

PROGRAM MANAGEMENT EQUITY ASSESSMENTS

Program Management Capital Projects	
Major Projects	
Project Name	Equity Assessment
1 Airport Metro Connector (AMC)	<p>The AMC project is located along the Metro K Line which includes a light rail station, bus plaza, bicycle parking, customer service center, passenger pick-up and drop-off area, and direct connection to the future LAX Automated People Mover (APM). The station will provide an affordable, faster connection to the airport, which lowers travel costs for travelers and employees, including many hospitality workers and other service industry workers near LAX. The rail line goes through neighborhoods with high concentrations of people of color, limited English proficiency households, and low-income households. One hundred percent (100%) of this project is within or adjacent to Equity Focus Communities (EFC) and the station will provide them with direct access to the rest of the Metro rail system.</p>

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2	West Purple Line Ext. 1 (Metro D Line)	<p>This project extends Purple (D Line) from Koreatown through Miracle Mile, adding three new stations at Wilshire/La Brea, Wilshire/Fairfax and Wilshire/La Cienega. This extension will provide access to jobs, attractions, and hospitals such as Los Angeles County Museum of Arts, Restaurant Row, Beverly Center, and Cedars Sinai Medical Center. The D Line Extension 1 alignment travels through the Wilshire-Koreatown, Pico/Union, Olympic Park, Miracle Mile, Larchmont communities where fifty percent (50%) or more are people of color. In Pico/Union, the percentage of people of color is over seventy percent (70%), and in the Wilshire-Koreatown neighborhood is over ninety percent (90%). These Equity Focus Communities (EFC) neighborhoods will benefit from this project by providing faster travel options to West Los Angeles and improve transit access to jobs along the corridor. Community relations and public outreach events for this project include quarterly virtual stakeholder meetings, door-to-door and weekly email distribution for construction impact notices, information booth at community events, and direct stakeholder field and site visits. Community presentations highlight Metro's Eat Shop Play and Business Interruption Fund construction mitigation programs. The Eat Shop Play program supports local businesses by providing print/digital ads and social media and email marketing. The Business Interruption Fund provides financial assistance to small "mom & pop" businesses directly impacted by the project's construction.</p>

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3	Gold Line Foothill Ext. Phase 2B (Metro A Line)	This project will extend the Metro A Line 9.1 miles to the east from Glendora to Pomona with connections to the Metro B and D Lines. By increasing transportation options, and decreasing travel times, the population along the project corridor has faster access to attractions, job opportunities, and education within the San Gabriel Valley, Los Angeles County; which before were only accessible by taking several buses. This project allows rail travel to destinations such as La Verne University, Claremont Colleges, Pomona Colleges, Pomona Valley Hospital, Los Angeles County Fairplex, and Raging Waters. Twenty five percent (25%) of the project corridor is within Equity Focus Communities (EFCs) such as Azusa and Pomona with people whom are primarily Black, Indigenous, and other People of Color (BIPOC), have disabilities, and households with low incomes.

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4 Division 20 Portal Widening Turnback	<p>This project will provide enhanced rail service by upgrading Division 20 's rail yard. The Division 20 Portal Widening Turnback Project was designed to reconstruct the key facilities where all revenue service trains for the B and D Lines are dispatched, serviced, and maintained to provide more efficient service. This project includes widening a rail tunnel south of the US-101 Freeway, building a new turnback facility, and readjusting rail storage. The widening of the portal will allow more trains and reduce headways after the expansion of the Purple Line Extension (D Line). This project will have an indirect impact to Equity Focus Communities (EFCs) by speeding up train service for the Metro B and D Lines. (See project numbers 2, 5, and 8 for more information regarding the D Line Extension). The project made a nine-teen percent (19.34%) Small Business Enterprise (SBE) commitment and a three percent (3.31%) Disabled Veteran Business Enterprise (DVBE) commitment to support EFC's within or adjected to this project, primarily supporting neighborhoods along the D Line.</p>

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5	West Purple Line Ext. 2 (Metro D Line)	<p>This project extends the Metro D Line from Miracle Mile through Beverly Hills and into Century City, adding two new stations at Wilshire/Rodeo and Century City/Constellation. The alignment will allow travelers access to Beverly Shopping Center, Westfield Century City Mall, Museum of Tolerance, and Century City Play House. The project will increase service frequency, reliability and community access to housing, jobs, educational, medical and entertainment needs. This extension of the Purple (D) Line specifically impacts riders of the system from marginalized communities that travel along Metro's B and D Lines. The project will provide access for riders traveling from Equity Focus Communities (EFCs), such as Downtown and Koreatown with neighborhoods with high concentrations of people of color, limited English proficiency households, and low-income households, to resources and amenities within the project area. The Community Relations team produces and distributes construction work notices, which include specific construction location updates, weekly construction work updates, and monthly look ahead notices. They also conduct outreach for community meetings including distribution of digital notices, direct emails, mailed postcards, social media, and paid online and print advertising. The project's invitations for community meetings offer interpretation or translation services upon request, and all public meetings are held in locations that comply with Title IX. The project continues efforts on behalf of Eat Shop Play and Business Interruption Fund in Century City and Beverly Hills.</p>

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<p>6 I-5 North County Enhancements</p>	<p>The project consists of enhancements to the I-5 highway including the addition of a 14 mile High Occupancy Vehicle (HOV)/ carpool lane, extension of the northbound truck lane, additional soundwalls to the truck lane and four other locations, replacement of the Weldon Canyon Bridge, and Intelligent Transportation System (ITS) improvements. These enhancements will augment safety on the freeway by increasing access for merging and offering trucks a separate lane from the general-purpose lanes (GPLs) and are expected to provide a much faster and smoother driving experience in the area for locals and travelers. This project is not within or adjacent to Equity Focus Communities (EFCs). However, this project will have an indirect impact on Equity Focus Communities (EFCs) by providing a better commute experience through the project corridor once complete. The project also made a 13.01% Small Business Enterprise (SBE) commitment to support EFCs within the county.</p>

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7 G Line BRT Improvements	<p>The G-Line BRT Improvements project will upgrade the existing 18-mile bus lane stretching from North Hollywood to Chatsworth in the San Fernando Valley region. Eighty-eight percent (88%) of this project’s stations are within or adjacent to Equity Focus Communities (EFCs). Neighborhoods that will benefit from this project are primarily Black, Indigenous, and other People of Color (BIPOC), have disabilities and, lower income households. Upgrades include grade separations on major streets, bike path improvements, better signal priority technology and a four-quadrant gating system. This will provide quicker access to Metro B rail line, Universal Studios, Pierce College, Los Angeles Valley College, and City Walk. The project will allow access to jobs, health care, and education by providing safe and cost-effective improvements to operating speeds, capacity, and safety, while addressing passenger needs and minimizing disruption to San Fernando Valley residents. Community relations and public outreach events for this project include direct field visits, pop-up outreach at G Line stations, bike path and community events, presentations to the Metro Service Council, local area Neighborhood Councils and chambers of commerce, briefings for local elected officials, collateral material distribution, and regular in-person and virtual community update meetings. Community presentations and informational materials are provided in English and Spanish, and bilingual staff and professional language interpreters are available at community meetings.</p>

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8	West Purple Line Ext. 3 (Metro D Line)	<p>This project will extend the existing D Line by adding 2.56 miles of new rail along with two stations at Westwood/UCLA and Westwood/VA Hospital. Fifty percent (50%) of this project’s stations are within or adjacent to Equity Focus Communities (EFCs). This project goes through areas with high populations of people with disabilities and low-income households. EFCs will benefit from the construction of this project by increasing access to West LA Veteran Administration Campus, UCLA, and UCLA medical center. The project will provide greater operational safety, decrease travel time, improve air quality, and increase access to the corridor, especially for people with low-incomes who work along, but may not live near the corridor and are reliant on public transportation. Community relations and public outreach events for this project are quarterly virtual stakeholder community meetings, door-to-door and weekly email distribution of project construction notices, community open houses, information booths at community events, briefings with LA City Council and administrators for the West VA Medical Center, and direct stakeholder field and site visits. Community presentations highlight Metro’s Eat Shop Play and Business Interruption Fund construction mitigation programs.</p>

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9 North Hollywood to Pasadena BRT Project	<p>North Hollywood to Pasadena BRT project is a 19-mile Bus Rapid Transit corridor with 22 stations. The Project serves as a key regional connection between the San Fernando and San Gabriel Valleys. Providing travelers access points to communities of North Hollywood, Burbank, Glendale, Eagle Rock, and Pasadena for people living along the corridor. Each community has dense residential populations and many cultural, entertainment, shopping, and employment areas throughout, including the NoHo Arts District, Burbank Media District, Glendale Galleria, Americana at Brand, Eagle Rock Plaza, and Old Pasadena. Sixty percent (60%) of this project's stations are within or adjacent to Equity Focus Communities (EFCs). The project goals are to advance transit service, improve accessibility for disadvantaged communities, and enhance connectivity to Metro and other regional transit services. This project will serve as a feeder line, connecting commuters to Metro's B and E Lines, which were previously not accessible before this project. The outreach strategy includes multilingual outreach materials (English, Spanish, Armenian, Tagalog), live-translation during meetings, accessible meeting times and locations, regular updates via a mailing list, and transit-intercept surveys to reach current riders who were otherwise unable to attend meetings. Public hearings also take place where stakeholder questions and concerns are answered. Along with robust stakeholder engagement and focused outreach activities to better engage transit riders and EFCs to inform the planning and project information that will continue during design and construction activities.</p>

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10	I-105 Express Lanes	<p>Improvements on the I-105 corridor are in the cities of El Segundo, Inglewood, Hawthorne, Los Angeles, Lynwood, South Gate, Paramount, Downey, Norwalk, and portions of unincorporated Los Angeles County. The improvements will convert the existing HOV lane to one or more High-Occupancy Toll (HOT) lanes, referred to as express lanes. This project is broken into 3 segments. Segment 1: I-405 to Central Ave; Segment 2: Central Ave to 1-710; Segment 3: 1-107 to Studebaker Road. Ninety two percent (92%) of this project is within or adjacent to Equity Focus Communities (EFCs). EFCs comprise approximately six miles of the sixteen-mile-long corridor. In the one-mile area around the I-105, about ninety-four percent (94%) of the total population of 536,000 is minority (70.3% Hispanic, 19.6% African American, 3.5% Asian, 0.6% American Indian) based on 2018 data. Of the 142,000 households living in this area, 22% earned below the poverty level (\$25,900 for a family of four) and twenty-six percent (26%) earned less than \$25,000 annually. To ensure low-income households are afforded equitable access to the ExpressLanes and benefits, Metro's Low Income Assistance Plan and Transit Rewards programs will help lower the costs of opening and maintaining an ExpressLanes account. Outreach to EFCs are conducted through roundtable meetings, partnerships with Community Based Organizations, and pop-up events at various transit locations and community events. The Diversity and Economic Opportunity Department (DEOD) established a twenty-two percent (22%) Disadvantaged Business Enterprise (DBE) commitment.</p>

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11 East San Fernando Valley Transit Corridor	<p>The East San Fernando Valley Light Rail Transit Project is a 6.7 mile along Van Nuys Blvd which includes 11 new stations and a maintenance and storage facility. The project will connect communities of Van Nuys, Panorama City, Arleta, and Pacoima. One hundred percent (100%) of this project's stations are within or adjacent to Equity Focus Communities (EFCs). This project will provide better connectivity to other communities and Van Nuys MetroLink, Metro G Line, employment opportunities, and recreational activities for communities within and adjacent to the project. EFCs consist of neighborhoods with high concentrations of people of color, limited English proficiency households, and low-income households. The communities are engaged and supported during the construction of the project through programs such as the Community Leadership Council (CLC), and partnerships with Community Based Organization (CBO) whom provide information in both English and Spanish. Through Metros construction mitigation programs such Eat Shop Play, Business Interruption Fund, and the Business Solutions Center, we provide support to local, small businesses. The Eat Shop Play program supports local businesses by providing print/digital ads and social media and email marketing. The Business Interruption Fund provides financial assistance to small "mom & pop" businesses directly impacted by the project's construction. The Business Solution Center provides hands-on business assistance and support services to small businesses impacted by the construction of the project. In addition to the programs referenced above, Metro through its contractor SFTC, plans to launch a Cultural Competency Plan. When approved, this plan will focus on three major areas: understanding the local community, local hiring and local contracting opportunities, and finally a</p>

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	careers academy. This is in addition to a nine-teen percent (19.33%) Disadvantaged Business Enterprise (DBE) commitment for Phase 1 (Preconstruction).
12 Southeast Gateway Line	Metro’s plan for better transit includes a new light rail transit (LRT) line to southeast Los Angeles. This project connects Artesia, Cerritos, Bellflower, Paramount, Downey, South Gate, Cudahy, Bell, Huntington Park, Vernon, and unincorporated Florence-Firestone, to downtown Los Angeles. Connecting Metro’s A, C, and Regional Connector rail lines as a feeder line will provide alternatives to driving and create more access to opportunities. This project will include nine new stations and up to five parking facilities allowing access to destinations such as the Grammy Museum, Cerritos Sculpture Garden, and Birmingham Museum of Art. Equity Focus Communities (EFCs) in the area have a population that is sixty-five percent (65%) Black, Indigenous, and other People of Color (BIPOC) of the total study area population, and Hispanic/Latino groups alone account for fifty-one percent (51%) of the study area population. In addition, forty-four percent (44%) of study area residents live below the poverty level, compared with the county average of thirty-three percent (33%). The project will benefit communities through the addition of a new high-quality reliable transit service that will increase mobility and connectivity for the historically underserved communities in the corridor, help to address mobility disparities, and provide residents with increased access to employment, health, and education opportunities.

