



EB SR-91 Atlantic Av to Cherry Av Auxiliary Lane Improvements Project

Frequently Asked Questions

In response to questions received by Metro during the June 25, 2024, project update community meeting, the following FAQ was developed to address community questions.

- 1. What are Metro and Caltrans commitments, post-project, for maintenance, upkeep, and homeless under the freeway? Please provide regular updates to Gateway Cities Service Council. Continue to keep the community engaged. How can residents report problems and/or violations by staff?**

Metro recognizes that the crises of homelessness, drug addiction, and untreated mental illness have impacted local communities, particularly where unhoused individuals are sheltering near freeways. Caltrans is responsible for assisting individuals experiencing homelessness after completing the EB SR-91 Project and within their right-of-way. Otherwise, homeless outreach under the freeway is the responsibility of the local jurisdiction. Residents can contact Caltrans at the following link <https://csr.dot.ca.gov/> to report maintenance concerns or call Caltrans District 7 Maintenance Support phone number at 213-897-4426.

The project will provide regular construction updates on the EB SR-91 Project to the Gateway Cities Service Council and the community.

During construction, the contractor is responsible for the maintenance and upkeep within the project boundaries. Community residents can contact the project for any inquiries or to report any project-related issues at 213.922.4091 or communityrelations@metro.net.

- 2. How does the city intend to get air filtration units to the citizens of the Hamilton neighborhood?**

The City of Long Beach Department of Health and Human Services (Health Department) works closely with Metro to distribute air filtration units directly to residents within 750 feet of the EB SR-91 Atlantic to Cherry Project. To see if you are eligible, please complete the following survey, and the Health Department will contact you with more information: www.bit.ly/91ResourcesLB. If you are unable to complete the form online, please call 562.570.7907.

- 3. When is Caltrans going to take care of the weeds growing through the fence between Myrtle Av and Orange Av? No one can walk through, and the sidewalk has not been maintained in two and a half years.
A big concern is the fire hazard caused by the weeds on Caltrans property.**

Caltrans has confirmed that the work to remove the weeds will begin within the next 2 weeks and continue intermittently, as their schedule allows, until completed. Caltrans maintenance will begin EB SR-91 at Myrtle Av through Lewis Av on July 10th. Then, Caltrans will remove weed from Lewis Av to Cerritos Av on July 11th. On July 12th, Caltrans will complete the small area from Cerritos Av to Orange Av. Following these activities, Caltrans will monitor the entire strip of Myrtle Av to Orange Av to mitigate the re-growth of the weeds. For more information, please contact Caltrans District 7 Maintenance Support at 213-897-4426.

The contractor for the EB SR-91 Project is responsible for vegetation control within the project limits, along 67th St, between Atlantic Av and Cherry Av. Existing vegetation will be removed as part of each stage of construction. Vegetation between Myrtle Av and Orange Av will be removed during Stage 2, as early as May 2025. Metro will monitor the contractor's compliance throughout construction.

Maintenance of sidewalks on frontage streets outside the project's limits is under the City's jurisdiction.

- 4. What is Metro/Caltrans/the City going to do about increased traffic going through the neighborhood, specifically down 68th St?**

An increase in street traffic is not anticipated because of this project. However, there will be temporary detours on 68th St throughout construction. Detours will only be implemented on weeknights from 10pm to 5am and only on the weekends will the 91 freeway undercrossing (UC) need to be closed. Construction notices alerting the public will always be distributed before construction activities commence and provide details about street closures, related detours, and any other potential impacts. They will be distributed to impacted residences and

businesses via social media platforms, Metro's project website. Community residents can contact the project with any inquiries or to report any project-related issues at 213-922-4091 or communityrelations@metro.net.

In addition to construction notices, portable changeable message signs (PCMS) will be placed on local streets approaching Route 91 UC one week in advance with pre-event advisory messages to inform motorists of upcoming street closures. During the street closure, PCMS will be installed at locations before decision making points to guide motorists around the closures.

5. If birds were smart enough to avoid Caltrans area, how can there be no harm to the humans?

Based on biological survey conducted on January 22, 2019 and included in the Mitigated Negative Declaration document (pg167), multiple bird species were observed foraging or flying over the Biological Study Area. These common species include the black phoebe (*Sayornis nigricans*), red-tailed hawk (*Buteo jamaicensis*), American crow (*Corvus brachyrhynchos*), and yellow-rumped warbler (*Setophaga coronata*). In addition, cliff swallow nests were observed on a bridge column.

6. Is the widening still 12 to 22 FT? What is a safe decibel level to constantly be subjected to? My yard ranked from 75 to 85 (At 5:30 PM today) from traffic from 91, and my house constantly vibrates. If I change my windows and insulate my walls, will Caltrans reimburse through the damages program to protect my home and my family from the constant noise? I live directly across the street from 91.

Yes, it is correct that the widening is between 12 to 22 ft, except for the area adjacent to the Atlantic Av on-ramp to about the Myrtle Av under crossing, where it varies up to about 24ft.

A noise study was performed as part of the environmental process and all State and Federal traffic noise impact regulations were followed. Per the Environmental Commitment Record (ECR), noise will be monitored per the contract requirements. For example, the contractor is required to monitor the current noise levels and not exceed 86 dBA at 50 ft from job site activities between the hours of 9pm to 6am. Metro will monitor the contractor through construction for compliance.

7. Can you provide feral cats to assist with rats once you demolish the wall? Park/landscape - will the city improve on the upkeep of trimming trees/maintaining the landscape? Homelessness - I'm concerned that there will be an increase in homelessness at the park,

as we are already experiencing. We are more at risk for pedophiles. Can you add a stop sign at 67th/Lime Av? I'm tired of people speeding/proceeding without care or concern as they turn South on Lime Av flying to Starbucks.

The City of Long Beach has confirmed that it does not provide feral cats for pest control but directed the public to learn more about its services at <https://www.longbeach.gov/acs/>.

The City will apply for a maintenance agreement with Caltrans so the City can maintain the Hamilton Loop in the long term. The city shared that there is always the possibility of an increase in people experiencing homelessness in public spaces, but their hope is that the Hamilton Loop will draw and encourage activation by the community to ensure positive uses of the space. They can explore design options to discourage camping/overnight use. In the design phase, the city will look at different traffic calming options along the route to reduce traffic speeds, including at that intersection.

8. Will the signage be in other languages than English? Will the residents have access to Metro staff in other languages than English? How many feet the new auxiliary lane will take from the other lanes?

Informational, directional, and regulatory signage on Caltrans and Public right-of-way must be in English. However, all construction notices will be translated into Spanish. Under Metro's Public Participation Plan, Metro will provide translations in other languages if necessary. To learn more about Metro's Public Participation Plan, please follow this link www.metro.net/projects/public-participation-plan-development. Community residents can contact the project for any inquiries or to report any project-related issues at 213.922.4091 or communityrelations@metro.net.

The auxiliary lane will not take footage from other lanes. At the completion of the project, the width of the general-purpose lanes will be 12 feet.

9. How close will the freeway be to the adjacent home after the project is finished?

The distance from the freeway to homes will range between 50' to 100' from the new sound wall.

10. There has been debate about widening freeways and safety (road and environment) where can residents find the findings that the widening will be beneficial?

This is a safety improvement project and operational improvement project. Improvements include:

- Traffic Operations:
 - The addition of an auxiliary lane on EB SR-91, from the SB I-710 Connector On-Ramp to the Cherry Av Off-Ramp, will improve traffic conditions by lengthening the lane to allow for easier, less congestive maneuvering between lanes.
 - This project will enhance PM peak hour HOV lane operations, reduce congestion-related accidents, and improve overall mobility in the area.
- Congestion and Safety Benefits:
 - The auxiliary lane will reduce vehicle queues and enhance safety.
- Extending the HOV lane entry/exit points to the west and east will provide earlier access, allowing HOV vehicles more time to merge smoothly.
- On-ramp Extension:
 - The Atlantic Av On-Ramp will be lengthened by 500 feet, increasing the ramp meter limit line.
 - This will expand vehicle storage from 280 feet to 780 feet per lane, accommodating future traffic volumes through 2045.
 - By providing adequate storage space, the risk of vehicle spillover onto local streets will be minimized.

The environmental document prepared for this project provides details. The Mitigated Negative Declaration (MND)/Finding of No Significant Impact (FONSI) report can be found at this link: <https://ceqanet.opr.ca.gov/Project/2020120326>.

Furthermore, table 13 (page 49) of the environmental document demonstrates the need for safety improvements. The total accident rates range from about 30 percent to about 73 percent higher than the total statewide average accident rate, except for the segment between the Long Beach Boulevard interchange and the I-710 interchange, where the actual total accident rate is about 107 percent higher than the total statewide average accident rate.

11. This project uses vehicles serviced to justify its success but how does this project align with lowering the vehicle miles traveled which is a climate change goal?

The Project aims to enhance safety conditions on the EB SR-91 mainline, reduce weaving-related congestion, and improve eastbound (EB) freeway operations (both mainline and ramps). Caltrans, as the CEQA lead agency for this project, follows the California Governor's Office of Planning and Research (OPR) guidance for both California Environmental Quality Act (CEQA) and project impact analysis. Per Caltrans and OPR guidance and technical advisory, it was

determined that a Vehicle Miles Traveled (VMT)-based transportation impact significance determination is not warranted for this Project because the "addition of an auxiliary lane of less than one mile in length designed to improve roadway safety is a project type "not likely to lead to a measurable and substantial increase in vehicle travel." (Caltrans Transportation Analysis under CEQA [TAC], September 2020, p. 14 and OPR Technical Advisory on Evaluating Transportation Impacts in CEQA, December 2018, p. 21). Therefore, it could be screened out from further analysis. Additionally, the Project is considered a non-capacity increasing project for purposes of greenhouse gas (GHG) analysis with minimal or no increase in operational GHG emissions expected. Finally, long-term air pollutant emissions associated with vehicle trips are also anticipated to be reduced in the future because of the implementation of fuel regulations, improved fleet average fuel economy, and the gradual removal of older vehicles from the roads.

12. What kind of transparency will be provided to see if there are any conflicts of interest with contractors and bidders? Do any Metro board members have any stakes in civil engineering companies?

Metro's Ethics Department ensures transparency on Conflicts of Interest requirements and has vetted that there are no conflicts. Conflicts are governed by state law and/or Metro code and are disclosed publicly at Metro Board meetings and related meeting recaps.

13. What makes this project different from WB 710/105 transition? How long until this project becomes obsolete for capacity?

Metro and Caltrans are unfamiliar with the project being referenced. If more information is provided, Metro can provide a more in-depth response. However, the EB SR-91 is not a capacity-enhancing project. It is a safety and operational improvement project. This project is mitigating identified safety issues that have been identified when vehicles are trying to merge on and off the mainline.

14. Why can't we have an EIR instead? How can you confidently say that the length of the project makes environmental impact negligible?

The environmental process for this project followed all federal and state environmental regulation requirements. A joined Initial Study (CEQA)/Environmental Assessment (NEPA) was prepared by Metro for this Project. As stated in the project's Mitigated Negative Declaration, per the project's Initial Study, potential impacts that were determined significant under CEQA, which are paleontological (geology and soil) and operational noise impacts, would be mitigated to less than significant, and there are no other significant impacts. Therefore, per CEQA

guidelines, the preparation of an EIR was not required. The environmental document can be found here: <https://ceqanet.opr.ca.gov/Project/2020120326>.

15. Stage 1 - what protections will be offered for students commuting to Hamilton Middle School?

Safe access for all pedestrians, including students, will be maintained under the 91 freeway during construction. Sidewalks will be maintained at 5 ft., protection from potential falling objects and lighting will be provided. Myrtle Ave at the 91 freeway will only be closed from 10pm to 5am weekdays and select weekends. Safe vehicle and pedestrian access will be maintained when the undercrossing is open, Monday through Friday from 5am to 10pm.

Construction Relations will ensure that local schools are aware of these traffic controls. Construction notices alerting the public will always be distributed before construction activities commence and provide details about street closures, related detours, and any other potential impacts. They will be distributed to impacted residences and businesses via social media platforms, Metro's project website. Community residents can contact the project with any inquiries or to report any project-related issues at 213-922-4091 or communityrelations@metro.net.

16. Speed is the largest contributor to incidents with collisions - how does this project decrease idle cars by speeding up traffic resulting in a safer commute?

This project does not change the speed limit, nor is the intended outcome to speed up traffic. This project provides longer transition lanes to improve the safe operation of vehicles merging and weaving to their intended lane.

17. How are all the school kids going to walk to and from Hamilton Middle School/Jordan High if Myrtle Av is shut down?

Myrtle Av at the 91 freeway will only be closed from 10pm to 5am weeknights and select weekends. Safe vehicle and pedestrian access will be maintained.

The contractor is required to provide one pedestrian sidewalk open during the day, Monday through Friday from 5am to 10pm. The contractor is required to perform heavy construction activities requiring the closure of the area beneath the bridge on weekends and/or weekday nights from 10pm to 5am.

Construction Relations will ensure that local schools are aware of these traffic controls. Construction notices alerting the public will always be distributed before construction activities commence and provide details about street closures, related detours, and any other potential impacts. They will be distributed via social media platforms, Metro's project website, and to impacted residences and businesses. Community residents can contact the project with any inquiries or to report any project-related issues at 213-922-4091 or communityrelations@metro.net.

18. There is sediment that collects in large piles from the large drain holes under the overpasses that collect in our community after the rains. This sediment then blows around the community due to the wind created by these tunnels. The community wants to get this sediment left behind tested for toxins. Currently, LB city staff are working to find a way to do this.

Even though no hazards have been identified during testing previously, Caltrans has confirmed that they will remove the sediment.

19. Noise, particulates, and vibrations all need to be tested as current conditions.

In compliance with regulatory requirements, a preconstruction survey has been performed to establish a baseline before construction begins to document the current noise and vibration levels. These levels will be monitored and compared to levels measured during construction. AQMD requires the containment of all dust, and therefore, dust particulate levels were not measured. Dust is controlled through industry standard best management practices such as water application and street sweeping.

Metro will ensure contractor compliance throughout construction. Per contract requirements, the contractor has installed monitoring devices along the perimeter of the project site to measure and document noise and vibration levels experienced during construction activities. If levels are found to exceed allowable tolerances as specified in the contract during construction activities, the contractor will be required to alter construction activities to meet allowable levels.

20. We believe the extra lane being added to the 710/91 interchanges will only serve to increase traffic traveling to the 91 through our community. Who does this serve to

benefit? Certainly not locals do not tent to use these exits; it seems they are building to add additional space for semi-truck traffic from the port.

This project provides longer transition lanes to improve the safe operation of vehicles weaving to their intended lanes.

21. Did each agency (below) rubber stamp without the community in consideration?

No. The environmental document was shared publicly and received public comments. The process included submitting the environmental document to the State Clearinghouse for distribution to state reviewing agencies for their review and comment during the draft environmental document public review. On February 18, 2021, Metro held a virtual public hearing via Zoom, where approximately 85 members of the public joined. In addition to coordinating with external agencies, the Project team also held ongoing meetings and coordination with stakeholders, including the City of Long Beach and Gateway Cities Council of Governments, throughout the development of the Project.

22. What is the exact distance from the old sound wall to the new one? How much is being expanded?

To accommodate the construction of the auxiliary lane, the location of the sound wall will be shifted away from the highway centerline towards the Caltrans right of way. The total shift varies between 12 - 22 feet, except for the area adjacent to the Atlantic Av on-ramp to about the Myrtle Av undercrossing where it varies up to about 24ft. The length of the soundwall will not change. There is no expansion of freeway general-purpose lanes.

23. What will be done about the traffic congestion that is already prevalent in the surrounding area due to traffic that is being built from the Artesia Project?

The Artesia Project is under the City's jurisdiction. They have responded to this question by stating that the city apologizes for the inconveniences you've been experiencing due to the Artesia Great Boulevard Project. The project is scheduled to be completed in September and will be one of the safest corridors in the city with protected bike lanes, new sidewalks, bus transit pads with street furniture, brand new landscaping. To learn more about this showcase project please visit: <https://longbeach.gov/pw/projects/artesia-great-boulevard-project/> or call Long Beach Public Works at (562) 570-5000.

24. How will the community be notified of closures (flyers, email, etc)? Will soundwalls be constructed to reduce noise and what other measures will be implemented?

The community will receive continuous and ongoing notifications, construction notices, and project updates on the EB SR-91 Project throughout the construction. Bilingual (Spanish/English) construction notices will be disseminated ahead of construction activities commencing. They will detail the work activities, hours the contractor is permitted to work, approved traffic plans/detours, and any other construction impacts. This will allow the public ample time to plan their routes around the impacted construction areas. The notices will be distributed around the area of impact, online and through social media. There will also be quarterly construction update meetings and information will be updated on the project website www.metro.net/atlantic-cherry.

In addition to construction notices, portable changeable message signs (PCMS) will be placed on local streets approaching Route 91 UC one week in advance with pre-event advisory messages to inform motorists of upcoming street closures. During the street closure, PCMS will be installed at locations prior to decision making points to guide motorists around the closures.

The existing sound walls along the EB SR-91 Freeway from the Atlantic Av on-ramp to the Cherry Av off-ramp will be demolished and reconstructed on the Caltrans right of way. The purpose of freeway sound walls is to reduce freeway noise. The sound walls have been designed and will be constructed in accordance with Caltrans Noise Abatement Criteria. A Noise Abatement Decision Report can be found at <https://libraryarchives.metro.net/DPGTL/eirs/SR-91-eastbound-atlantic-to-cherry/2021-05-SR-91-eastbound-final-EA-FONSI.pdf>.

For construction, baseline decibel levels have been attained before construction and, per the Environmental Commitment Record (ECR), Metro will monitor decibel levels throughout the construction period for noise compliance. Metro contract provisions require the Contractor to monitor and reduce noise emitted by construction activities to maintain compliant decibel levels. For example, the contractor is required to monitor the current noise levels and not exceed 86 dBA at 50 ft from job site activities between the hours of 9pm to 6am.

25. Decibel Study: 60 DB over time can cause damage, sound wall allocation fund (overseer) - soundproofing homes windows, damage and flow, property values.

In accordance with regulatory requirements, a baseline decibel levels have been attained prior to construction and Metro will monitor decibel levels throughout the construction period for noise compliance. Per the Environmental Commitment Record (ECR) noise will be monitored

per the contract requirements. For example, the contractor is required to monitor the current noise levels and not exceed 86 dBA at 50 ft from job site activities between the hours of 9pm to 6am.

26. Do we have assurances that the money attained for the Hamilton loop is going to be earmarked for that project solely and not redistributed and redirected to something else?

The Hamilton Loop project is funded and managed by the City of Long Beach. The City has confirmed funds that were obtained for the Hamilton Loop may only be used for that project. The Reconnecting Communities and Neighborhoods and Port of Long Beach grants will be contractually tied to the Hamilton Loop Project and the Elevate '28 Measure A funds have already been approved & designated for the Project. For more information, contact the City of Long Beach Public Works at (562) 570 5000.

27. When will the project begin recruiting workers locally? is there a magic number?

Recruiting workers will begin with the start of construction activities. Metro's Project Labor Agreement local hire applies to this contract. The following workforce requirements apply 40% local targeted workers - from economically disadvantaged areas of Los Angeles County, 20% apprentice workers, 10% disadvantaged workers - socially barriered individuals (veterans, involvement with the justice system, single parents, no h/s or GED, chronic unemployment, history of homelessness, emancipated from foster youth).

People interested in learning more about local hire opportunities on this project may contact Theodora at Inclusion@mics.us or by phone at 323-383-9844.

28. How long is the project expected to last, also is the sound wall going to be taller and more sound proof? Are we going to get new windows and doors installed due to the decibel levels being increased? Are there going to be quarterly meetings for follow ups?

The project is scheduled to be completed by November of 2027. There is no change in height between the new and existing sound walls. The decibel levels will not increase because of this construction project. Therefore, no new windows and doors will be installed.

Yes, the project will hold quarterly community meetings to provide updates throughout the project construction.

29. Will traffic congestion on the 710 southbound to the 91 eastbound be improved by this project? How will this affect businesses at the end of the ramp at Cherry? Ex: Ability to make the right and quick right into the businesses before Artesia and the alley. Will there be a website with the most current status of the project? With all the truck traffic, how wide will the lanes be?

This project provides longer transition lanes to improve the safe operation of vehicles weaving to their intended lanes. It is not anticipated that this Project will impact businesses along Cherry Av.

During construction of the off-ramp at Cherry Av, detours will be provided to maintain access to the businesses along the Cherry Av corridor, including those immediately adjacent.

The project website is www.metro.net/Atlantic-Cherry and will be updated regularly.

All lanes will be 12 feet wide in accordance with Caltrans standard lane width requirements.

30. Why ask when it is already in the works? How far will the current wall extend? How long will work last? Was there an environmental impact study?

A joined Initial Study (CEQA)/Environmental Assessment (NEPA) was prepared for the Project and circulated to the public and relevant agencies in December 2020 for review during the project's environmental process. The construction is being led by Metro and set to begin in July with an expected completion date of November 2027.

To accommodate the construction of the auxiliary lane, the location of the sound wall will be shifted away from the highway centerline towards the Caltrans right of way. The total shift varies between 12 - 22 feet, except for the area adjacent to the Atlantic Av on-ramp to about the Myrtle Av undercrossing where it varies up to about 24ft. The length of the sound wall will not change.

31. How will the project ensure safety for pedestrians by the Atlantic-Artesia intersection, when there may be an increase in highway users accessing the 91 on Atlantic Av on-ramp (specifically students from Jordan High and Hamilton Middle School)?

The addition of the auxiliary lane will have no bearing on traffic accessing the 91 freeway from Atlantic/Artesia. The auxiliary lane facilitates and provides for longer weaving length so that vehicles can safely transition to their destination.

32. Why do we need an auxiliary lane if we already have one? Why call it auxiliary if in reality, you are just building a new ramp?

Presently, there is no auxiliary lane connecting the Atlantic Av on-ramp to the Cherry Av off-ramp. An auxiliary lane is being built from the SB I-710 connector to Cherry Av to improve operations and safety. A new ramp is not being built.

33. Will there be tree planting and where? You're not really planting at the site of the auxiliary lane.

Metro ensured funding for a two-to-one replacement for trees removed due to construction. Trees and landscaping will be replanted within the freeway right-of-way. This initiative will allow for additional trees to be provided to the City of Long Beach to be planted in the local community as part of the City's Tree Program.

34. Were there environmental studies? If not, why not the requirements? Why was a full EIR not completed before the approval of this project?

All federal and state environmental regulatory requirements were followed. A joint Initial Study (CEQA/Environmental Assessment (NEPA) was prepared for the Project. As stated in the project's Mitigated Negative Declaration, per the project's Initial Study, potential impacts that were determined significant under CEQA, which are paleontological (geology and soil) and operational noise impacts, would be mitigated to less than significant, and there are no other significant impacts. Therefore, per CEQA guidelines, the preparation of an EIR was not required. However, it is important to note that the environmental document was shared publicly and received public comments. The process included submitting the environmental document to the State Clearinghouse for distribution to state reviewing agencies for their review and comment during the draft environmental document public review. On February 18, 2021, Metro held a virtual public hearing via Zoom where approximately 85 members of the public joined. In addition to coordination with external agencies, the Project team also held ongoing meetings and coordination with stakeholders, including the City of Long Beach and Gateway Cities Council of Governments throughout the development of the Project.

35. What is the length of the auxiliary lane? What is the 1 mile? (designers have told us 0.8 mile)?

The project limits entail a total of 1.4 miles, which will include a 0.86-mile eastbound auxiliary lane between Atlantic Av and Cherry Av off-ramp. Also included within the 1.4 mile project limits, is additional traffic lane restriping along the southbound I-710 connector on-ramp onto the new eastbound auxiliary lane of the SR-91.

36. Is this just to add semi-truck traffic from the port to drive through our neighborhood, a neighborhood that suffers in the environmental justice area.

No. The purpose of the Project is to enhance safety conditions, reduce congestion, and improve the freeway operations on both the EB-SR 91 mainline and off-ramps. The Project serves drivers and residents. Improvements include lengthening the eastbound Atlantic Av on-ramp and reducing traffic spillover into the local street.

37. There is an existing auxiliary lane, and there is also a wide side lane, why is there a need for another auxiliary lane?

Presently, there is a lane coming from the SB I-710 to EB SR-91 connector that exits at Cherry Ave. The high accident rate and degraded operations require improvements be made. The Auxiliary Lane provides improved safety and operations by lengthening the weaving length to provide longer weaving lengths to improve the safe operation of vehicles weaving to their intended lanes. There is no side lane. There is an existing 10ft shoulder adjacent to the existing lane that is used for safety purposes such as emergency vehicles, stranded vehicles and increased sight distance. The future condition will also have a 10ft Shoulder.

38. For trees, who is going to take care of the new planted ones, and where will they be planted?

The EB SR-91 Project contractor will be planting trees within the project limits, which will be maintained by Caltrans. The City of Long Beach is leading the coordination and outreach efforts for the additional trees being planted in the community near the Project location. For information on the City of Long Beach Tree Program, please contact The Office of Climate Action and Sustainability at 562-570 7483 or via email at TreeRequest@longbeach.gov.

39. Is the project going to be longer than a mile long?

The project limits entail a total of 1.4 miles, which will include a 0.86-mile eastbound auxiliary lane between Atlantic Av and Cherry Av off-ramp. Also included within the 1.4 mile project limits, is additional traffic lane restriping along the southbound I-710 connector on-ramp onto the new eastbound auxiliary lane of the SR-91.

40. Where are the visuals of the 91 Freeway project expansion?

Currently, there are no plans for the expansion of the SR-91 freeway. Project images, exhibits, and presentations have been shared with the public at community meetings and can also be seen on the project website, www.metro.net/atlantic-cherry.

41. How are the environmental issues: noise/air pollution, tree removal, and trash/debris, being considered for this project?

Per the Environmental Commitment Record (ECR) noise, vibration, and air pollution will be monitored per the contract requirements. Examples include:

- The contractor is required to monitor the current noise levels and not exceed 86 dBA at 50 ft from job site activities between the hours of 9pm to 6am.
- The contractor will monitor air particulate levels during work hours per AQMD requirements.
- Trees removed during construction will be replaced within the project limits and additional trees will be planted by the City of Long Beach.
- The contractor is required to maintain a clean job site including the removal of trash/debris identified within their work area.

Metro will be monitoring the contractor for compliance.

For additional details, consult the environmental document at <https://ceqanet.opr.ca.gov/Project/2020120326>.

42. Why in 2024 is Metro/Caltrans still perpetrating the systemic process of redlining. Hamilton is 90% people of color and suffers from health issues and is an environmental justice community.

We understand that many policies enacted and projects constructed in communities like Hamilton contributed to historical injustices. The race-based exclusionary practice of Redlining, which originated in the 1930s, contributed to racial segregation using housing and concentrated

communities of color near environmental justice hazards. Despite efforts at reform, these discriminatory practices have endured, exacerbating health disparities in places like Hamilton, where the majority of residents are people of color. Addressing these entrenched issues requires a concerted effort to dismantle discriminatory policies and practices, and ensure equitable access to resources and infrastructure for all communities from our policymakers.

This project aims to address inequitable safety issues, namely safety when merging onto and off of the freeway, to reduce the rate of collisions, which is higher than most other freeway segments in California. Additionally, to address existing and future air quality concerns, which disproportionately affect residents of color, the project includes an air filtration distribution program for affected residents within the project limits and tree planting efforts after construction.

43. How will the EB SR-91 project allow for the future construction of the City of Long Beach Hamilton Loop project?

During design of the new retaining walls and in cooperation with Long Beach city planners, Metro lowered the footing of several new walls in the vicinity of the Hamilton Loop project to allow for more flat space (approximately 10 extra feet) on the city side of the walls. This additional flat space (while still in Caltrans ROW) could be utilized by the Hamilton Loop Project to provide a larger area to incorporate their new park features. The City of Long Beach will coordinate with Caltrans to facilitate an easement for the space required to facilitate this added benefit to the Hamilton Loop project. Although this change added \$3.1 million to the EB 91 project, Metro and the City consider the added cost justifiable in its benefits to the community.

44. Has the project scope and limits changed since the environmental process?

No, the project scope and limits have not changed. The scope and limits have remained the same since the environmental process. The project limits entail a total of 1.4 miles, which will include a 0.86-mile eastbound auxiliary lane between Atlantic Av and Cherry Av off-ramp. Also included within the 1.4 mile project limits, is additional traffic lane restriping along the southbound I-710 connector on-ramp onto the new eastbound auxiliary lane of the SR-91.