

ATTACHMENT B: COUNTYWIDE PLANNING MAJOR PROJECT STATUS

Equity Assessments (Baseline)	
Transit and Active Transportation	
West Santa Ana Branch	Entire corridor is an Environmental Justice Community, based on the Council on Environmental Quality (CEQ) Environmental Justice Guidance under the National Environmental Policy Act. The Project will incorporate 2022 Equity Focus Communities (EFC) information and data in its Final EIS/EIR analysis.
Eastside Transit Corridor Phase 2	EFCs are located within a half mile of every station proposed. The Project will benefit communities along the eastern portion of LA County. The full project alignment traverses six (6) EFCs, and there are 2,281 transit-dependent households along the project alignment and 1,828 households along the LPA. This information was presented when the Board selected the LPA in November 2022. The LPA recommendation to Greenwood will serve the highest concentration of EFCs in East LA and the cities of Commerce and Montebello.
Sepulveda Transit Corridor	EFCs have been identified within the study area in San Fernando Valley and near UCLA. The project team will use the 2022 EFC definition for upcoming analyses supporting the CEQA process.
Green Line Extension to Torrance	One of the three cities in the 4.5-mile light rail extension qualifies as an EFC (based on 2022 updated data). The Project will expand transit service and accessibility to major job centers in the South Bay that will better serve low-income, zero-vehicle households, and Black, Indigenous, and/or People of Color (BIPOC) populations throughout the county who make up most of the Metro's existing rail ridership.
LA River Path	Prior analyses found that approximately 29% of the population within 3-miles of the project lives in poverty, with 92% of the population being people of color (BIPOC) with limited English proficiency. 79% of the population is Latino and more than 22% of the population relies on multi-modal transportation options for getting to work, including walking, bicycling, and taking public transit. The project team will incorporate updated 2022 EFC data as the Draft EIR is nearing release.
Vermont Transit Corridor	Entire corridor is within EFCs and consists of 69% people of color, 32% of households below poverty level, 67% transit dependent households, and 23% of the population commuting to work via transit. In August 2022, Metro Board received an update on the CBO Partnership activities for this project, and a discussion on outreach to EFCs along this corridor. The project team will incorporate the 2022 EFC data in upcoming studies, currently under procurement.
Rail to River Segment B	Randolph Street was recommended to the Board as part of the 2022 Supplemental Alternatives Analysis in part due to community and stakeholder feedback. The Randolph Street corridor is mostly within or adjacent to EFCs. The project team will use the 2022 EFC data for upcoming analyses for environmental clearance.

East SFV ROW Study	The 2.5-mile corridor traverses disadvantaged, densely populated, and underserved communities where access to premium transit service is limited. There is a high concentration of minority and transit-dependent communities residing in proximity to this 2.5-mile corridor, which includes the EFC of Pacoima and City of San Fernando. The Board authorized this study to address safety and mobility improvements along the ROW study area. Findings from the study will be used to recommend strategies to avoid and/or minimize potential harms and impacts to these communities, while maximizing mobility benefits.
K Line Northern Ext	Study area includes EFCs and has a significant proportion of transit dependent residents. Transit dependent residents are disproportionately impacted by long travel times and crowding on the existing transit system. Study area includes EFCs and has a significant proportion of transit dependent residents. Transit dependent residents are disproportionately impacted by long travel times and crowding on the existing transit system.
Arts District 6 th Street Station	The station under study would support transportation, mobility, and accessibility needs of the Arts District, Boyle Heights, Little Tokyo and surrounding communities by providing high quality fixed route transit service to a rapidly growing community. Staff is currently preparing the CEQA analysis. Later stages of the study will include analysis of access for EFCs.
Complete Streets & Highways	
91/605/405 Hot Spots Program	<p>The 91/605/405 Hot Spots Program includes a suite of projects within and adjacent to EFCs. All projects have separate environmental review processes and community outreach. All affected communities and the Gateway Cities COG are actively engaged in the project development process.</p> <p>Where possible, multimodal improvements will be included to improve transit, pedestrian, and cyclist access and safety.</p>
I-405 South Bay Curve Improvements	<p>These projects include safety improvements on the freeway mainline and at the ramp termini between I-105 and Artesia Blvd and Main St and Wilmington Ave on I-405. All projects have their own separate environmental review process inclusive of independent utility and logical termini. There are two EFCs within the proposed project areas; however, the improvements are planned within the freeway right-of-way, and will not require residential displacements.</p> <p>Where possible, multimodal improvements will be included to improve transit, pedestrian, and cyclist access and safety. Public involvement efforts include providing multiple opportunities for stakeholders and the public to review and provide feedback on project related information.</p>
SR-14 Improvements – North County	Some communities within the cities of Lancaster, Palmdale, Santa Clarita, and unincorporated Los Angeles County fall within Metro designated EFCs. Travel by vehicle is the primary method by which commuters of all incomes access the Los Angeles Basin via SR-14. Safety improvements to SR-14 are anticipated to benefit

	<p>travel to and from these communities. The Project Development Team will be inclusive of community members for the selection of methodology and development throughout the environmental clearance phase of the project.</p> <p>Anticipated benefits include addressing traffic safety concerns (higher than state average collision rates), bottleneck removals (where there are lane gaps), realigning ramps, modifying structures, constructing retaining walls, and modifying drainage. The environmental document will evaluate a broad range of alternatives inclusive of multimodal elements.</p>
SR-57/SR-60 Interchange Improvements	<p>The Project area is not located within or directly adjacent to EFCs. Implementation of the project will not result in the displacement of, or other negative impacts to, disadvantaged or low-income communities. EFCs are located within 10 miles to the east, northeast, and west of the project location.</p> <p>The San Gabriel Valley Council of Governments (SGVCOG) is leading the construction phase. Metro will continue to support the SGVCOG public outreach efforts during construction.</p>