	The Project is within the Gateway Cities Council of Governments subregion and in the City of Pico Rivera (a Metro-designated EFC). The project area is primarily zoned for industrial land uses that support freight facilities (and a recreational vehicle storage lot). Pico Rivera is comprised of four ethnic groups-- Hispanic or Latino (91%), White (4%), Asian (3%), and Black or African American (2%). Most Pico Rivera residents (76%) drive alone to work and 9% carpooled to work; followed by 9% working from home, 2% rely on public transit, 1% prefer walking, and 2% use other means of transportation. The Project will replace the existing interchange with a diamond interchange to improve traffic flow; reduce collisions by eliminating weaving conflicts; and provide pedestrian enhancements such as high visibility continental crosswalks, ADA curb ramps, and wider sidewalks for safer and better access. The El Rancho Unified School District serves the community of Pico Rivera. The planned improvements will provide safer and better access to two area schools within the district by

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	alleviating congestion and improving mobility. Also, Pico Rivera contracts with the Los Angeles County Sheriff’s Department for police protection. Although the Pico Rivera station is outside of the study area, the proposed improvements are expected to improve emergency response times and yield greater efficiency in terms of law enforcement by improving traffic operations, reducing delays, and providing better access to Beverly Boulevard and the interchange. The Project is within Caltrans right-of-way and does not require residential or business displacements. The final design phase of the Project has been completed. The construction schedule for the Project is to be determined in the future.
I-605/Valley Boulevard Interchange Improvements Project	I-605 is a major north-south regional interstate freeway in Los Angeles County that is used for interregional travel and goods movement. The I-605/Valley Boulevard interchange experiences significant congestion, heavy truck traffic and operational deficiencies that are forecast to increase and exacerbate existing traffic conditions if nothing is done. The Project is in the San Gabriel Valley Council of Governments subregion, in the City of Industry and unincorporated Los Angeles County. There are no Metro-designated EFCs within the project area. The project area land uses are designated as employment, commercial, institutional, and recreation/open spaces. According to Senate Bill 535 for California for Investments, most of the population surrounding the project area is designated as disadvantaged and low-income communities. According to 2022 census data, 65.9% of workers in the City of Industry drove alone to work; followed by 17.6% working from home, and 10.6% carpooling to work. Also, 5.71% of the workforce is reported to have “super commutes” that are over 90 minutes. According to 2023 census data, the three largest ethnic groups within the project area are Hispanic or Latino (51.93%), White not Hispanic or Latino] (25.97%), and Asian (23.20%). This safety and operational improvement project will reconfigure on and off ramps to reduce collision rates that exceed the statewide average; upgrade adjacent local arterials, and traffic/railroad signals; improve truck ramp access for goods movement; provide pedestrian enhancements that include ADA infrastructure upgrades; and provide railroad safety upgrades to reduce to the potential for vehicle, passenger, freight and/or pedestrian conflicts in proximity to the Metrolink and Union Pacific Railway at-grade crossings that are adjacent to the interchange. The Project does not displace any residences or businesses. The Project is in the final design phase and the start of construction is slated for the end of 2025, pending all ROW activities are completed and all interagency agreements are executed by the end of the 2025 fiscal year.
SR-91 Westbound Improvements (Alondra Boulevard to Shoemaker Road)	This operational and safety improvement project is within the Gateway Cities Council of Government subregion and in the cities of Bellflower, Cerritos, and Artesia. While the Project does not traverse through Metro EFCs, four census tracts report BIPOC populations along the corridor. No major improvements have taken place within the study area since SR-91 was built in 1968, while populations within the study area are forecast to grow and likely result in more traffic. Within the project area, approximately 84% of commuters travel by car, truck, or van, 12% carpool, 5% take public transportation, and .5% walk. The Project adds 200 linear feet of bike lanes along Pioneer Boulevard, ADA infrastructure upgrades, and sidewalk and pedestrian improvements. Gridley Road is a designated school route within the project/study area. The Project reconstructs Gridley Road Overcrossing by providing wider sidewalks on both sides of the structure and a shoulder for bicycles. The design phase for the Project has

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	been completed, and construction is targeted for the summer of 2025, should additional construction funds become available.
SR-91 Improvements (Central Avenue to Acacia Street)	This operational and safety improvement project is located within a Metro-designated EFC in the City of Compton, and adjacent to non-EFCs in the Cities of Carson and Long Beach in the Gateway Cities Council of Government subregion. The project area is primarily designated for industrial land use. The four largest ethnic groups within the project area are Hispanic or Latino (71.2%), Black or African American (25%), Multiracial Non-Hispanic (0.94%), and Asian (0.94%). The majority drive alone to work (79.2%), carpool to work (11.9%), or take public transit to work (3.8%). Most pedestrian and bicycle activities are expected to take place during the weekday AM and PM peak hours (when workers arrive and depart the workplace) as well as during the noon lunch hour, despite the project area’s industrial land use designation. The Project consolidates multiple ingress and egress points along the corridor to reduce weaving conflicts and potential collisions. In addition, the Project includes mainline and ramp improvements from Central Avenue to Acacia Court and signage upgrades throughout the project area; complete street elements such a Class II buffered bicycle lane with bicycle tolerant drainage grates and conflict zone green paint on eastbound and westbound Artesia Boulevard; bicycle and pedestrian signage and LED lighting in pedestrian/bicycle accessible areas; ADA-compliant curb ramps with high-visibility crosswalks; better bridge access and new sidewalks (on Central and Wilmington Avenues) that eliminate existing gaps/access points to the bridge and intersections between eastbound and westbound Artesia Boulevard; a traffic island with a pedestrian refuge area at Acacia Court/Artesia Boulevard intersection(in the southeast quadrant) with marked high-visibility crosswalks; and ADA compliant pedestrian signals, pedestrian change interval countdown displays at the marked crosswalk, and rectangular rapid flashing beacons, with leading pedestrian interval (LPI) with countdown displays at the eastbound Artesia Boulevard and Wilmington Avenue intersection. Also, as part of the Project, Metro and Long Beach transit bus stops (Bus Route Nos. 51, 60, 61, 130, 132, 202, and 260) at Artesia Boulevard and Acacia Court will be relocated east on Artesia Boulevard to improve access and connectivity. In addition, new concrete bus pads, transit shelters, benches, transit information (kiosks), lighting and other pedestrian enhancements will be provided for better and safer access for all users. The design phase of the Project is underway and expected to be completed in 2025.
I-405 South Bay Curve Improvements- These projects include safety and operational improvements on the freeway mainline and ramp termini between I-105 and Artesia Boulevard, and Main Street and Wilmington Avenue along I-405. All projects have separate environmental review processes inclusive of independent utility and logical termini and community outreach efforts.	
I-405 Auxiliary Lanes (I-105 to Artesia Boulevard)	The Project is within the South Bay Cities Council of Governments subregion and in the cities of Torrance, Hawthorne, Redondo Beach, Lawndale, El Segundo, Manhattan Beach, and unincorporated Los Angeles County. Many of the cities within the project limits are designated within Metro’s Equity Need Index as High and Moderate Needs or an EFC. There are some communities within the project area that is identified in the Caltrans Transportation Equity Index (a tool used to identify transportation-based priority populations); and there is one Metro-designated EFC in the City of Lawndale. The Project constructs seven auxiliary lanes that are between I-105 and Artesia Boulevard to improve mobility and safety along I-

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	405. The Project also includes high-visibility crosswalks, leading pedestrian intervals, visual and auditory pedestrian countdown timers, touchless push buttons, and wayfinding cyclist signage to enable safer travel within the project area. There are several key destinations and marketplaces within the project area that attract people who choose to drive, walk, bike or roll. In addition, the Project will improve access to several elementary, middle, high and adult schools, and El Camino Community College that are east and west of the project area. The proposed improvements are within Caltrans right-of-way and do not displace residents. The final design phase of the Project is nearly completed. The construction schedule for the Project is to be determined in the future.
I-405 Auxiliary Lanes (I-110 to Wilmington Avenue)	The Project is within the South Bay Cities Council of Governments subregion and located in the City of Carson. There are no Metro-designated EFCs within the proposed project area, but there is an EFC within one mile of the project area; and some communities within the project area are identified in the Caltrans Transportation Equity Index. The four largest ethnic groups within the project area are Asian (25%), Black or African American (23.6%), Hispanic or Latino (41%), and White (11.7%). The majority drive alone to work (78.1%) and/or carpool to work (9%); followed by 7.8% that work from home, 2% that take public transportation, 1.9% that walk, 0.2% that bike, and 1.1% that take taxicabs, ride motorcycles, or use other means of transportation. The Project improves access to several key destinations/marketplaces within the project area that attract people who choose to ride, walk, bike or roll. For example, there is the Carnegie Middle School, Bonita Street Elementary School, Carson Event Center, Calas Park, and Torrance Memorial Healthcare Center southwest of I-405; and Del Amo Park and South Bay Pavilion Mall and the surrounding retail plazas northeast of I-405. Twenty-eight percent (28%) of trips are made by people who choose to walk and less than one percent (<1%) of trips are made by people who choose to bike as their primary modes of travel to and from destinations that start and end within half mile of the project limits. The Project is expected to increase access and connectivity; and provide better and safer streets and highways to help connect residents to jobs and other key community destinations. The proposed improvements are within Caltrans right-of-way and do not displace residents. The Project is in the environmental phase. The circulation of the Draft Environmental Document for the Project is expected early next year (2026).
SR-14 Improvements (Newhall Avenue Undercrossing to Pear Blossom Highway)	SR-14 is an interregional commuter corridor that provides access between the Antelope and Santa Clarita Valleys and to the Los Angeles Central Business District (LACBD) and other employment centers south of SR-14. Commuter traffic originates mainly from the cities of Palmdale, Lancaster, Santa Clarita, and other unincorporated communities within north Los Angeles County. North Los Angeles County continues to experience population growth due to its affordable housing market (compared to other areas of Los Angeles County) which results in high traffic volumes along SR-14 in the southbound/westbound directions during the morning peak hours, and similar high northbound/eastbound traffic volumes during the afternoon peak hours. The Project is within the North Los Angeles County subregion. Communities within the project area in the cities of Lancaster, Palmdale, Santa Clarita, and unincorporated Los Angeles County fall within Metro’s Equity Need Index designation of Very High Need, High Need and Moderate Need areas, inclusive of EFCs, and Caltrans’ Equity Index. Project segments currently operate near or over capacity during these peak hours.

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	Within the project segments, mandatory lane changes and vehicle weaving movements between closely spaced interchanges contribute to collision rates that are higher than the statewide average. The proposed improvements are expected to benefit users by providing more reliable travel times and reducing the potential for collisions/injuries for commuters that travel from North Los Angeles County to LACBD. The circulation of the Draft Environmental Document for the Project is expected at the end of next year (2026).
City of Malibu Projects	
Malibu Pacific Coast Highway (PCH) Projects- The Malibu PCH Projects are not located within or directly adjacent to EFCs. Safety and operational improvements are being proposed along this corridor to reduce speeds and collision rates, enhance safety through increased use of traffic monitoring cameras, and provide better and safer access for those who choose to walk, roll, cycle or drive. Malibu is particularly susceptible to mud slides and rockslides during heavy rains, and in some instances, emergency maintenance contracts are let by the State (Caltrans) to clean up the roadway, repair roadway damage and restore traffic operations.	
PCH Signal Synchronization Project (John Tyler Drive to Topanga Canyon Boulevard)	The Project includes communication upgrades, installation of traffic control system, changeable message signs, and CCTVs, the relocation of traffic signal poles and pedestrian safety treatments. The scope of work for the Project was amended to include additional safety-related enhancements such as pedestrian signals and red-enforcement cameras to monitor traffic. The proposed improvements are along the Pacific Coast Highway/ SR-1 from John Tyler Drive to Topanga Canyon Boulevard. Although there are no EFCs within the project area, there are several popular and key destinations on PCH that are near the Project such as Pepperdine University, Malibu County Mart, Malibu Village Mall, Malibu Lagoon State Beach, Malibu Bluffs Park, Malibu Pier, The Getty Villa, and various local and State operated beaches that attract locals and tourists who may use various modes of transportation while traversing to and through the project area. Project construction is underway and is expected to be completed in December 2025.
Malibu PCH Trancas Canyon Road Intersection Improvements	The Project includes a new right turn lane on the westbound side of PCH and traffic signal upgrades to improve traffic operations and access; and enhance safety for all roadway users. Although there are no EFCs within the project area, there are several popular and key destinations on PCH and near the Project such as Trancas County Market, Trancas Beach and Zuma Beach that attract locals and tourists who may use various modes of transportation while traversing to and through the project area. The Project is in the design phase.
Malibu PCH and Las Floras/Rambla Pacifico Intersection Improvements	Safety and efficiency improvements are proposed at the Las Floras/Rambla Pacifico intersection to optimize traffic operations and improve access for all roadway users. Although there are no EFCs within the project area, there are several popular destinations, restaurants and various local businesses and La Costa Beach in proximity to the Project that attract locals and tourists who may use various modes of transportation while traversing to and through the project area. It is anticipated that the design phase of the Project will begin in Spring 2025.