

UPDATED EQUITY BASELINE ASSESSMENTS

TRANSIT AND HIGHWAY CAPITAL PROJECTS	
Transit Projects	
Project Name	Equity Assessment
Eastside Transit Corridor Phase 2	Equity Focused Communities (EFCs) are located within half a mile of each of the 7 proposed stations. The Project will benefit communities along the eastern portion of LA County. The full 9-mile project alignment traverses six (6) jurisdictions or neighborhoods with EFCs, and there are 2,281 transit-dependent households along the project alignment and 1,828 households along the 4.6-mile initial operating segment to the Greenwood Station. The Project will benefit these EFCs and other communities along the eastern portion of LA County and the cities of Commerce, Montebello, Pico Rivera, Santa Fe Springs, and Whittier. The LPA 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.
K Line Extension to Torrance	Lawndale, one of the three cities in the project area, includes EFCs (based on 2022 updated data). Travel patterns and projected ridership show that the Project will expand transit service and accessibility for many EFCs to connect to major job centers in the South Bay and serve low-income, zero-vehicle households, and Black, Indigenous, and/or People of Color (BIPOC) populations throughout LA County who make up most of Metro's existing rail ridership.
Link Union Station (LINKUS)	The Link Union Station Project (Link US Project) addresses existing and future capacity constraints at Los Angeles Union Station (LAUS). The Project would transform LAUS from a stub-end terminal into a run-through station by extending ten platform tracks from their current termini over U.S. Highway 101 (US-101) and adjacent local streets to connect with the mainline tracks along the west bank of the Los Angeles River. Additional Project elements include replacement of the existing pedestrian passageway beneath the platforms and tracks with a new, expanded passageway, as well as off-site railroad improvements at the Burlington Northern Santa Fe (BNSF) Railroad Malabar Yard in the City of Vernon. LAUS is Southern California's primary multimodal transportation hub, serving multiple counties with a combined population exceeding 20 million people. By 2040, weekday passenger activity at LAUS is forecast to increase from approximately 110,000 to more than 200,000 passenger trips. The Link US Project is proposed to increase regional and intercity rail capacity, improve transit connectivity, enable seamless one-seat rides across Southern California's rail network, and accommodate the planned California High-Speed Rail system at LAUS. Importantly, the Project advances equity objectives by improving access to reliable, affordable, and high-quality transit for transit-dependent populations and equity-priority communities across the region. Enhanced rail connectivity at LAUS would expand access to jobs, education, healthcare, and essential services, while investments in safety, accessibility, and passenger amenities would ensure that the benefits of the Project are equitably distributed. Together, these improvements would support state, regional, and local sustainability, climate, and equity goals while positioning LAUS as a world-class transit and mobility hub.

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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 2024, Metro staff conducted a CBO Partnership meeting to discuss both the near-term improvements and the future BRT project. Metro is currently partnered with 30 CBOs on the Vermont Transit Corridor Project. Additional community meetings, with the help of our CBOs, will be held in early October 2024.
Rail to River Active Transportation Corridor (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.
Los Angeles River Path	Prior analyses found that approximately 23% 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. 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 has updated the baseline, based on 2022 EFC data.
Antelope Valley Line – East San Fernando/Pacoima Metrolink Station and Mobility Hub	The Project is located in the city of Los Angeles along the Metrolink AVL. There are multiple Equity Focus Communities (EFC) in the vicinity of the Pacoima Metrolink Station. The study area includes the city of Los Angeles neighborhood of Pacoima, which was identified as an EFC in prior analyses. Equity assessments, including an examination of the potential benefits to residents living within a half mile of the Pacoima Metrolink and ESFV LRT stations, were conducted as part of the prior Study. Census tract data for the year 2020 were used in correlation with Metro's 2022 EFC Map. This Project will support compliance with the Americans with Disabilities Act (ADA) to improve, enhance, and ensure safer, more equitable pedestrian access at this new Pacoima Metrolink Station and mobility hub.
K Line Northern Extension	Study area includes EFCs in Mid-City 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 and services. Transit dependent residents are disproportionately impacted by long travel times and crowding on the existing transit system.

TRANSIT AND HIGHWAY CAPITAL PROJECTS	
Complete Streets and Highways Projects	
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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 Corridor Multimodal Improvement Project (CMIP) from I-10 to I-105	The Board recently authorized staff to resume work on the I-605 CMIP environmental phase with an emphasis on developing and implementing safety and multimodal projects, expanding community outreach efforts, and avoiding the displacement of residences. The CMIP study area

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	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 CMIP 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 CMIP study area drive alone, 10% carpool, 4% take transit, 2% walk, and .5% bike. The CMIP 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/Valley Boulevard Interchange Improvements	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 (SGVCOG) 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% carpooled 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. Caltrans issued the Right of Way Certification and Encroachment Permit for construction of the Project on April 17th and April 20th, respectively. Construction by the SGVCOG is scheduled to begin at the end of the year (December 2026). SGVCOG will convene preconstruction public/community engagement meetings.

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I-405 ExpressLanes Project-Sepulveda Pass	I-405 is a major north–south interstate freeway in Los Angeles County that serves critical interregional travel and goods movement. The segment between I-10 and US-101 through the Sepulveda Pass is among the most congested corridors in the nation. The proposed project would convert existing high-occupancy vehicle (HOV) lanes to High-Occupancy Toll (HOT) lanes and may add a second managed lane in each direction. Given the substantial and recurring congestion on the I-405, implementation of ExpressLanes is expected to improve travel-time reliability, safety, and overall person throughput. ExpressLanes utilize dynamic tolling to manage demand, providing more consistent travel times and offering travelers—including carpoolers, transit users, and toll-paying drivers—more reliable and predictable travel options. Importantly, the ExpressLanes program incorporates equity considerations by maintaining free or reduced-cost access for eligible low-income users, supporting enhanced transit services in the corridor, and reinvesting net toll revenues into transportation improvements that benefit disadvantaged and equity-priority communities.
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 Improvements (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 in summer 2026.
SR-14 North Los Angeles County Safety & Mobility Improvements (I-5 to Agua Dulce Canyon Road)	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

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	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. 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 in Summer 2027).
Complete Streets and Highways Projects- No Longer Being Reported	
The following projects are no longer reported quarterly because the projects are being transitioned to the construction phase for implementation or the subregion elected to pause work on the project or terminate the project. Updates on the project development of Malibu projects are no longer requested by the Board. Notice of this change was reported during the July 2025 and October 2025 Planning & Programming Committee Meetings. • I-405 Auxiliary Lanes (I-105 to Artesia Boulevard) • I-605/Beverly Boulevard Interchange Improvements Project • Malibu PCH Trancas Canyon Road Intersection Improvements • Malibu PCH and Las Floras/Rambla Pacifico Intersection Improvements • PCH Median and Channelization Project (Webb Way to Puerco Canyon Road) • PCH Signal Synchronization Project (John Tyler Drive to Topanga Canyon Boulevard) • SR-91 Westbound Improvements (Alondra Boulevard to Shoemaker Road) • SR-91 Improvements (Central Avenue to Acacia Street) To obtain the last Equity Assessment Baselines reported for the above referenced projects, please refer to the April 2025 Countywide Planning Major Project Status Board Report (2025-0140) -Attachment B.	