

## Equity Working Group #9 Follow-up Responses

**Q: We know Metro has committed to no widening of the freeway to avoid direct displacements - how can we ensure that arterial roadways within surrounding cities do not cause displacement or harm?**

- Laura Cortez, Task Force (East Yard Communities for Environmental Justice)

**A: Potential project impacts such as displacement will be measured to the best of our ability during the project evaluation stage. Metro will consider additional project requirements and support local policies to prevent indirect impacts.**

The project evaluation phase will consider each project's benefits and impacts, including potential for direct displacements (when construction of a project requires acquisition and/or demolition of private property). For projects with limited information available at the evaluation stage, Metro will be looking at opportunities to set requirements that projects need to meet in future planning and implementation stages. Metro's role may vary from project to project, and many projects will be managed by cities or by other agencies such as Caltrans; funding sources, implementation, and decision-making processes for these projects will depend on the lead agency.

Investment projects may also be perceived as related (or contributing) to broader patterns of neighborhood change or indirect forms of displacement such as rising residential/commercial rents, particularly in areas historically lacking investment. While we can evaluate projects in our list based on their proposed improvements and direct impacts, indirect project impacts are challenging to predict and may depend on anti-displacement and neighborhood stabilization strategies in place at the city or county level. To help meet this need, our initial list includes two programs dedicated to supporting other agencies in passing Housing Stabilization and Economic Stabilization Policies (LB-ELA\_0185 and LB-ELA\_0136).

**Q: Is there a solution we can invest in to eliminate the pollution from the air from trucks/other vehicles?**

- Susan Adams, CLC (At-Large)

**A: Several projects include street tree/vegetation planting, which is the most effective way to remove vehicle pollution from outdoor air. The project list also proposes a number of solutions to prevent air pollution and reduce exposure to air pollution.**

The best way to address air pollution is through prevention - reducing the number of trips made by polluting vehicles, and investing in technologies that reduce the amount of pollution produced by vehicles. Numerous projects on our initial list aim to advance these goals by improving conditions for clean modes of transportation such as walking, biking, and taking transit, and supporting electrification of vehicles for goods movement, transit, and personal use.

Once pollutants are released into the air, they are very difficult to remove. The only way to remove particulate matter (the harmful inhaled pollutants from vehicles) from outdoor air is through tree canopy and vegetation that provides natural filtration. High quality air filters can be used to remove particulate matter from indoor air. Our initial project list includes an I-710 Particulate Matter (PM) Reduction Pilot project, which includes measures such as vegetation barriers, frequent street sweeping, air filters for schools and community spaces, and deployment of air quality monitoring systems (LB-ELA\_0157). Several arterial roadway and active transportation projects also identify street tree/vegetation planting as a project element.

**Q: Can we add a timeline or status to the projects in the list?**

- Guadalupe Arellano, CLC (East Los Angeles – Unincorporated)

**A: Yes, in the evaluation and prioritization phases, we will provide a general timeline status for projects (near term, medium term, and long term) based on project information available.**

In the next phase of study (the evaluation phase) and as we explore options to prioritize projects for the draft investment plan, we will indicate a general timeline status (near/medium/long term) to the best of our knowledge based on the current project status and a typical timeline for projects of similar scope. Much will depend upon available funding from various sources that can be procured annually over a period of several years. Large groups of projects will likely be implemented in phases. As some projects and programs include multiple “sub-projects,” the project timeline status provided may indicate the timeline for implementation of a typical “sub-project” rather than the entire set of projects, which would likely take place over several years and under the leadership of various different jurisdictions.

**Q: Are there any projects to support transitions from the 710 to other freeways like the 10 or the 60?**

- Guadalupe Arellano, CLC (East Los Angeles – Unincorporated)

**A: The project list includes several I-710 interchange improvement projects, but none with I-10 or SR-60.**

As the I-10 freeway is outside the study area boundaries, the project list does not include any interchange improvements between the I-710 and the I-10. Interchange improvements, such as the reconfiguration of the connectors between the I-710 and SR-60 as well as local ramps in the vicinity of East LA, were considered in previous project studies, but rejected due to adverse impacts such as the need for right-of-way and related displacements.