

SECTION 4: PLAN FOR EQUITABLE OUTCOMES

DESIGNING A PLAN THROUGH EQUITABLE, COMMUNITY-INFORMED PLANNING PROCESSES

EPET Questions

How has your proposed action been designed to ensure equitable outcomes?

How has your community engagement with those most affected by your proposed action informed your desired proposal outcomes and plan?

Procedural Equity

To support equitable outcomes, the Investment Plan has been designed through an equitable, community-informed planning process, as detailed in Section 3: Community History and Engagement. The establishment of the LB-ELA Corridor Task Force; the Community Leadership Committee; and Equity, Zero-Emission Truck, and Community Engagement Strategy Working Groups; signified a major commitment by the Metro Board and staff to ground diverse community voices in decision-making processes and advance equity through the LB-ELA Corridor Mobility Investment Plan (“Investment Plan”). The Task Force charter implemented an iterative decision-making framework with

feedback loops for building consensus, and guardrails against unilateral decisions from particular stakeholder or interest groups that have historically held outsized influence in Corridor planning processes.

Analysis of Community Impacts and Disparities

As discussed in detail in Section 2: Analyze Data, the LB-ELA Corridor planning process was informed by extensive qualitative and quantitative data analysis to identify existing conditions, needs, and disparities among communities within the Corridor, as well as compared with the County. Based on the issues and opportunity areas identified for the Investment Plan, data were primarily analyzed for socioeconomic conditions, environmental conditions, air quality, public health, and travel patterns related to mode share, emissions, traffic, and safety. Community survey data and experience-based insights from CLC and Task Force members were used to supplement and groundtruth quantitative data to gain a more comprehensive understanding of the LB-ELA Corridor communities. Qualitative and anecdotal data were also gathered through a series of in-person public engagement events in partnership with community-based organizations, and online through the Social Pinpoint mapping tool and survey.

Collection and Selection of Projects and Programs

An extensive public engagement effort was conducted to contribute to the list of candidate projects and programs, with a particular focus on engagement with impacted communities, supplemented by partnerships with CBOs. Spanning over seven months of public engagement, this effort included an online survey and interactive map that provided an opportunity for residents, community leaders, and other stakeholders to provide direct input into the process. Metro’s outreach campaign engaged approximately 5,400 community members and stakeholders through 46 events hosted by 18 CBOs and 18 pop-up events. Additionally, the project team hosted four workshops in Spanish (with English translation) and two workshops in English (with Spanish translation). As a result, almost 3,000 responses to the survey and interactive mapping tool were submitted, generating new approaches to making improvements within the Corridor primarily by residents and business who work and live in the Corridor.

In addition to receiving input from the community and public, the project team also reviewed a wide range of current and prior programs and initiatives from local, subregional, and regional agencies related to the Long Beach – East Los Angeles (LB-ELA) Corridor, that met the Task Force Vision, Goals, and Guiding Principles and other Metro policies, such as the Metro Multimodal Highway Investment Objectives. For example, while the project team included select elements of the original Interstate 710 (I-710) South Corridor project, the project team screened these candidate projects to *exclude* project concepts that would inevitably result in significant displacement of residences or businesses in local communities or could not be feasibly redesigned to avoid significant displacement. The project team also incorporated select recommendations from CEHAJ’s “Community Alternative 7” proposed in response to the previous I-710 South Corridor expansion project DEIR.¹

Evaluation of Projects and Programs

The LB-ELA Corridor Vision, Goals and Guiding Principles, as outlined in Section 1 (Connecting Community Results to Project Outcomes), provided the foundation for the evaluation process, resulting in 82 metrics related to potential Benefits and Concerns. Summary findings for each project and program were presented to the Task Force, CLC, and Corridor communities to better understand how well each project and program could advance the LB-ELA Corridor Vision, Goals and Guiding Principles. This process resulted in the draft evaluation scoring results and project rankings by mode, which were used to organize projects and programs into two tiers. Tier 1 projects generally scored well across many evaluation criteria; Tier 2 projects generally received lower scores across the evaluation criteria, or only scored well for a limited number of Goals or Guiding Principles. Projects were categorized into tiers based on their percentile rank *within* their respective mode, meaning projects with different modes were not compared across modes for placement in Tier 1. Projects were also assigned “flags” (discussed in further detail below) if community input indicated additional project considerations that were not captured in the 82 evaluation criteria.

Equity was embedded in the evaluation methodology through the development of Equity criteria, which were designed to evaluate the extent to which projects or programs were likely to provide benefits to geographies, populations and modes of highest need. While the majority of metrics were used to evaluate benefits related to larger goal areas (such as mobility and safety), Equity criteria went a step further by comparing the distribution of these benefits between Equity Focused Community (EFC) and non-EFC census tracts. Other data overlays used to evaluate Equity criteria included High Asthma and Cardiovascular Disease Rates (CalEnviroScreen 4.0); Priority Areas for Increasing Access to Regional Recreation (LA County Park Needs Assessment PNA+); and Low Tree Canopy areas (California Healthy Places Index). As with all of the evaluation metrics, the equity metrics underwent extensive review with the EWG, Task Force and CLC.

The purpose of these overlay-style Equity criteria was to give additional credit to projects that were not only providing benefits but were focusing benefits to the needs of a specific area or population. For example, if two projects provided the same features related to shade and cooling, they would receive the same score for the EN6 (Includes Urban Greening and Cooling) base criterion. However, if one of those projects was located in a well-shaded neighborhood and the other was located along a busy arterial with few existing street trees, the EQ-EN6 criterion score would raise the equity and total score for the second project located in a low tree canopy area.

Twenty-four Benefit metrics were used to measure potential project effectiveness in advancing equity throughout the Corridor, as shown in the table below. Scores for all twenty-four Equity criteria were

¹ [eycej.org/wp-content/uploads/2021/09/CEHAJs-DEIR-comments-regarding-the-CA7-1.pdf](https://www.cehaj.org/wp-content/uploads/2021/09/CEHAJs-DEIR-comments-regarding-the-CA7-1.pdf)

summarized into one average equity score per project or program (on a scale of 0-3 or N/A), which contributed to the sum of the total project score.

Equity Benefit Criteria

Metric Number	Metric Name	Description
EQ-AQ1	Reduces Emissions (NOX, PM2.5) in EFC Areas	Reduces NOX and PM2.5 emissions from on-road vehicles or offroad mobile equipment in EFC areas
EQ-AQ3	Mode Shift to Cleaner Modes in EFC Areas	Increases the share of trips made by transit, walking, and bicycling
EQ-CH1	Reduces Emissions (Health Effects Metrics: DPM, PM2.5) in EFC Areas	Reduces DPM and PM2.5 emissions from on-road vehicles, which in turn can generate health benefits
EQ-CH2	Reduces Exposure to Air Pollution in Communities Facing High Pollution Burden and Asthma Rates	Reduces exposure at sensitive receptors (e.g., schools and day care centers, hospitals and healthcare clinics, senior centers, and residences) by installing filtration systems at these receptors and/or installing near-roadway vegetation between major roadways and these receptors
EQ-CH3	Mode Shift to Active Transportation, Transit in EFC Areas	Increases the share of trips made by transit, walking, and bicycling
EQ-CH5	Increases Access to High-Quality Recreational Facilities in Areas Lacking Active Transportation Infrastructure and Parks	Supports improved health outcomes associated with physical activity and recreation by providing direct linkages to parks and recreation facilities and providing active transportation infrastructure, particularly in areas lacking access to these facilities and infrastructure elements
EQ-MB1	Ridership in EFC Areas	Increases transit ridership by shifting trips to transit from other modes
EQ-MB2	Speeds/Travel Times (People, Goods) in EFC Areas	Increases roadway speeds (or reduces travel times) for people and goods movement
EQ-MB3	Reduces Congestion (Hours of Delay for People and Goods) in EFC Areas	Reduces hours of delay for persons and goods
EQ-MB4	Modal Accessibility in EFC Areas	Improves access to new transportation facilities for residents; quantifies the population benefiting from the improvement based on a ¼ mile distance from the new transportation facility
EQ-MB5	Reliability (Transit, Roadway, Goods Movement) in EFC Areas	Improves transportation travel time reliability, providing a consistent range of predictable travel times across all modes
EQ-MB6	Gap Closures in EFC Areas	Addresses a gap in the transportation network, or removes a transportation barrier, by providing a new service or new transportation facility
EQ-MB7	Increases Reliable and Accessible Transportation Options for Those Who Cannot or Prefer Not to Drive	Provides reliability and accessibility improvements to support the viability of non-driving travel modes such as active transportation and transit for populations currently marginalized by auto-centric infrastructure, including zero-vehicle households; children; seniors; individuals with disabilities; and those who choose not to drive for environmental, health-related, or other reasons

Equity Benefit Criteria

EQ-SF1	Improves Physical Safety for People Walking, Bicycling, and Rolling	Supports health outcomes associated with physical injuries and fatalities by improving safety from automobile collisions or modal conflicts, primarily through the provision of protected and separated pathways and ADA features
EQ-SF3	Improves Perceptions of Personal Security for People Walking, Bicycling, Rolling, and Taking Transit	Provides features and/or services that may increase the sense of safety for pedestrians, bicyclists, transit riders, and particularly for those from marginalized groups, from crime and personal harm
EQ-EN3	Contributes to Remediation of Environmental Damage or Loss of Natural Features	Supports health outcomes associated with clean soil, air, and water; contributes to remediation or restoration of natural features such as vegetation, soil, or bodies of water that have been lost or damaged due to previous infrastructure, development, and land use decisions
EQ-EN6	Includes Urban Greening and Cooling for Areas of Low Tree Canopy and High Heat Island Burden	This equity metric builds off EN6, either adding a +1 Benefit if a project is in an area with low tree canopy and/or a +1 if it is in an area with high heat island temperatures (≥ 40 degrees) to the original score in EN6 (added Benefit). (EN6 scores were used as the basis for calculating EQ-EN6.)
EQ-EN7	Potential for Noise Reduction in EFC Areas	Reduces transportation noise pollution or includes noise reduction features, such as sound barriers or low-noise technologies
EQ-OP1	Access to Jobs for Persons in EFC Areas	Increases the average number of jobs accessible within a 30-minute time period by transit or a 45-minute time period by automobile
EQ-OP6	Access to Quality-of-Life Amenities (Grocery Stores, Healthcare Services, Schools) in EFC Areas	Provides new transportation facilities near quality-of-life amenities (grocery stores, health care, and schools)
EQ-OP7	Access to Open Space, Recreation and Parks for Persons in EFC Areas	Provides new transportation facilities near parks and open spaces
EQ-OP8	Increases Quantity and Quality of Employment Opportunities for Underemployed and Low-Income Workforce	Provides new job opportunities for underemployed and low-income individuals in the workforce
EQ-OP9	Reduces Housing or Transportation Costs for Low-Income Households	Has the potential to reduce housing or transportation costs through improvements in transit frequency, rail lines, pedestrian projects, bicycle projects
EQ-OP10	Reduces Residential or Commercial Displacement Risk	Reduces risk of economic (as opposed to physical) displacement as an adverse effect of infrastructure investment, which may result in new development interest, increasing land prices, property values, and ultimately housing/business costs

Notes:

ADA = Americans with Disabilities Act

DPM = diesel particulate matter

EFC = Equity Focus Community

NO_x = oxides of nitrogen

PM_{2.5} = particulate matter less than or equal to 2.5 microns in diameter

Application of Flags

“Flags” are additional outputs of the evaluation and community engagement process and serve as supplementary considerations for prioritization and future project development and implementation. Flags are based in the recognition that the Benefit and Concern evaluation criteria may not capture all equity considerations related to project implementation, and they provide a mechanism to support equitable project development and implementation by using community input to further guide implementation. In some cases (those where Metro will provide funding to project sponsors), funding is tied to the implementation guidance.

Equity Flags

Equity flags were derived from the Concerns evaluation, highlighting projects that had the potential to negatively impact disadvantaged communities, and that required specific, additional guidance to minimize those impacts. An Equity flag was assigned when a project was located or partially located in EFC areas (at least 1/3 or 33 % of project area) and had at least one total Concern. Projects were assigned Low, Moderate, and High Flags based on their total number of Concerns. For Metro-led projects, flags specify strategies to address the Concerns and minimize impacts. For some projects led by other agencies or jurisdictions, Equity flags informed specific requirements for project sponsors to address Concerns as part of funding eligibility. Equity flags were also applied as a factor in prioritization, and projects recommended for initial funding could not have a high Equity flag. In Modal Programs and future project development, flags will be used for prioritization.

Community Input Consideration Flags

Community Input Consideration (CIC) flags captured community input that would not be reflected in the technical project evaluation results. CIC flags included project-specific implementation concerns and recommendations for improvement of project concepts or design. CIC flags were synthesized from meeting notes and discussions with the Task Force, CLC, and other community members and stakeholders. It is important to note that a detailed public engagement campaign was not carried out for each project. The CIC flags therefore, should not be considered an exhaustive list of potential community concerns, and additional outreach is recommended as projects move toward implementation.

ADDRESSING ROOT CAUSES OF INEQUITY TO SUPPORT COMMUNITY RESULTS

EPET Questions

How will your proposed action address root causes to decrease racial/ethnic, income, and/or other inequities, increase positive outcomes, and reduce negative impacts on historically marginalized communities?

How will the anticipated proposal’s impact support your desired community result(s) in section 1?

What performance metrics will measure and track impacts?

Section 1 (Connecting Community Results to Project Outcomes) outlines key opportunity areas and defines the desired Community Results to which the projects and programs in this investment plan will contribute. Section 2 (Analyze Data) adds quantitative and qualitative context to key issues through analysis of existing conditions, community impacts, and disparities facing the Corridor and EFC communities. Section 3 (Engage the Community) provides a deeper look into the lived experience and history of LB-ELA Corridor communities, and investigates the root causes behind the disparities and impacts facing these populations today. This section builds upon these three sections and the discussion of equitable, community-informed planning processes above, highlighting how the Investment Plan’s projects and programs provide benefits and solutions to address equity issues and support desired Community Results. Lastly, this section identifies

a framework of performance metrics by which the Investment Plan's progress toward these aspirations can be measured and tracked.

Connecting Root Causes to Equity Issues

The Community History reviewed in Section 3 describes policies, events, and infrastructure decisions that set into motion many of the Corridor's equity issues today. The summary of equity issues, drawing from those identified in Section 1, include:

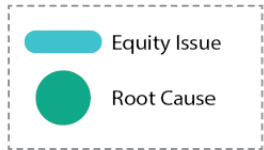
- Health disparities
- Communities overburdened by air and noise pollution
- Physically disconnected communities
- Communities lacking reliable and efficient travel options
- Lack of green space and shade
- Unsafe/hostile streets for pedestrians and bicyclists
- Lack of trust from previous planning efforts
- Disinvestment, disenfranchisement, and disparities in municipal capacity and resources

As disparities arise out of complex and intersecting set of conditions, the root causes listed below should not be read as exhaustive, but rather as a synthesis of pertinent root causes that were identified through and understanding of the lasting impacts of racist policies and practices, and local historical accounts provided through community input. The summary of root causes, drawing from the Community History in Section 3, include:

- Construction of freight rail facilities between San Pedro Bay and central Los Angeles
- Truck-based goods movement demand created by Ports of Long Beach and Los Angeles
- Establishment of industrial uses, and development of adjacent residential communities
- Channelization of the LA River
- Establishment of racially segregated suburban developments through racially restrictive covenants/deeds
- Redlining, FHA privatization of mortgage lending with discriminatory practices based on racist HOLC risk assessments
- Expansion of the automobile industry, car-oriented transportation planning, and freeway construction throughout the LB-ELA Corridor
- Disproportionate investment in rail transit at the expense of bus service and riders
- Predatory mortgage lending and global financial crisis
- Previously proposed I-710 South Corridor expansion project with potential for major displacements and insufficient community involvement

The Root Cause Map infographic below draws connections between root causes and resulting equity issues, identifying the expansion of car-oriented infrastructure throughout the LB-ELA Corridor as a primary root cause related to all equity issues this Investment Plan aims to address. In most cases, one or more additional root causes are identified for each equity issue.

ROOT CAUSE MAP



Addressing Root Causes and Equity Issues through Proposed Actions

The Investment Plan's development process and proposed actions aim to address the Corridor's equity issues and, to the extent possible, their root causes. In some cases, projects in the investment plan can directly address a root cause, for example, a Complete Streets project that reconfigures a high-volume arterial roadway to reverse car-oriented planning decisions, improving mobility and safety for users of other modes, and improving air quality, environment, and health for the community at large. However, as suggested by the term "root," root causes are often deeply embedded and entangled with one another, together upholding systems greater than a single policy or piece of infrastructure. For example, while freeway construction caused irreparable harm through direct displacements, division of communities, and ongoing air quality, safety, and noise impacts for LB-ELA Corridor residents, these overburdened communities have little choice but to participate in the economic and transportation systems that developed around I-710's unique capacity as a goods movement and commuter travel route.

With the current economic and transportation systems in place, a direct reversal of this decision through freeway closure or removal would re-route tens of thousands of diesel trucks onto arterial roadways and neighborhood streets, and impose cascading impacts on the local workforce and regional economy. Therefore, freeway construction as a root cause can be addressed through a deliberate set of multimodal investments, supplemented by appropriate programs that target specific inequities and coalesce to advance systems change through viable alternative travel options, cleaner technology for goods movement, new infrastructure to repair connections between communities, and a variety of community programs to address broader symptoms of freeway construction such as poor air quality, health disparities, and lack of green space and tree canopy.

The proposed actions can be categorized into the following buckets, relating to the planning process, project modes, and community program topic areas.

- Arterial Roadway and Complete Streets Projects and Programs
- Active Transportation Projects and Programs
- I-710 MOSAIC projects and programs (I-710 Multimodal, Operational, Safety, and Access Investments for the Corridor)
- Goods Movement Projects and Programs
- Transit Projects and Programs
- Air Quality/Health Community Programs
- Environment Community Programs
- Housing Stabilization/Land Use Community Programs
- Job Creation/Work Opportunities Community Programs
- Task Force and Community Leadership Committee Process
- START-UP Fund (Strategic Technical Assistance for Reparative Transportation Uplifting People)

While the equity benefit evaluation results provide a more detailed picture of how individual projects and programs address specific issues, the Equity Issues and Proposed Actions matrix below indicates, at a high level which projects, programs, and processes address the Corridor's broad inequities (and the related community results identified in Section 1).

EQUITY ISSUES AND PROPOSED ACTIONS MATRIX

Proposed Actions	Arterial Roadway and Complete Streets Projects and Programs	Active Transportation Projects and Programs	I-710 MOSAIC* Projects and Programs	Goods Movement Projects and Programs	Transit Projects and Programs	Air Quality/Health Community Programs	Environment Community Programs	Housing Stabilization/Land Use Community Programs	Job Creation/Work Opportunities Community Programs	Task Force and Community Leadership Committee Process	START-UP** fund
Lack of trust and level of engagement from previous planning efforts	●	●	●	●	●	●	●	●	●	●	●
Disinvestment, disenfranchisement, disparities in municipal capacity and resources								●	●	●	●
Physically Disconnected Communities	●	●	●								
Disparities in health outcomes and access to quality healthcare	●	●	●	●	●	●	●	●	●		
Communities overburdened by air and noise pollution	●	●	●	●	●	●	●				
Unsafe/hostile streets for pedestrians and bicyclists	●	●	●								
Communities lacking reliable and efficient travel options	●	●	●		●						
Lack of green space and shade	●	●					●				

*Multimodal, Operational, Safety, and Access Investments for the Corridor

**Strategic Technical Assistance for Reparative Transportation Uplifting People

Measuring and Tracking Impacts

Given the Corridor's breadth of equity issues, and the nature of the Investment Plan as a strategic planning document, performance metrics will need to measure the Plan's impacts across modes and on multiple scales of progress and success. In coordination with the modal program working groups and other Metro efforts such as the Long Range Transportation Plan, Metro will develop a framework for tracking Investment Plan progress and success that builds upon the metrics used for the existing conditions analysis and project evaluation methodology. The Equity Issues and Performance Metrics Matrix on the next page provides an initial recommendation of performance metrics that can be used to measure the Investment Plan's impacts on equity issues, organized into the following three categories:

Process Metrics

- Metrics that quantify or qualify the Investment Plan's implementation progress based on process milestones and project and program delivery

Project Outcome Metrics

- Metrics that track progress against the Investment Plan's goals, which can be attributed to specific projects and programs

Community Result Metrics

- Metrics that track progress against the Investment Plan's desired community results, which cannot be directly attributed to specific projects and programs

EQUITY ISSUES AND PERFORMANCE METRICS MATRIX

Performance Metrics*	Process Metrics	Project Outcome Metrics	Community Result Metrics
Lack of trust and level of engagement from previous planning efforts	Number of participants in CMIP Implementation Working Groups Results of Surveys conducted to evaluate trust		Partnerships with CBOs and Corridor residents
Disinvestment, disenfranchisement, disparities in municipal capacity and resources	Dollars leveraged for projects in EFCs Technical Assistance Provided (Recipients/Hours)	Dollars awarded to SBE/DBE firms Availability of local hire / disadvantaged worker positions Participation in workforce dev. & job training programs	Employment Rate Median Income and Poverty Rate Housing Burden
Physically Disconnected Communities	Dollars leveraged from Reconnecting Communities grants	Number of overcrossings with dedicated active transportation infrastructure Gaps filled in bike/pedestrian network	Access to Jobs/Resources Access to Parks and Open Space Access to Transit
Disparities in health outcomes and access to quality healthcare	Dollars leveraged for Community Health Benefit program	Number of people and jurisdictions participating in Community Health Benefit Program	Asthma, Cancer Risk, Cardiovascular Disease Risk Life Expectancy Access to Healthcare Facilities
Communities overburdened by air and noise pollution	Dollars leveraged for Air Quality and ZET Programs	Participation in air quality monitoring / indoor filtration programs Noise Reduction Trees Planted	Diesel PM and PM2.5 Levels Share of goods movement vehicles using ZE technology
Unsafe/hostile streets for pedestrians and bicyclists	Active Transportation projects funded	Miles of high quality bike facilities and bus stop improvements added Number of Intersections with High Concentrations of Bike/Ped Collisions	Bike/Ped Collisions with victim killed or seriously injured (KSI) Corridor-wide Mode Split
Communities lacking reliable and efficient travel options	Transit projects funded I-710 MOSAIC projects funded	Transit Ridership In Service On-Time Performance Average Headways	Corridor-wide Mode Split
	Active Transportation projects funded	Person throughput Vehicle Hours of Delay Gaps filled in bike/pedestrian network	Travel Times by Mode (e.g., Jobs Accessible within 30 minutes by car/transit/bike/foot)
Lack of green space and shade	Dollars leveraged for Urban Greening Community Program	Trees Planted Vegetative Cover Added	Tree Canopy Coverage Access to Parks and Open Space

*Examples of potential performance metrics to be applied - Subject to change

IDENTIFYING STRATEGIES AND PARTNERSHIPS TO ADDRESS UNRESOLVED ISSUES

While the Investment Plan is built upon robust engagement and equity analysis, and provides substantial funding to address equity issues in the Corridor, the Plan also faces limitations in its ability to resolve the Corridor's numerous, complex, and long-standing equity issues. These limitations and unresolved issues are summarized below under the categories of Procedural, Distributive, Restorative, and Structural Equity as introduced in Section 1.

Procedural Equity

In a project area containing 18 jurisdictions and a population of 1.2 million residents, a truly participatory and representative decision-making process is difficult to achieve, despite the many successes of Metro's procedural equity framework and engagement. Communities with the greatest needs typically also face the greatest barriers to participation in time-intensive planning processes. Metro's Advisory Body Compensation policy and CBO partnering strategy have helped to bridge these gaps and support more equitable processes and project outcomes.

Distributive Equity

The Investment Plan's function is to strategically distribute and leverage funding that will allow the Corridor's various jurisdictions to develop and implement their own existing projects. While the evaluation process employed a distributive equity lens to prioritize projects that are most likely to benefit the highest-need communities, the distribution of project proposals received, and levels of project development/readiness reflect disparities in municipal capacity and historic investment. Project concepts gathered from community input are included in the Plan but will typically require start-to-finish planning processes, and require municipalities to take ownership of technical development and implementation. As cities and neighborhoods that have faced historic underinvestment often have less funding and fewer technical staff members to plan, develop, fund, and implement capital projects, these areas may be underrepresented in the Investment Plan's full project list, let alone the recommendations for initial investment.

To address this issue, Metro is setting aside a START-UP fund ("Strategic Technical Assistance for Reparative Transportation Uplifting People") that provides targeted technical assistance to support communities with the highest needs, relative to their technical resources and capacity for project development and implementation. The START-UP fund will help communities develop project concepts for grant eligibility, and help communities participate in implementation of the Investment Plan's Corridor-wide programs (e.g., "traffic calming features", "pedestrian gap closures", and various Community Programs). The START-UP fund will not be tied explicitly to certain municipalities or geographic communities, but assistance will be prioritized for cities or neighborhoods:

- Without any projects formally submitted for the CMIP
- With only conceptual or development phase projects in the CMIP
- With high concentrations of Equity Focus Communities (EFCs)
- Facing the greatest cumulative impacts as identified in existing conditions research

EPET Questions

Are there any unresolved issues?

Are there complementary strategies that you can implement to support more equitable outcomes?

Can existing partnerships maximize positive impact of your proposed action?

Restorative Equity

The Investment Plan is an unprecedented effort to advance restorative equity for Metro, with acknowledgement and atonement for historic and ongoing harms at the center of the renewed LB-ELA Corridor planning process. However, as discussed earlier in this section, the root causes of today's equity issues are deep-seated, complex, and not easily remediated. The Investment Plan represents a significant catalyst effort with investment of over \$740 million in potentially transformative projects and programs, however this Plan alone cannot reverse decades of environmental harm, disinvestment, and structural racism. The Investment Plan lays the groundwork for further remediation and prevention of systemic harms through commitments to ongoing community partnership and investment, and by setting an example of equity-focused planning for future efforts at Metro and for other planning agencies in the region and across the nation.

Structural Equity

Structural equity relates to the evolution of decision-making bodies, organizational structures and systems to reflect the communities they serve – an element of the equity guiding principle that directly informed the formation of the Task Force, CLC, and Working Groups as the decision-support and advisory bodies for this Investment Plan. Additionally, the establishment of Metro's Office of Equity and Race and its leadership within this process demonstrates an agency commitment to structural equity. However, these decision-making bodies and processes still exist within larger organizational hierarchies and political power structures. The Investment Plan also relies on extensive partnership with other organizations, each with their own organizational structures, to develop and implement these projects and programs. Despite Metro's ability to influence structural equity outside of its jurisdictional authority, Metro will tie project funding and support to implementation guidance that aligns with the Investment Plan's Equity Guiding Principle.

SUPPORTING VISION 2028 GOALS

EPET Questions

*How does advancing equity through this proposed action help achieve any of the Vision 2028 Goals?
How has your proposed action been designed to ensure equitable outcomes?*

Support of Vision 2028 Goals

Vision 2028 Goal	LB-ELA Investment Plan Actions to Advance Equity
Provide high-quality mobility options that enable people to spend less time traveling	Investment in high-quality infrastructure to improve mobility options in Active Transportation, Complete Streets and Arterial Roadways, Transit, and I-710 MOSAIC modes
Deliver outstanding trip experiences for all users of the transportation system	Investment in safety, comfort, and transportation network connectivity improvements to enhance the user experience for users of all transportation modes
Enhance communities and lives through mobility and access to opportunity	Investment in community access to opportunities through multimodal transportation improvements, job creation, and community programs focused on strengthening workforce development and local hire opportunities
Transform LA County through regional collaboration and national leadership	Establishment of a Task Force and Community Leadership Committee fostering collaboration and consensus-building between countywide stakeholders including LA County agencies and elected representatives, prominent industry leaders, community-based organizations, and residents
Provide responsive, accountable, and trustworthy governance within the Metro organization	Development of a planning process based in Metro’s organizational acknowledgement and accountability for past harms, response to community concerns and priorities, and building of trust through community partnerships, engagement, and investment