



Board Report

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Agenda Number: 19.

CONSTRUCTION COMMITTEE OCTOBER 23, 2024

SUBJECT: I-105 EXPRESSLANES CONSTRUCTION MANAGER/GENERAL CONTRACTOR SEGMENT 1 (IDENTIFIED WORKS PACKAGE 1) LIFE- OF-PROJECT BUDGET AND ROADSIDE TOLL COLLECTION SYSTEM LIFE-OF-PROJECT BUDGET

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

- A. ESTABLISH the I-105 ExpressLanes Project 475004 Life-of-Project (LOP) Budget by increasing the existing Preconstruction Budget and by establishing funding for the Segment 1 (Identified Work Package 1) construction, from Sepulveda Blvd. to Central Avenue on the I-105 Freeway. This action increases the existing Preconstruction Budget of \$119,391,538 by \$638,148,678 to a Life-of-Project Budget of \$757,540,216 (Attachment A);
- B. NEGOTIATE AND EXECUTE project-related agreements, including contract modifications, up to the authorized LOP;
- C. ESTABLISH an LOP budget of \$44,254,826 for the I-105 Express Lanes project segments 1, 2, and 3 Roadside Toll Collection System (RTCS) Project 275004; and
- D. AMEND FY25 budget for Project 475004 by \$47,234,197 from \$126,112,511 to \$173,346,708 and for Project 275004 by \$3,824,193 from \$2,129,990 to \$5,954,183.

ISSUE

The I-105 Express Lanes project (Project) has been advanced using the Construction Manager/General Contractor (CM/GC) delivery method. Leveraging this delivery method, Metro staff worked with the general contractor and Caltrans, benefiting from contractor design input to advance a number of value engineering opportunities. The general contractor then provided a bid to construct the project, which in this case is IWP 1. Staff has concluded negotiations with the CM/GC contractor on IWP 1 and is now seeking Board approval to increase funding which will enable advancement of IWP 1. Awarding IWP 1 is necessary to comply with the Project's state grant funding requirements,

secure toll-backed financing, and ensure that construction progresses without delays to meet the opening of segment 1 of the Project prior to the 2028 Olympic and Paralympic games.

Establishing an LOP budget to execute contracts and modifications and pursue the completion of the RTCS contract is also necessary. Failure to approve these recommendations could lead to project delays, putting critical funding at risk and postponing the expected operational improvements and equity enhancements within the corridor.

BACKGROUND

In 2016, the I-105 ExpressLanes Project was allocated \$175 million as part of the approved expenditure plan in the Measure M ordinance. Since 2017, Caltrans District 7 and Metro have collaborated on the Project Approval/Environmental Document (PA/ED) and Plans, Specifications, and Estimates (PS&E) phases of the Project, which will improve operations along the I-105 corridor, enhance trip reliability and actively manage traffic flow from I-405 in Los Angeles to Studebaker Road in Norwalk. The Project is structured into three segments, each involving specific design review and permitting packages. Segment 1 is between I-405 and Central Avenue (seven miles), Segment 2 is between Central Avenue and I-710 (four miles), and Segment 3 is between I-710 and Studebaker Road (five miles).

The CMGC method, authorized by the federal "Moving Ahead for Progress in the 21st Century" (MAP-21) Act, allows for phased construction through multiple work packages. This phased approach requires Federal Highway Administration (FHWA) review and concurrence of IWP 1. Metro has been meeting regularly with FHWA and expects to obtain this concurrence prior to the start of construction. As a direct recipient of Federal funding, Metro is advancing Segment 1 as Identified Works Package 1 (IWP 1) following FHWA CM/GC procedures. IWP 1 is the initial package to enable early construction for Segment 1 while Segments 2 and 3 are being developed.

Metro and Caltrans' collaboration ensures that all project phases meet federal standards, contributing to the project's overall success and compliance. The phased IWP approach is critical for the timely completion of the I-105 Express Lanes project, addressing key activities early to mitigate risk and accelerate the timeline.

The Environmental Impact Report/Environmental Assessment (EIR/EA) was completed in May 2021, establishing the environmental framework for the Project. Subsequently, in March 2024, a NEPA/CEQA Revalidation was approved, incorporating additional measures related to biological resources, air quality, cultural resources, and hazardous waste. There are no right-of-way acquisitions in Segment 1 of the Project.

Final design efforts commenced in June 2021. In June 2022, the Board approved a \$119,391,538 preconstruction budget for the Project. In August 2022, the Board approved several key contracts essential for the Project's progress: a Construction Manager/General Contractor (CM/GC) contract with FMJV, a Program Management Support Services (PMSS) contract with HNTB, and the RTCS contract with Conduent State and Local Solutions, Inc. following the plan discussed in the previous Board Report, Metro staff has completed the work to finalize the design for Segment 1 and

negotiated the construction cost to advance IWP 1 for construction.

An equity assessment for Segment 1 was initiated in September 2023 and completed in September 2024 to identify and prioritize potential projects that enhance mobility and equity in the corridor and could be funded with future net toll revenue.

DISCUSSION

The Project is a collaborative effort between Metro and Caltrans, governed by cooperative agreements for design and construction phases. Metro is tasked with awarding and administering all contracts related to the Project, while Caltrans provides design approval and construction permits. Funding sources include Metro Local Measure M funding, State Solutions for Congested Corridors (SCCP) grant funding, and Toll Revenue Backed Loans, including TIFIA financing. The CM/GC process was selected to enable early contractor involvement, providing critical construction expertise that informs design decisions.

On August 25, 2022, a Preconstruction Budget of \$119,391,538 was approved by the Board. This approved budget allowed Staff to finalize the design for Segment 1 and made significant progress on the design of Segment 2 and 3. The engineering development leveraged the partnership between the designer and the CM/GC to create an efficient design on elements such as retaining walls, pavement structure, and sign/toll systems structures and foundations. The CM/GC also collaborated with Metro staff to refine Metro’s contract requirements and remap some of the risks to seek additional construction cost savings. The current request seeks approval to establish the LOP for IWP 1, which covers Segment 1 construction costs, contingencies, and necessary support. Later, once the designs are sufficiently advanced and negotiation of construction costs are concluded, staff will return to the Board to amend the LOP budget for Segments 2 and 3.

The negotiated Opinion of Probable Construction Cost (OPCC) for Segment 1 was reported to the Board on March 11, 2024, with the design now undergoing Caltrans review. The prime contractor has completed the subcontracting procurement process, and the final price for Segment 1 construction has been determined, as shown in the table below:

Milestone	Submittal	OPCC	ICE
First OPCC Submittal	6/16/2023	\$548,020,093	\$424,194,333
Revised Design, Negotiated Estimates and Risks Allocations	12/7/2023	\$412,049,422	\$386,699,600
Final Price	8/19/2024	\$389,126,962	\$364,221,853

On May 17, 2024, the California Transportation Commission allocated a \$150,000,000 SCCP grant, secured by the Project in December 2020. The SCCP grant requires the Project’s construction contract to be awarded six months from the allocation date, which is November 2024. The SCCP grant provides Metro 36 months to complete the Project, which is November 2027. Construction of the Project is expected to begin in January 2025. Concurrently, the final design for Segments 2 and 3

is progressing.

With focus on addressing equity issues, an equity assessment was conducted alongside the preconstruction activities of the Project. This assessment aimed to create a prioritized list of potential projects that could enhance mobility and equity within the corridor, with the possibility of future funding from net toll revenues.

Potential projects were identified through a comprehensive analysis of corridor conditions, existing studies and plans, field visits, and input from Metro departments, local jurisdictions, and Community Based Organizations (CBOs). These projects must be within a three-mile radius of Segment 1 of the I-105 Express Lanes, in alignment with the I-10/I-110 Express Lanes' Net Toll Revenue Grant guidelines. The assessment also included data collection on socioeconomic and environmental conditions.

The projects were categorized into three main areas: active transportation, transit/system improvements, and roadway improvements. Based on a methodology developed explicitly for this project, projects were prioritized as high, medium, or low. This methodology evaluated projects across five categories: connecting people and places, creating community value, conserving resources, prioritizing Metro's Equity Focused Communities (EFCs), and cost-effectiveness.

The equity assessment, project list, and prioritization methodology were developed with extensive input and participation from community members and sixteen CBOs. CBO participation included ten monthly roundtable meetings and a walk audit, while broader community input was gathered through four pop up events and two public meetings held in July 2024. The pop-up events were held in Watts at a food distribution event, Willowbrook at the Watts Willowbrook Farmers Market, Inglewood at New Mt. Pleasant Baptist Church, and in Lawndale/Torrance at El Camino College. The public meetings presented the equity assessment and solicited feedback on the project list. Additionally, two surveys were conducted: the first to understand travel behavior in the corridor and the second to gather public input on the project list. The travel behavior survey received 848 responses, while the project list survey garnered 140 responses. The public meetings and surveys were conducted in English and Spanish.

There were 143 projects identified in total. Of these, 63 were prioritized as high, 70 as medium, and ten as low, as shown in the table below. High-priority projects were characterized by area-wide or corridor-level impact, proximity to Metro rail stations, location within EFC populations, and a focus on sustainable mobility options. The complete list of projects is included in Attachment C, and the Executive Summary is included in Attachment D.

Priority	Active Transportation	Roadway	Transit	Total
High	31	13	19	63
Medium	35	17	18	70
Low	2	5	3	10
Total	68	35	40	143

Two corridor enhancements have been identified that could be implemented as part of the Project. The first is improved lighting at freeway under-crossings that are being widened for the Project, and the second is wayfinding, signage, and state-of-good repair improvements at Harbor and Avalon C line stations.

Public Outreach

Metro Construction Relations will implement a comprehensive outreach program to notify the public in advance of construction starting. Metro Construction Relations will roll out a multi-channel outreach program that, among other tools, will utilize social media, earned and paid media, electronic newsletters. Metro will work closely with partner agencies including local cities, to notify the public. The outreach program will continue through all phases of the project. Project contact tools, information line, and e-mail, are available to address inquiries about the outreach program. Metro's dedicated Construction Relations team will monitor these tools and coordinate accordingly.

Furthermore, the project's website, <https://www.metro.net/projects/i105-expresslanes/>, will contain information on the status of the project, closure information, including relevant fact sheets, detour maps, presentations and additional resources. Information regarding project related closures will be made available through social media outlets, including WAZE and Google maps. The information will be updated with detour information when closures begin.

Additionally, the staff requests approval for the LOP budget for the RTCS. This LOP includes segments 1,2, and 3 and is distinct from the IWP because Metro will own the RTCS upon completion, while Caltrans will retain ownership of the civil improvements. The LOP includes the design/build portion of the DBOM contract with Conduent State and Local Solutions, Inc., support costs, agency labor costs, and contingency. Details of the RTCS LOP are provided in Attachment G.

DETERMINATION OF SAFETY IMPACT

The Project is being planned and designed according to Caltrans Standard Specifications and Caltrans Standard Plans. Approval of the IWP 1 and RTCS LOPs for the Project will not impact safety.

FINANCIAL IMPACT

The project has secured \$325 million in funding, with \$175 million from Measure M and a \$150 million grant from the State's Solutions for Congested Corridors Program. Of the \$175 million in Measure M funds, \$119 million has been allocated for pre-construction activities and \$10 million for RTCS project, leaving \$46 million available for construction. As noted earlier, the Board approved preconstruction budget is \$119 million. The budget for IWP 1 is \$638 million, and the cost for the entire project is \$1.4 to \$1.5 billion. Toll-backed debt financing will be utilized to address the funding gap of \$1.075 to \$1.175 billion. The project's toll revenue is projected to exceed \$6.6 billion over the 40-year debt repayment period.

Impact to Budget

Board approval will have the following impacts on the FY25 budget:

FY25 budget for Project 475004 I-105 Express Lanes will increase from \$126,112,511 to \$173,346,708 (increase of \$47,234,197) (Attachment A).

FY25 budget for Project 275004 Roadside Toll Collection System (RTCS) will increase from \$2,129,990 to \$5,954,183 (increase of \$3,824,193) (Attachment G).

Funding for this action comes from Measure M Highway 17% and State grant, which are not eligible for bus and rail operations.

EQUITY PLATFORM

Along the I-105 corridor, 92% of census tracts within a three-mile radius are EFCs. Within a three-mile radius of segment 1, 72% of census tracts and 75% of the population are in an EFC.

As described earlier, equity has been incorporated through an equity assessment for Segment 1 that identified potential projects that could be funded with future net toll revenue.

The CM/GC Contractor, Flatiron-Myers, JV (FMJV) made a 12.40% Disadvantaged Business Enterprise (DBE) commitment on Phase 1 - Pre-Construction. The current level of DBE participation is 11.88%, representing a 0.52% shortfall. FMJV has a shortfall mitigation plan on file and contends that the shortfall is due to the timing of subcontractor work during the Pre-Construction phase. FMJV is projecting to achieve its DBE commitment by December 2024, for Phase 1. In addition, the segment 1 construction contract includes a DBE goal of 19%, with staff monitoring the construction contract to ensure compliance with the established goals. The Project Labor Agreement/Construction Careers Policy is applicable on the Phase 2-Construction portion of this contract. Finally, the segment 2/3 equity assessment is expected to begin in early 2025.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The Project is consistent with the following Metro Vision 2028 Goals and Objectives:

- Goal 1: Provide high-quality mobility options that enable people to travel less by increasing regional highway capacity and offering travelers on the corridor a new, faster, more reliable, and more convenient travel mode alternative.
- Goal 2: Deliver outstanding trip experiences for all transportation system users by improving trip times and travel speeds for Express Lanes and general-purpose lanes.
- Goal 4: Transforming LA County through regional collaboration and national leadership by strengthening Metro's relationships with Caltrans, the Federal Highway Administration, Los Angeles County, local cities/jurisdictions, and other agencies.

ALTERNATIVES CONSIDERED

One alternative is for the Board not to approve the recommended actions for the I-105 Express Lanes CM/GC Project. However, staff does not recommend this alternative for several critical reasons.

First, failing to establish the IWP1 LOP and authorize the related project agreements would significantly delay the Project's timeline. Such delays would jeopardize the \$150,000,000 in funding awarded under the Solutions for Congested Corridors Program (SCCP), which is crucial for the Project's financial viability.

Second, choosing not to proceed with the CM/GC contract would forfeit the key benefits of early contractor involvement. This involvement is essential for managing costs and ensuring the timely implementation of toll collection infrastructure. Without it, the Project may experience delays in generating anticipated toll revenue and achieving the expected operational improvements.

If the financial close of the TIFIA loan and toll-backed debt financing is not achieved by December 2025, it may become necessary to utilize I-110 Express Lanes toll revenue for interim funding. This would ensure that Segment 1 construction continues without interruption until the debt financing is finalized. Once the TIFIA or toll-backed financing is secured, funds from the I-110 toll revenues will be reimbursed. This action, if warranted, will require Metro Board consideration and approval before implementation.

NEXT STEPS

Upon approval by the Board, staff will complete executing the Segment 1 IWP 1 contract modification and proceed with CM/GC construction for Segment 1. Staff will also continue developing Segments 2 and 3 and return to the Board to amend the LOP budget in Fall 2025. In addition, the Segment 2 and 3 equity assessment will begin in early 2025.

ATTACHMENTS

Attachment A - IWP Funding and Expenditure Table
Attachment B - Procurement Summary
Attachment C - Equity Assessment Prioritized List of Projects
Attachment D - I-105 Express Lanes Segment 1 Equity Assessment Executive Summary
Attachment E - Contract Modification/Change Order Log
Attachment F - DEOD Summary (CM/GC Contract)
Attachment G - RTCS LOP

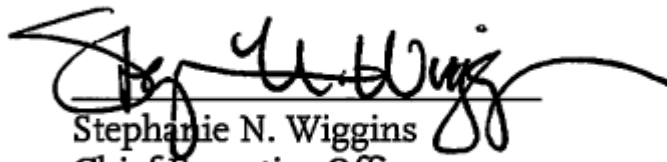
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EXPENDITURE and FUNDING PLAN
I-105 Express Lanes Project 475004 - Identified Work Package 1 (IWP 1)

Uses of Funds			IWP 1 Budget Allocation by Fiscal Year					Total (Precon + IWP 1)
Work Package	Precon Budget	IWP 1 Budget	FY25	FY26	FY27	FY28	FY29	
PS&E	\$ 96,049,538	\$ 27,400,000	\$ 25,285,714	\$ 2,114,286	\$ -	\$ -	\$ -	\$ 123,449,538
ROW	\$ 3,000,000	\$ 17,660,000	\$ 1,260,000	\$ 11,160,000	\$ 4,160,000	\$ 1,080,000	\$ -	\$ 20,660,000
Utilities	\$ 6,000,000	\$ 3,591,000	\$ 346,000	\$ 1,890,000	\$ 1,155,000	\$ 200,000	\$ -	\$ 9,591,000
Agency Labor Cost	\$ 7,300,000	\$ 14,195,781	\$ 3,853,887	\$ 5,455,752	\$ 3,819,026	\$ 1,067,116	\$ -	\$ 21,495,781
Construction Capital		\$ 389,126,960	\$ 95,725,232	\$ 160,320,308	\$ 107,009,914	\$ 26,071,506	\$ -	\$ 389,126,960
Construction Support		\$ 62,064,176	\$ 14,838,169	\$ 22,476,609	\$ 17,150,650	\$ 6,876,660	\$ 722,088	\$ 62,064,176
Contingency	\$ 7,042,000	\$ 124,110,762	\$ 32,037,706	\$ 50,386,319	\$ 33,287,490	\$ 8,327,038	\$ 72,209	\$ 131,152,762
Total Project Estimate	\$ 119,391,538	\$ 638,148,679	\$ 173,346,708	\$ 253,803,273	\$ 166,582,081	\$ 43,622,320	\$ 794,297	\$ 757,540,217

Source of Funds

Toll-backed Debt Obligations	\$ -	\$ 442,695,877	\$ -	\$ 236,583,322	\$ 162,763,054	\$ 42,555,204	\$ 794,297	\$ 442,695,877
Local Revenue (Measure M)	\$ 119,391,538	\$ 45,452,802	\$ 30,745,601	\$ 9,821,059	\$ 3,819,026	\$ 1,067,116	\$ -	\$ 164,844,340
State Revenue	\$ -	\$ 150,000,000	\$ 142,601,107	\$ 7,398,893	\$ -	\$ -	\$ -	\$ 150,000,000
TOTAL SOURCE	\$ 119,391,538	\$ 638,148,679	\$ 173,346,708	\$ 253,803,273	\$ 166,582,081	\$ 43,622,320	\$ 794,297	\$ 757,540,217

PROCUREMENT SUMMARY

I-105 EXPRESSLANES CONSTRUCTION MANAGER/GENERAL
CONTRACTOR/PS84667000

1.	Contract Number: PS84667000		
2.	Contractor: Flatiron-Myers, a Joint Venture		
3.	Mod. Work Description: Identified Works Package 1 (Phase 2)		
4.	Contract Work Description: Segment 1 - ExpressLanes Construction/Installation		
5.	The following data is current as of: October 10, 2024		
6.	Contract Completion Status		Financial Status
	Contract Awarded:	8/25/2022	Contract Award Amount: \$7,997,461
	Notice to Proceed (NTP):	11/10/2022	Total of Modifications Approved: \$0.00
	Original Complete Date:	5/10/2025	Pending Modifications (including this action): \$389,126,962
	Current Est. Complete Date:	5/10/2025	Current Contract Value (with this action): \$397,124,423
7.	Contract Administrator: Victor Zepeda		Telephone Number: 213.922.1458
8.	Project Manager: James Wei		Telephone Number: 213.922.7528

A. Procurement Background

This Board Action is to approve Contract Modification No. 3 that implements the conversion of the I-105 Freeway High Occupancy Vehicle (HOV) lanes to ExpressLanes. This Contract Modification will be processed in accordance with Metro's Acquisition Policy and the contract type is a firm fixed price.

On August 25, 2022, the Board approved an alternative delivery contract, Construction Manager/General Contractor (CM/GC), Contract No. PS84667000 (File #2022-0442) with Flatiron-Meyers, a Joint Venture. The initial contract award for pre-construction services (CM phase) was \$7,997,461 for a period of performance of 30 months. The GC phase of this contract is the conversion of the HOV lanes to ExpressLanes.

Refer to Attachment E – Contract Modification/Change Order Log.

B. Cost/Price Analysis

The recommended price has been determined to be fair and reasonable based upon independent cost estimates, cost analysis, technical evaluation, fact finding, and negotiations. Staff conducted multiple rounds of negotiations with the contractor for this Identified Work Package 1. Through the CM/GC process, Metro and contractor identified key areas to reduce costs such as: reducing indirect costs, alternative work efficiencies, type of retaining walls, median construction elements, overhead sign structures, and use of current K-rail versus new higher cost K-rail.

Proposal Amount	Metro ICE	Negotiated Amount
\$548,020,093	\$424,194,333	\$389,126,962

ID #	Project Name	Description	Mode	Subtype	Jurisdiction	ROM Range	Origin	Zipcodes(s)	Tiers
38	FLM Improvements near Metro C Line Hawthorne/Lennox Station	Implement active transportation infrastructure improvements within 1 mile of the station and enhance transfer/station experience (add protected bike lanes and raised medians near station entrances).	Active Transportation	First/Last Mile	Multi-Jurisdictional	\$\$\$ (\$10M-\$14.9M)	CBO	90250, 90303, 90304	High
39	FLM Improvements near Metro C Line Crenshaw Blvd Station	Implement active transportation infrastructure improvements within 1 mile of the station.	Active Transportation	First/Last Mile	Multi-Jurisdictional	\$\$ (\$5M-\$9.9M)	Technical Team	90250, 90303	High
40	FLM Improvements near Metro C Line Vermont Station	Implement active transportation infrastructure improvements within 1 mile of the station.	Active Transportation	First/Last Mile	Multi-Jurisdictional	\$\$ (\$5M-\$9.9M)	CBO	90044, 90047, 90061	High
41	FLM Improvements near Metro C Line Harbor Freeway Station	Implement active transportation infrastructure improvements within 1 mile of the station.	Active Transportation	First/Last Mile	Multi-Jurisdictional	\$\$ (\$5M-\$9.9M)	LADOT	90044, 90061	High
42	FLM Improvements near Metro C Line Avalon Station	Implement active transportation infrastructure improvements within 1 mile of the station and enhance transfer/station experience (add protected bike lanes and raised medians near station entrances).	Active Transportation	First/Last Mile	Multi-Jurisdictional	\$\$\$ (\$10M-\$14.9M)	CBO	90059, 90061	High
43	FLM Improvements near Metro C Line Willowbrook/Rosa Parks Station	Implement active transportation infrastructure improvements within 1 mile of the station.	Active Transportation	First/Last Mile	Multi-Jurisdictional	\$\$ (\$5M-\$9.9M)	LA County Ped Plan	90059, 90222, 90262	High
44	FLM Improvements near Metro C Line Long Beach Boulevard Station	Implement active transportation infrastructure improvements within 1 mile of the station.	Active Transportation	First/Last Mile	Lynwood	\$\$ (\$5M-\$9.9M)	LA County Ped Plan	90262	High
45	South LA Pedestrian Improvements	Add curb extensions, leading pedestrian intervals, pedestrian refuge islands, high visibility crosswalks, and increased lighting at the following intersections: Manchester/Normandie, Manchester/Vermont, Century/Avalon, Manchester/Figueroa, and Manchester/Broadway.	Active Transportation	Pedestrian Improvements	City of Los Angeles	\$\$ (\$5M-\$9.9M)	LADOT	90001, 90002, 90003, 90044	High
46	Inglewood/Lennox Pedestrian Improvements	Identified as a Pedestrian District in the Metro ATSP. Upgrade crosswalks and curb ramps, add leading pedestrian intervals, upgrade traffic signals, and add RRFBs, pedestrian activated warning systems, pedestrian refuge islands, curb extensions, and signage.	Active Transportation	Pedestrian Improvements	Multi-Jurisdictional	\$\$\$ (\$10M-\$14.9M)	Metro ATSP	90301, 90302, 90303, 90304, 90305	High

ID #	Project Name	Description	Mode	Subtype	Jurisdiction	ROM Range	Origin	Zipcodes(s)	Tiers
51	Willowbrook/West Rancho Dominguez Pedestrian Improvements	Upgrade crosswalks and curb ramps, add leading pedestrian intervals, upgrade traffic signals, and add RRFBs, pedestrian activated warning systems, pedestrian refuge islands, curb extensions, and signage, including projects from Willowbrook TOD Specific Plan.	Active Transportation	Pedestrian Improvements	Unincorporated LA County	\$\$\$ (\$10M-\$14.9M)	LA County Ped and TOD Plan	90059, 90061, 90220, 90222, 90248, 90262	High
72	Hawthorne Blvd On-/Off-ramp Pedestrian Crossing Improvements	Add continental crosswalks with in-road warning lights, curb extensions to alter corner radii, RRFBs with ped push buttons, and signage to improve pedestrian visibility at I-105 exits and entrances.	Active Transportation	Pedestrian Improvements	Multi-Jurisdictional	\$ (< \$4.9M)	CBO	90250, 90303, 90304	High
79	Hawthorne/Lennox Station Mobility Hub	Improve multimodal connectivity and transportation options.	Active Transportation	First/Last Mile	Hawthorne	\$\$\$\$ (\$15M-\$19.9M)	Caltrans	90250, 90303, 90304	High
80	Downtown Inglewood Station Mobility Hub	Improve multimodal connectivity and transportation options.	Active Transportation	First/Last Mile	Inglewood	\$\$\$\$ (\$15M-\$19.9M)	Technical Team	90301, 90302	High
81	Harbor Freeway Station Mobility Hub	Improve multimodal connectivity and transportation options.	Active Transportation	First/Last Mile	City of Los Angeles	\$\$\$\$ (\$15M-\$19.9M)	Technical Team	90044, 90061	High
82	South LA FLM Bikeshare	Install bikeshare docks near transit stations in areas with protected facilities and dedicated lanes near C Line Stations.	Active Transportation	First/Last Mile	City of Los Angeles	\$\$\$\$ (\$15M-\$19.9M)	Inglewood Active Transportation Plan	90001, 90002, 90003, 90044, 90047, 90059, 90061, 90255, 90262, 90280	High
83	South LA Bike Infrastructure Upgrades	Improve safety for cyclists by upgrading existing Class II and III facilities to buffered/protected bike lanes.	Active Transportation	Bikeway	City of Los Angeles	\$\$\$\$ (\$15M-\$19.9M)	Technical Team	90001, 90002, 90003, 90044, 90047, 90059, 90061	High
84	South LA Bike Network Gap Closures	Improve safety and connectivity for cyclists by filling in gaps in the existing bike network through neighborhood Class II and III connections.	Active Transportation	Bikeway	City of Los Angeles	\$\$\$ (\$10M-\$14.9M)	Technical Team	90001, 90002, 90003, 90043, 90044, 90047, 90059, 90061, 90247, 90248, 90249, 90262, 90280, 90303, 90305	High
88	Imperial Hwy Class IV Bike Lane	Add Class IV bikeways.	Active Transportation	Bikeway	Multi-Jurisdictional	\$\$\$\$ (> \$20M)	Technical Team	90044, 90045, 90047, 90059, 90061, 90222, 90245, 90250, 90262, 90280, 90303, 90304	High

ID #	Project Name	Description	Mode	Subtype	Jurisdiction	ROM Range	Origin	Zipcodes(s)	Tiers
89	Redondo Beach Blvd/Compton Blvd Class IV Bike Lane	Add Class IV bikeways.	Active Transportation	Bikeway	Multi-Jurisdictional	\$\$\$\$ (> \$20M)	Existing Plan	90059, 90220, 90221, 90222, 90247, 90248, 90249, 90260, 90504, 90506, 90746	High
97	South LA Commercial Corridor Public Space Improvements	Add parklets, public space improvements, play streets, trees, etc. on commercial corridors S Vermont Ave, Manchester Ave, S Hoover St, S Van Ness Ave, and S Figueroa St.	Active Transportation	Pedestrian Improvements	City of Los Angeles	\$ (\$5M-\$9.9M)	Metro ATSP	90003, 90043, 90044, 90047, 90061, 90247, 90250, 90303, 90305	High
107	Safe Routes for Seniors West Rancho Dominguez	Implement safety and pedestrian access improvements near senior housing, centers, and services.	Active Transportation	Safety	Unincorporated LA County	\$ (< \$4.9M)	Technical Team	90059, 90061	High
109	Safe Routes for Seniors Alondra Park	Implement safety and pedestrian access improvements near senior housing, centers, and services.	Active Transportation	Safety	Unincorporated LA County	\$ (< \$4.9M)	Technical Team	90260	High
110	Safe Routes for Seniors Lawndale	Implement safety and pedestrian access improvements near senior housing, centers, and services.	Active Transportation	Safety	Lawndale	\$ (< \$4.9M)	Technical Team	90260, 90278	High
113	Safe Routes for Seniors South Gate	Implement safety and pedestrian access improvements near senior housing, centers, and services.	Active Transportation	Safety	South Gate	\$ (< \$4.9M)	Technical Team	90280	High
114	Safe Routes for Seniors Inglewood	Implement safety and pedestrian access improvements near senior housing, centers, and services.	Active Transportation	Safety	Inglewood	\$ (< \$4.9M)	Technical Team	90302	High
153	Central Ave Class IV Bike	Add Class IV bikeways.	Active Transportation	Bikeway	City of Los Angeles	\$\$\$\$ (> \$20M)	LADOT Mobility Plan 2035	90059, 90222, 90220, 90002, 90001, 90003, 90746	High

ID #	Project Name	Description	Mode	Subtype	Jurisdiction	ROM Range	Origin	Zipcodes(s)	Tiers
154	Avalon Blvd Improvements	The project scope consists of vision zero elements by installing curb extensions, pedestrian islands, bus boarding islands, and protected bike lanes.	Active Transportation	Bikeway	City of Los Angeles	\$\$\$\$ (> \$20M)	Metro ATSP	90059, 90220, 90002, 90001, 90003, 90248, 90746, 90061	High
155	FLM Improvements near Metro C Line 103rd St / Watts Towers Station	Implement active transportation infrastructure improvements within 1 mile of the station.	Active Transportation	First/Last Mile	City of Los Angeles	\$\$\$ (\$10M - \$14.9M)	Technical Team	90280, 90059, 90262, 90002	High
156	FLM Improvements near Metro C Line Downtown Inglewood Station	Implement active transportation infrastructure improvements within 1 mile of the station.	Active Transportation	First/Last Mile	Inglewood	\$\$\$ (\$10M - \$14.9M)	Technical Team	90305, 90301, 90302	High
157	Stress Free Connections: Watt	Aims to improve pedestrian and bicyclist safety and connectivity, enable safer and more accessible travel across neighborhoods, aligning with the Neighborhood Enhanced Network and promoting walking and biking while reducing vehicle miles traveled.	Active Transportation	Complete Streets	City of Los Angeles	\$\$\$\$ (\$15M-\$19.9M)	LADOT	90280, 90059, 90262, 90002	High
159	Hoover Street Safety Improvements	Install bike lanes from MLK Blvd to 120th St.	Active Transportation	Safety	City of Los Angeles	\$\$\$\$ (> \$20M)	LADOT	90003, 90044, 90047, 90061, 90247	High
47	Hawthorne Pedestrian Improvements	Identified as a Pedestrian District in the Metro ATSP. Upgrade crosswalks and curb ramps, add leading pedestrian intervals, upgrade traffic signals, and add RRFBs, pedestrian activated warning systems, pedestrian refuge islands, curb extensions, and signage.	Active Transportation	Pedestrian Improvements	Hawthorne	\$\$\$ (\$10M - \$14.9M)	Metro ATSP	90250	Medium
48	South Vermont Pedestrian Improvements	Identified as a Pedestrian District in the Metro ATSP. Upgrade crosswalks and curb ramps, add leading pedestrian intervals, upgrade traffic signals, and add RRFBs, pedestrian activated warning systems, pedestrian refuge islands, curb extensions, and signage.	Active Transportation	Pedestrian Improvements	City of Los Angeles	\$\$\$ (\$10M - \$14.9M)	Metro ATSP	90044, 90047	Medium
49	Compton Pedestrian Improvements	Identified as a Pedestrian District in the Metro ATSP. Upgrade crosswalks and curb ramps, add leading pedestrian intervals, upgrade traffic signals, and add RRFBs, pedestrian activated warning systems, pedestrian refuge islands, curb extensions, and signage.	Active Transportation	Pedestrian Improvements	Compton	\$\$\$ (\$10M - \$14.9M)	Metro ATSP	90220, 90221, 90222	Medium

ID #	Project Name	Description	Mode	Subtype	Jurisdiction	ROM Range	Origin	Zipcodes(s)	Tiers
50	Lynwood/South Gate Pedestrian Improvements	Identified as a Pedestrian District in the Metro ATSP. Upgrade crosswalks and curb ramps, add leading pedestrian intervals, upgrade traffic signals, and add RRFBs, pedestrian activated warning systems, pedestrian refuge islands, curb extensions, and signage.	Active Transportation	Pedestrian Improvements	Multi-Jurisdictional	\$\$\$ (\$10M - \$14.9M)	Metro ATSP	90262, 90280	Medium
52	Florence Firestone Pedestrian Improvements	Upgrade crosswalks and curb ramps, add leading pedestrian intervals, upgrade traffic signals, and add RRFBs, pedestrian activated warning systems, pedestrian refuge islands, curb extensions, and signage.	Active Transportation	Pedestrian Improvements	Unincorporated LA County	\$\$\$ (\$10M - \$14.9M)	LA County Ped Plan/Metro ATSP	90001, 90002, 90255, 90280	Medium
53	Westmont/West Athens Pedestrian Improvements	Upgrade crosswalks and curb ramps, add leading pedestrian intervals, upgrade traffic signals, and add RRFBs, pedestrian activated warning systems, pedestrian refuge islands, curb extensions, and signage, including projects from the Westmont/West Athens Community Pedestrian Plan	Active Transportation	Pedestrian Improvements	Unincorporated LA County	\$\$\$ (\$10M - \$14.9M)	Metro ATSP	90044, 90047, 90247, 90249, 90250, 90303	Medium
70	Central Ave On-/Off-ramp Pedestrian Crossing Improvements	Add continental crosswalks and signage to improve pedestrian visibility at I-105 exits and entrances.	Active Transportation	Pedestrian Improvements	City of Los Angeles	\$ (< \$4.9M)	CBO	90059	Medium
71	Crenshaw Blvd On-/Off-ramp Pedestrian Crossing Improvements	Add continental crosswalks with in-road warning lights, curb extensions to alter corner radii, RRFBs with pedestrian push buttons, and signage to improve pedestrian visibility at I-105 exits and entrances.	Active Transportation	Pedestrian Improvements	Hawthorne	\$ (< \$4.9M)	Technical Team	90250, 90303	Medium
73	Hoover St On-/Off-ramp Pedestrian Crossing Improvements	Add continental crosswalks and ADA upgrades to improve pedestrian visibility and accessibility at the I-105 entrance.	Active Transportation	Pedestrian Improvements	City of Los Angeles	\$ (< \$4.9M)	Metro ATSP	90044, 90061	Medium
74	Imperial Hwy/Prairie Ave On-/Off-Ramp Pedestrian Crossing Improvements	Add continental crosswalks, ADA curb ramps, and signage to improve pedestrian visibility and accessibility at I-105 exits and entrances.	Active Transportation	Pedestrian Improvements	Multi-Jurisdictional	\$ (< \$4.9M)	Technical Team	90250, 90303, 90304	Medium
75	La Cienega Blvd/Aviation Blvd On-/Off-ramp Pedestrian Crossing Improvements	Add continental crosswalks and ADA curb ramps to improve pedestrian visibility and accessibility at the I-105 exit.	Active Transportation	Pedestrian Improvements	City of Los Angeles	\$ (< \$4.9M)	Technical Team	90045, 90245, 90250, 90304	Medium
76	Nash Street/LAX Alt On-/Off-ramp Pedestrian Crossing Improvements	Add continental crosswalks to improve pedestrian visibility at the I-105 exit.	Active Transportation	Pedestrian Improvements	El Segundo	\$ (< \$4.9M)	Technical Team	90045, 90245	Medium

ID #	Project Name	Description	Mode	Subtype	Jurisdiction	ROM Range	Origin	Zipcodes(s)	Tiers
77	Vermont Ave On-/Off-ramp Pedestrian Crossing Improvements	Add ADA upgrades at I-105 entrances and exits to improve accessibility.	Active Transportation	Pedestrian Improvements	Unincorporated LA County	\$ (< \$4.9M)	Technical Team	90044, 90047, 90061	Medium
78	Wilmington Ave/Imperial Hwy On-/Off-ramp Pedestrian Crossing Improvements	Add continental crosswalks to improve pedestrian visibility at I-105 exits and entrances.	Active Transportation	Pedestrian Improvements	City of Los Angeles	\$ (< \$4.9M)	Technical Team	90059, 90222, 90262	Medium
85	City of Inglewood Bikeways	Short-term prioritized bikeways from Inglewood Active Transportation Plan. Ranges from Class II to IV.	Active Transportation	Bikeway	Inglewood	\$\$ (\$5M-\$9.9M)	Inglewood Active Transportation Plan	90043, 90045, 90250, 90301, 90302, 90303, 90304, 90305	Medium
86	Vermont Ave Class IV Bike Lane	Add Class IV bikeways.	Active Transportation	Bikeway	Multi-Jurisdictional	\$\$\$\$ (> \$20M)	Metro ATSP	90003, 90044, 90047, 90061, 90247, 90248, 90249	Medium
87	Manchester Ave/Firestone Blvd Class IV Bike Lane	Add Class IV bikeways.	Active Transportation	Bikeway	Multi-Jurisdictional	\$\$\$\$ (> \$20M)	Metro ATSP	90001, 90002, 90003, 90044, 90045, 90047, 90301, 90302, 90305	Medium
94	Downtown Inglewood Public Space Improvements	Add parklets, public space improvements, play streets, trees, etc. on Market Street between Florence Ave and Hillcrest Blvd.	Active Transportation	Pedestrian Improvements	Inglewood	\$\$ (\$5M-\$9.9M)	Technical Team	90301, 90302, 90305	Medium
95	Downtown Compton Public Space Improvements	Compton Boulevard between Acacia Avenue and Santa Fe Avenue public space improvements; add parklets, play streets, trees, widen sidewalks	Active Transportation	Pedestrian Improvements	Compton	\$\$ (\$5M-\$9.9M)	Technical Team	90220, 90221, 90222	Medium
96	Tweedy Blvd Public Space Improvements	Add parklets, public space improvements, play streets, trees, etc. on Tweedy Blvd	Active Transportation	Pedestrian Improvements	South Gate	\$\$ (\$5M-\$9.9M)	Technical Team	90002, 90262, 90280	Medium
98	Aviation Blvd Greenway	Add greenway and public space to Aviation Blvd within walkshed of Aviation/LAX C Line Station. Pedestrian bridge over Imperial Highway connecting LAX to Aviation/LAX C Line Station.	Active Transportation	Pedestrian Improvements	El Segundo	\$\$\$ (\$10M-\$14.9M)	Tehnickal Team	90045, 90245, 90250, 90304	Medium

ID #	Project Name	Description	Mode	Subtype	Jurisdiction	ROM Range	Origin	Zipcodes(s)	Tiers
99	Safe Routes to School West Rancho Dominguez	Add High visibility crosswalks, pedestrian refuge islands, trees, curb extensions, and leading pedestrian intervals near schools.	Active Transportation	Safety	Unincorporated LA County	\$ (< \$4.9M)	Technical Team	90059, 90061, 90220, 90248	Medium
100	Safe Routes to School Compton	Add High visibility crosswalks, pedestrian refuge islands, trees, curb extensions, and leading pedestrian intervals near schools.	Active Transportation	Safety	Compton	\$ (< \$4.9M)	Technical Team	90220, 90221	Medium
101	Safe Routes to School West Athens Westmont	Add High visibility crosswalks, pedestrian refuge islands, trees, curb extensions, and leading pedestrian intervals near schools.	Active Transportation	Safety	Unincorporated LA County	\$ (< \$4.9M)	LADOT	90044, 90047	Medium
102	Safe Routes to School Florence Firestone	Add High visibility crosswalks, pedestrian refuge islands, trees, curb extensions, and leading pedestrian intervals near schools.	Active Transportation	Safety	Unincorporated LA County	\$ (< \$4.9M)	Technical Team	90001	Medium
103	Safe Routes to School South Los Angeles - I-110	Add High visibility crosswalks, pedestrian refuge islands, trees, curb extensions, and leading pedestrian intervals near schools.	Active Transportation	Safety	City of Los Angeles	\$\$ (\$5M-\$9.9M)	Technical Team	90003, 90044, 90061	Medium
104	Safe Routes to School South Los Angeles	Add High visibility crosswalks, pedestrian refuge islands, trees, curb extensions, and leading pedestrian intervals near schools.	Active Transportation	Safety	City of Los Angeles	\$\$ (\$5M-\$9.9M)	LADOT	90001, 90002, 90003, 90044, 90059	Medium
105	Safe Routes to School South Los Angeles - Manchester Avenue	Add High visibility crosswalks, pedestrian refuge islands, trees, curb extensions, and leading pedestrian intervals near schools.	Active Transportation	Safety	City of Los Angeles	\$\$ (\$5M-\$9.9M)	Technical Team	90003, 90044, 90047	Medium
106	Safe Routes for Seniors Compton	Implement safety and pedestrian access improvements near senior housing, centers, and services.	Active Transportation	Safety	Compton	\$ (< \$4.9M)	Technical Team	90220, 90221, 90222	Medium
108	Safe Routes for Seniors Gardena	Implement safety and pedestrian access improvements near senior housing, centers, and services.	Active Transportation	Safety	Gardena	\$ (< \$4.9M)	Technical Team	90047, 90247, 90249, 90250	Medium
111	Safe Routes for Seniors Hawthorne	Implement safety and pedestrian access improvements near senior housing, centers, and services.	Active Transportation	Safety	Hawthorne	\$ (< \$4.9M)	Technical Team	90250, 90260, 90304	Medium

ID #	Project Name	Description	Mode	Subtype	Jurisdiction	ROM Range	Origin	Zipcodes(s)	Tiers
112	Safe Routes for Seniors West Athens Westmont	Implement safety and pedestrian access improvements near senior housing, centers, and services.	Active Transportation	Safety	Unincorporated LA County	\$ (< \$4.9M)	Technical Team	90044, 90047	Medium
115	Safe Routes for Seniors South LA	Implement safety and pedestrian access improvements near senior housing, centers, and services.	Active Transportation	Safety	City of Los Angeles	\$\$ (\$5M-\$9.9M)	Technical Team	90002, 90003, 90059, 90061	Medium
116	Hawthorne Blvd Class IV Bike Lane	Add Class IV bikeways.	Active Transportation	Bikeway	Multi-Jurisdictional	\$\$\$\$ (\$15M-\$19.9M)	Metro ATSP	90250, 90260, 90301, 90303, 90304	Medium
117	Alameda St Class I Bike Path	Add Class IV bikeways.	Active Transportation	Bikeway	Multi-Jurisdictional	\$\$\$\$ (> \$20M)	Metro ATSP	90001, 90002, 90059, 90220, 90221, 90222, 90255, 90262, 90280	Medium
90	Compton Creek Bike Path	Add Class I bikeways.	Active Transportation	Bikeway	Multi-Jurisdictional	\$\$\$\$ (> \$20M)	Technical Team	90059, 90220, 90222	Low
91	Micromobility Device Rental Program	Create an e-bike and e-cargo bike rental program as an alternative to bike share.	Active Transportation	VMT Reduction	Multi-Jurisdictional	\$\$ (\$5M-\$9.9M)	Technical Team	No Data	Low

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63	Hoover St I-105 Underpass Improvements	Reconnect neighborhoods separated by I-105 with underpass improvements such as lighting, public art, and landscaping.	Roadway/ITS	Complete Streets	City of Los Angeles	\$ (< \$4.9M)	Technical Team	90044, 90061	High
65	Main St I-105 Underpass Improvements	Reconnect neighborhoods separated by I-105 with underpass improvements such as lighting, public art, and landscaping.	Roadway/ITS	Complete Streets	City of Los Angeles	\$ (< \$4.9M)	Technical Team	90061	High
66	Manchester Blvd I-110 Underpass Improvements	Reconnect neighborhoods separated by I-110 with underpass improvements such as lighting, public art, and landscaping.	Roadway/ITS	Complete Streets	City of Los Angeles	\$ (< \$4.9M)	Technical Team	90003, 90044	High
67	Rosecrans Ave I-110 Underpass Improvements	Reconnect neighborhoods separated by I-110 with underpass improvements such as lighting, public art, and landscaping.	Roadway/ITS	Pedestrian Improvements	City of Los Angeles	\$ (< \$4.9M)	Technical Team	90061, 90247, 90248	High
68	Stanford Ave I-105 Underpass Improvements	Reconnect neighborhoods separated by I-105 with underpass improvements such as lighting, public art, and landscaping.	Roadway/ITS	Complete Streets	City of Los Angeles	\$ (< \$4.9M)	Technical Team	90059, 90061	High
93	Universal Basic Mobility	Expand the pilot program (south of Florence Ave) focusing on Metro EFCs.	Roadway/ITS	Other	City of Los Angeles	\$\$\$ (\$10M - \$14.9M)	LADOT	90280, 90059, 90222, 90262, 90002, 90001, 90305, 90047, 90003, 90301, 90303, 90043, 90247, 90248, 90249, 90061, 90044, 90304, 90250, 90045, 90302, 90245	High
123	Manchester Ave Intersection Improvements	Implement intersection improvements to reduce collision rates at High accident locations along Manchester Ave between Crenshaw Blvd and Wilmington Ave	Roadway/ITS	Safety	Multi-Jurisdictional	\$\$\$\$ (> \$20M)	Technical Team	90001, 90002, 90003, 90044, 90047, 90255, 90280, 90305	High

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124	Century Blvd Intersection Improvements	Implement intersection improvements to reduce collision rates at High accident locations along Century Blvd between Crenshaw Blvd and Wilmington Ave	Roadway/ITS	Safety	Multi-Jurisdictional	\$\$\$\$ (> \$20M)	Technical Team	90002, 90003, 90044, 90047, 90059, 90061, 90301, 90303, 90305	High
132	Rosecrans Ave Signal Synchronization	Multi-jurisdictional signal sychronization along Rosecrans Ave between I-405 and Alameda Street to improve traffic congestion	Roadway/ITS	TSM/ITS/ Operational Improvements	Compton, Gardena, Hawthorne, Unincorporated LA County	\$ (< \$4.9M)	Technical Team	90059, 90061, 90220, 90221, 90222, 90245, 90247, 90248, 90249, 90250, 90260, 90261, 90266, 90278	High
142	RIITS Communications Upgrades	Upgrade RIITS communication connection to the local agencies adjacent to the I-105 corridor.	Roadway/ITS	TSM/ITS/ Operational Improvements	Multi-Jurisdictional	\$ (< \$4.9M)	Metro	90280, 90255, 90059, 90222, 90262, 90220, 90221, 90002, 90001, 90305, 90047, 90003, 90301, 90303, 90043, 90247, 90248, 90746, 90249, 90061, 90044, 90260, 90304, 90250, 90278, 90504, 90506, 90045, 90302, 90266, 90261, 90245	High
143	RIITS Video Distribution	Implement a regional video distribution system for video sharing amongst the local agencies within the I-105 corridor.	Roadway/ITS	TSM/ITS/ Operational Improvements	Multi-Jurisdictional	\$ (< \$4.9M)	Metro	90280, 90255, 90059, 90222, 90262, 90220, 90221, 90002, 90001, 90305, 90047, 90003, 90301, 90303, 90043, 90247, 90248, 90746, 90249, 90061, 90044, 90260, 90304, 90250, 90278, 90504, 90506, 90045, 90302, 90266, 90261, 90245	High
145	RIITS/ATSAC TMDD	Upgrade ATSAC SPAT and Enhanced IEN XML Interfaces to support TMDD standards	Roadway/ITS	TSM/ITS/ Operational Improvements	Multi-Jurisdictional	\$ (< \$4.9M)	Metro	90280, 90255, 90059, 90222, 90262, 90220, 90221, 90002, 90001, 90305, 90047, 90003, 90301, 90303, 90043, 90247, 90248, 90746, 90249, 90061, 90044, 90260, 90304, 90250, 90278, 90504, 90506, 90045, 90302, 90266, 90261, 90245	High
158	BlueLA Expansion	Expand electric vehicle carshare program to communities disproportionately impacted by the environmental and socio-economic impacts of historical patterns of development	Roadway/ITS	Zero-Emissions	City of Los Angeles	\$\$\$\$ (\$15M-\$19.9M)	LADOT	90280, 90059, 90222, 90262, 90002, 90001, 90305, 90047, 90003, 90301, 90303, 90043, 90247, 90248, 90249, 90061, 90044, 90304, 90250, 90045, 90302, 90245	High
69	Success Ave I-105 Underpass Improvements	Reconnect neighborhoods separated by I-105 with underpass improvements such as lighting, public art, and landscaping.	Roadway/ITS	Complete Streets	Unincorporated LA County	\$ (< \$4.9M)	Technical Team	90059	Medium

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125	Imperial Hwy Intersection Improvements	Implement intersection improvements to reduce collision rates at High accident locations along Imperial Hwy between Crenshaw Blvd and Wilmington Ave	Roadway/ITS	Safety	Multi-Jurisdictional	\$\$\$\$ (> \$20M)	Technical Team	90044, 90047, 90059, 90061, 90222, 90250, 90303	Medium
126	Vermont Ave Intersection Improvements	Implement intersection improvements to reduce collision rates at High accident locations along Vermont Ave from Manchester Ave to Imperial Hwy	Roadway/ITS	Safety	City of Los Angeles	\$\$\$\$ (> \$20M)	Technical Team	90003, 90044, 90047, 90061	Medium
127	Figueroa St Intersection Improvements	Implement intersection improvements to reduce collision rates at High accident locations along Figueroa St from Manchester Ave to Imperial Hwy	Roadway/ITS	Safety	City of Los Angeles	\$\$\$\$ (> \$20M)	Technical Team	90003, 90044, 90061	Medium
128	Broadway Intersection Improvements	Implement intersection improvements to reduce collision rates at High accident locations along Broadway from Manchester Ave to Imperial Hwy	Roadway/ITS	Safety	City of Los Angeles	\$\$\$\$ (> \$20M)	Technical Team	90003, 90044, 90061	Medium
129	Alameda Street State of Good Repair from Elm St to Fernwood Ave	Resurface Alameda Street to improve safety	Roadway/ITS	State of Good Repair	Multi-Jurisdictional	\$\$\$ (\$15M-\$19.9M)	Technical Team	90002, 90059, 90220, 90221, 90222, 90262, 90280	Medium
133	Redondo Beach Blvd / Compton Ave Signal Synchronization	Multi-jurisdictional signal synchronization along Redondo Beach Blvd and Compton Blvd to improve traffic congestion (Prairie Ave to Woodruff)	Roadway/ITS	TSM/ITS/ Operational Improvements	Compton, Gardena, and Unincorporated LA County	\$ (\$5M-\$9.9M)	Technical Team	90059, 90220, 90221, 90222, 90247, 90248, 90249, 90260, 90504, 90506, 90746	Medium
135	Imperial Hwy/Long Beach Blvd Intersection Improvement	Westbound - add second left-turn lane. Add left turn lane on WB approach	Roadway/ITS	Arterial Corridor Improvements	Lynwood	\$\$\$ (\$10M-\$14.9M)	Technical Team	90262, 90280	Medium
136	Firestone Blvd Hot Spot Intersection Improvements	Intersection improvements along Firestone Blvd in unincorporated LA County and South Gate. (S Alameda St to Madison Ave)	Roadway/ITS	Arterial Corridor Improvements	South Gate	\$\$\$ (\$15M-\$19.9M)	Technical Team	90001, 90002, 90255, 90280	Medium
138	S Main Street Green Street Project	Implement beautification and landscaping strategies along Main Street between 121st Street to El Segundo Boulevard	Roadway/ITS	Complete Streets	City of Los Angeles	\$ (< \$4.9M)	Technical Team	90061	Medium
139	San Pedro Street Green Street Project	Implement beautification and landscaping strategies along San Pedro Street between Rosecrans Avenue to Avalon Boulevard	Roadway/ITS	Complete Streets	Unincorporated LA County	\$ (< \$4.9M)	Technical Team	90059, 90061, 90220, 90248, 90746	Medium

ID #	Project Name	Description	Mode	Subtype	Jurisdiction	ROM Range	Origin	Zipcodes(s)	Tiers
140	Alameda Street Green Street Project	Implement beautification and landscaping strategies along Alameda Street between Rosecrans Avenue to Firestone Boulevard	Roadway/ITS	Complete Streets	Multi-Jurisdictional	\$ (< \$4.9M)	Technical Team	90001, 90002, 90059, 90220, 90221, 90222, 90255, 90262, 90280	Medium
54	108th St 110 Underpass Improvements	Reconnect neighborhoods separated by I-110 with underpass improvements such as lighting, public art, and landscaping.	Roadway/ITS	Complete Streets	City of Los Angeles	\$ (< \$4.9M)	Technical Team	90003, 90044, 90061	Medium
55	92nd St 110 Underpass Improvements	Reconnect neighborhoods separated by I-110 with underpass improvements such as lighting, public art, and landscaping.	Roadway/ITS	Complete Streets	City of Los Angeles	\$ (< \$4.9M)	Technical Team	90003, 90044	Medium
56	Alameda St I-105 Underpass Improvements	Reconnect neighborhoods separated by I-105 with underpass improvements such as lighting, public art, and landscaping.	Roadway/ITS	Complete Streets	Lynwood	\$ (< \$4.9M)	Technical Team	90059, 90222, 90262	Medium
58	Central Ave I-105 Underpass Improvements	Reconnect neighborhoods separated by I-105 with underpass improvements such as lighting, public art, and landscaping.	Roadway/ITS	Complete Streets	Unincorporated LA County	\$ (< \$4.9M)	Technical Team	90059	Medium
59	Century Blvd I-110 Underpass Improvements	Reconnect neighborhoods separated by I-110 with underpass improvements such as lighting, public art, and landscaping.	Roadway/ITS	Complete Streets	City of Los Angeles	\$ (< \$4.9M)	Technical Team	90003, 90044, 90061	Medium
60	Colden Ave I-110 Underpass Improvements	Reconnect neighborhoods separated by I-110 with underpass improvements such as lighting, public art, and landscaping.	Roadway/ITS	Complete Streets	City of Los Angeles	\$ (< \$4.9M)	Technical Team	90003, 90044	Low
130	Manchester Ave/Vermont Ave Pedestrian Bridge	New pedestrian bridge where there are Higher number of active transportation collisions. Vermont Ave and Manchester Ave	Roadway/ITS	Pedestrian Improvements	City of Los Angeles	\$\$\$\$\$ (> \$20M)	Technical Team	90003, 90044, 90047	Low
137	I-105 Integrated Corridor Management Phase 2	Extend the current I-105 ICM project to the east between I-110 and I-710 along I-105.	Roadway/ITS	Arterial Corridor Improvements	City of Los Angeles	\$\$\$\$\$ (> \$20M)	Technical Team	90002, 90003, 90044, 90059, 90061, 90222, 90248, 90262, 90280	Low
141	Network Communications Upgrades for ATSAC	Upgrade communications to the intersections within the City of Los Angeles for enhanced connections to ATSAC.	Roadway/ITS	TSM/ITS/ Operational Improvements	City of Los Angeles	\$ (< \$4.9M)	Metro Shared Mobility	90280, 90059, 90222, 90262, 90002, 90001, 90305, 90047, 90003, 90301, 90303, 90043, 90247, 90248, 90249, 90061, 90044, 90304, 90250, 90045, 90302, 90245	Low
144	I-105 Corridor Signal Performance Measures	Implement signal performance measures at intersections adjacent to the I-105 corridor	Roadway/ITS	TSM/ITS/ Operational Improvements	Multi-Jurisdictional	\$ (< \$4.9M)	Metro Shared Mobility	90059, 90047, 90303, 90247, 90249, 90061, 90044, 90304, 90250, 90045, 90245	Low

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3	Harbor Freeway Transit Center and Facilities Improvements Project	Convert a section of the existing parking lot at the Harbor Freeway Station to be a Transit Center, as well as implement station facilities and grounds improvements (e.g., improved station lighting, improved pedestrian access and wayfinding, and pedestrian, bicycle and micromobility amenities, etc.)	Transit	Rail	Unincorporated LA County	\$\$\$\$\$ (> \$20M)	Technical Team	90061	High
5	Vermont Transit Corridor Project	Funding for Vermont Transit Corridor Project north of 120th St	Transit	BRT	City of Los Angeles	\$\$\$\$\$ (> \$20M)	Measure M Expenditure Plan	90003, 90044, 90047, 90061, 90247	High
7	Broadway BRT	Funding for BRT on Broadway within the project area from W 75th St to Harbor Fwy Station.	Transit	BRT	City of Los Angeles	\$\$\$\$\$ (> \$20M)	Metro's BRT Vision & Principles Study	90003, 90044, 90061	High
8	Sepulveda BRT	Funding for center-running BRT on Sepulveda Blvd within the project area from W 80th St to LAX.	Transit	BRT	City of Los Angeles	\$\$\$\$\$ (> \$20M)	Technical Team	90045	High
10	Century Blvd Bus Priority Corridor	Transit signal prioritization, bus priority lanes, bus stop bulb outs, all door boarding, bus stop and layover improvements on Century Blvd between Van Ness and Wilmington.	Transit	Bus Infrastructure	Multi-Jurisdictional	\$\$\$\$\$ (> \$20M)	Technical Team	90002, 90003, 90044, 90045, 90047, 90059, 90061, 90301, 90303, 90304, 90305	High
12	Firestone/Manchester Blvd Bus Priority Corridor	Transit signal prioritization, bus priority lanes, bus stop bulb outs, all door boarding, bus stop and layover improvements on Firestone Blvd/Manchester Blvd.	Transit	Bus Infrastructure	Multi-Jurisdictional	\$\$\$\$\$ (> \$20M)	Long Beach-East Los Angeles Corridor Mobility Investment Plan	90001, 90002, 90003, 90043, 90044, 90045, 90047, 90255, 90280, 90301, 90302, 90305	High
13	Bus Stop Shelters/Amenities - Unincorporated Lennox, West Athens-Westmont, Florence-Firestone and Willowbrook	Install up to 113 shelters and other amenities at existing bus stops without shelters within the project area in unincorporated LA County neighborhoods of Lennox, West Athens-Westmont, Florence-Firestone, and Willowbrook.	Transit	Bus Infrastructure	Unincorporated LA County	\$\$\$ (\$15M-\$19.9M)	Technical Team	90001, 90002, 90044, 90045, 90047, 90059, 90222, 90247, 90249, 90250, 90255, 90262, 90280, 90303, 90304	High

ID #	Project Name	Description	Mode	Subtype	Jurisdiction	ROM Range	Origin	Zipcodes(s)	Tiers
16	Bus Stop Shelters/Amenities - COLA CD 15	Install up to 80 shelters and other amenities at existing bus stops without shelters within the project area in the City of Los Angeles Council District 15.	Transit	Bus Infrastructure	City of Los Angeles	\$\$\$ (\$10M - \$14.9M)	Technical Team	90002, 90044, 90059, 90061, 90247, 90248, 90262, 90280	High
18	Bus Stop Shelters/Amenities - Hawthorne	Install up to 86 shelters and other amenities at existing bus stops without shelters within the project area in the City of Hawthorne.	Transit	Bus Infrastructure	Hawthorne	\$\$\$ (\$10M - \$14.9M)	Technical Team	90045, 90047, 90245, 90249, 90250, 90260, 90261, 90266, 90278, 90303, 90304	High
26	GTrans Bus Electrification and Charging Facilities	Electrification of GTrans buses and construction of charging facilities.	Transit	Zero-Emissions	Multi-Jurisdictional	\$\$\$\$\$ (> \$20M)	Gtrans	90044, 90045, 90047, 90059, 90061, 90220, 90221, 90222, 90245, 90247, 90248, 90249, 90250, 90260, 90261, 90262, 90266, 90278, 90301, 90303, 90304, 90305, 90504, 90506, 90746	High
27	Metro Bus Electrification	Electrification of Metro buses.	Transit	Zero-Emissions	Multi-Jurisdictional	\$\$\$\$\$ (> \$20M)	Metro	90001, 90002, 90003, 90043, 90044, 90045, 90047, 90059, 90061, 90220, 90221, 90222, 90245, 90247, 90248, 90249, 90250, 90255, 90260, 90261, 90262, 90266, 90278, 90280, 90301, 90302, 90303, 90304, 90305, 90504, 90506, 90746	High
28	Torrance Transit Electrification	Electrification of Torrance Transit buses.	Transit	Zero-Emissions	Multi-Jurisdictional	\$\$\$ (\$10M - \$14.9M)	Torrance	90003, 90044, 90045, 90047, 90061, 90245, 90247, 90248, 90249, 90250, 90260, 90261, 90266, 90278, 90301, 90302, 90303, 90304, 90305, 90504, 90506	High
36	Access Services Cutaway Paratransit Vehicle Electification	Replace cutaway paratransit buses with zero-emissions vehicles.	Transit	Zero-Emissions	Multi-Jurisdictional	\$ (< \$4.9M)	Technical Team	90247, 90248	High

ID #	Project Name	Description	Mode	Subtype	Jurisdiction	ROM Range	Origin	Zipcodes(s)	Tiers
146	Metro C Line Improvements	Add signage, sound enclosures, and lighting at Metro C Line stations and make improvements to increase rail frequency.	Transit	Rail	Multi-Jurisdictional	\$\$\$\$\$ (> \$20M)	CBO	90059, 90222, 90262, 90047, 90303, 90061, 90044, 90260, 90304, 90250, 90278, 90045, 90266, 90261, 90245	High
149	Metro Bus 115 Service Frequency Improvements	Increase bus frequency on Manchester/Firestone.	Transit	Bus Service	Multi-Jurisdictional	\$ (< \$4.9M)	Metro Service Planning	90280, 90255, 90002, 90001, 90003, 90044, 90045, 90047, 90301, 90302, 90305	High
150	Metro Bus 232 Service Frequency Improvements	Increase bus frequency on Sepulveda Blvd.	Transit	Bus Service	Multi-Jurisdictional	\$ (< \$4.9M)	Metro Service Planning	90045, 90266, 90245	High
152	Metro J Line Service Frequency Improvements	Increase bus frequency on Metro's J Line.	Transit	Bus Service	Multi-Jurisdictional	\$\$\$ (\$10M - \$14.9M)	Metro Service Planning	90003, 90248, 90061, 90044, 90247	High
160	Metro Bus 48 Service Frequency Improvements	Increase bus frequency on Avalon and Main.	Transit	Rail	Multi-Jurisdictional	\$ (< \$4.9M)	Metro Service Planning	90059, 90220, 90002, 90001, 90003, 90248, 90746, 90061	High
161	Metro Bus 206 Service Frequency Improvements	Increase bus frequency on Vermont	Transit	Rail	Multi-Jurisdictional	\$ (< \$4.9M)	Metro Service Planning	90003, 90044, 90047, 90061, 90247	High
6	Vermont Transit Corridor South Bay Extension	Funding for Vermont Transit Corridor Project south of 120th St	Transit	BRT	City of Los Angeles	\$\$\$\$\$ (> \$20M)	Metro Vermont Transit Corridor South Bay Extension Feasibility Study	90044, 90061, 90247, 90248, 90249	Medium
9	Lincoln BRT	Funding for center-running BRT on Lincoln Blvd within the project area from Westchester Pkwy to LAX.	Transit	BRT	City of Los Angeles	\$\$\$\$\$ (> \$20M)	Measure M Expenditure Plan	90045	Medium
11	Crenshaw Blvd Bus Priority Corridor	Bus priority lanes, bus stop bulb outs, all door boarding, bus stop and layover improvements on Crenshaw Blvd.	Transit	Bus Infrastructure	Multi-Jurisdictional	\$\$\$\$ (\$15M-\$19.9M)	Technical Team	90043, 90047, 90247, 90249, 90250, 90260, 90301, 90302, 90303, 90305, 90504, 90506	Medium

ID #	Project Name	Description	Mode	Subtype	Jurisdiction	ROM Range	Origin	Zipcodes(s)	Tiers
14	Bus Stop Shelters/Amenities - COLA CD 8	Install up to 168 shelters and other amenities at existing bus stops without shelters within the project area in the City of Los Angeles Council District 8.	Transit	Bus Infrastructure	City of Los Angeles	\$\$\$\$ (> \$20M)	Technical Team	90002, 90003, 90043, 90044, 90047, 90059, 90061, 90301, 90302, 90305	Medium
15	Bus Stop Shelters/Amenities - COLA CD 9	Install up to 54 shelters and other amenities at existing bus stops without shelters within the project area in the City of Los Angeles Council District 9.	Transit	Bus Infrastructure	City of Los Angeles	\$ (\$5M-\$9.9M)	Technical Team	90001, 90002, 90003	Medium
17	Bus Stop Shelters/Amenities - Inglewood	Install up to 147 shelters and other amenities at existing bus stops without shelters within the project area in the City of Inglewood.	Transit	Bus Infrastructure	Inglewood	\$\$\$\$ (> \$20M)	Technical Team	90043, 90045, 90047, 90250, 90301, 90302, 90303, 90304, 90305	Medium
19	Bus Stop Shelters/Amenities - Compton	Install up to 75 shelters and other amenities at existing bus stops without shelters within the project area in the City of Compton.	Transit	Bus Infrastructure	Compton	\$ (\$10M-\$14.9M)	Technical Team	90059, 90220, 90221, 90222, 90262, 90746	Medium
20	GTrans Line 5 Service Frequency Improvements	Increase bus frequency on El Segundo Blvd.	Transit	Bus Service	Multi-Jurisdictional	\$ (< \$4.9M)	Technical Team	90044, 90045, 90047, 90059, 90061, 90222, 90245, 90247, 90248, 90249, 90250, 90262, 90303, 90304	Medium
21	Metro Bus 125 Service Frequency Improvements	Increase bus frequency on Rosecrans Ave.	Transit	Bus Service	Multi-Jurisdictional	\$ (< \$4.9M)	Technical Team	90059, 90061, 90220, 90221, 90222, 90245, 90247, 90248, 90249, 90250, 90260, 90261, 90262, 90266, 90278	Medium
22	Metro Bus 202 Service Frequency Improvements	Increase bus frequency on Willowbrook.	Transit	Bus Service	Multi-Jurisdictional	\$ (< \$4.9M)	Technical Team	90059, 90220, 90221, 90222, 90262	Medium
23	Metro Bus 205 Service Frequency Improvements	Increase bus frequency on Wilmington.	Transit	Bus Service	Multi-Jurisdictional	\$ (< \$4.9M)	Technical Team	90059, 90220, 90222, 90262	Medium
24	Metro Bus 211 Service Frequency Improvements	Increase bus frequency on Prairie Ave.	Transit	Bus Service	Multi-Jurisdictional	\$ (< \$4.9M)	Technical Team	90045, 90249, 90250, 90260, 90261, 90266, 90278, 90301, 90302, 90303, 90304, 90305, 90506	Medium
25	Metro Bus 251 Service Frequency Improvements	Increase bus frequency on California Ave and State St.	Transit	Bus Service	South Gate	\$ (< \$4.9M)	Technical Team	90262, 90280	Medium

ID #	Project Name	Description	Mode	Subtype	Jurisdiction	ROM Range	Origin	Zipcodes(s)	Tiers
32	EV Charging Stations at C Line Stations (Repair and New)	Repair existing EV charging stations and install 100 new Level-2 EV charging stations across C Line park-and-ride facilities within the project area.	Transit	Zero-Emissions	Multi-Jurisdictional	\$ (< \$4.9M)	Technical Team	90044, 90045, 90047, 90059, 90061, 90222, 90245, 90250, 90262, 90303, 90304	Medium
134	A Line and El Segundo Blvd Grade Separation	Raise A Line above El Segundo Blvd	Roadway/ITS	Arterial Corridor Improvements	Unincorporated LA County	\$\$\$\$ (> \$20M)	Technical Team	90222	Medium
147	Metro K Line Service Frequency Improvements	Increase rail frequency on Metro's K Line.	Transit	Rail	Multi-Jurisdictional	\$\$\$\$ (> \$20M)	CBO	90305, 90301, 90043, 90304, 90045, 90302, 90245	Medium
148	Metro Bus 45 Service Frequency Improvements	Increase bus frequency on Broadway.	Transit	Bus Service	Multi-Jurisdictional	\$ (< \$4.9M)	Metro Service Planning	90003, 90044, 90061	Medium
151	Metro A Line Service Frequency Improvements	Increase rail frequency on Metro's A Line.	Transit	Rail	Multi-Jurisdictional	\$ (< \$4.9M)	CBO	90001, 90002, 90059, 90220, 90221, 90222, 90262	Medium
29	Electric Bus Fast-Charging Stations - Aviation/LAX Station	Install four electric bus fast-charging stations at Aviation/LAX Station.	Transit	Zero-Emissions	City of Los Angeles	\$\$ (\$5M-\$9.9M)	Metro Zero Emission Bus Program Master Plan	90045, 90245, 90250, 90304	Low
30	Electric Bus Fast-Charging Stations - Harbor Fwy Station	Install three electric bus fast-charging stations at Harbor Fwy Station.	Transit	Zero-Emissions	City of Los Angeles	\$ (< \$4.9M)	Metro Zero Emission Bus Program Master Plan	90044, 90061	Low
31	Electric Bus Fast-Charging Stations - WilLowbrook/Rosa Parks Station	Install three electric bus fast-charging stations at WilLowbrook/Rosa Parks Station.	Transit	Zero-Emissions	Unincorporated LA County	\$ (< \$4.9M)	Metro Zero Emission Bus Program Master Plan	90059, 90222, 90262	Low

Executive Summary

Introduction

Metro is planning to ease traffic on Interstate (I)-105 by adding two ExpressLanes in each direction. The goal of the I-105 ExpressLanes Project is to improve traffic flow, trip reliability, and travel times on I-105. The project will be implemented in three segments. Once Segment 1 is operational, the I-105 ExpressLanes will generate toll revenue, which will include net revenue. Metro reinvests a portion of the net toll revenue in projects in communities within a 3-mile radius of the ExpressLanes with benefit to the ExpressLanes. To plan how to equitably invest the future net toll revenue, Metro is embarking on a unique and first-of-its kind Equity Assessment to identify transportation projects that will further enhance mobility, accessibility, connectivity, and equity for nearby communities as well as all users of the I-105 corridor.

This I-105 ExpressLanes Segment 1 Equity Assessment (Assessment) identifies and prioritizes equity and mobility improvements in the Segment 1 area (the Assessment Area), shown on Figure 1. As part of the process to identify potential mobility improvement projects, Metro facilitated a community participation process for obtaining feedback, incorporated stakeholder and CBO input, and evaluated equity, demographics, transportation data, existing conditions, and previous studies/plans.



Figure ES-1

I-105 ExpressLanes Segment 1 Assessment Area



Equity

To improve access and opportunity for all, infrastructure, programs, and service investments must be targeted toward those with the greatest mobility needs. This I-105 ExpressLanes Segment 1 Equity Assessment provides valuable information that can guide the use of net toll revenue from the future ExpressLanes as a catalyst to positively affect the I-105 corridor communities with particular focus on EFCs.

Metro has been at the forefront of leading equitable transportation planning with the development of and/or Board adoption of the following:

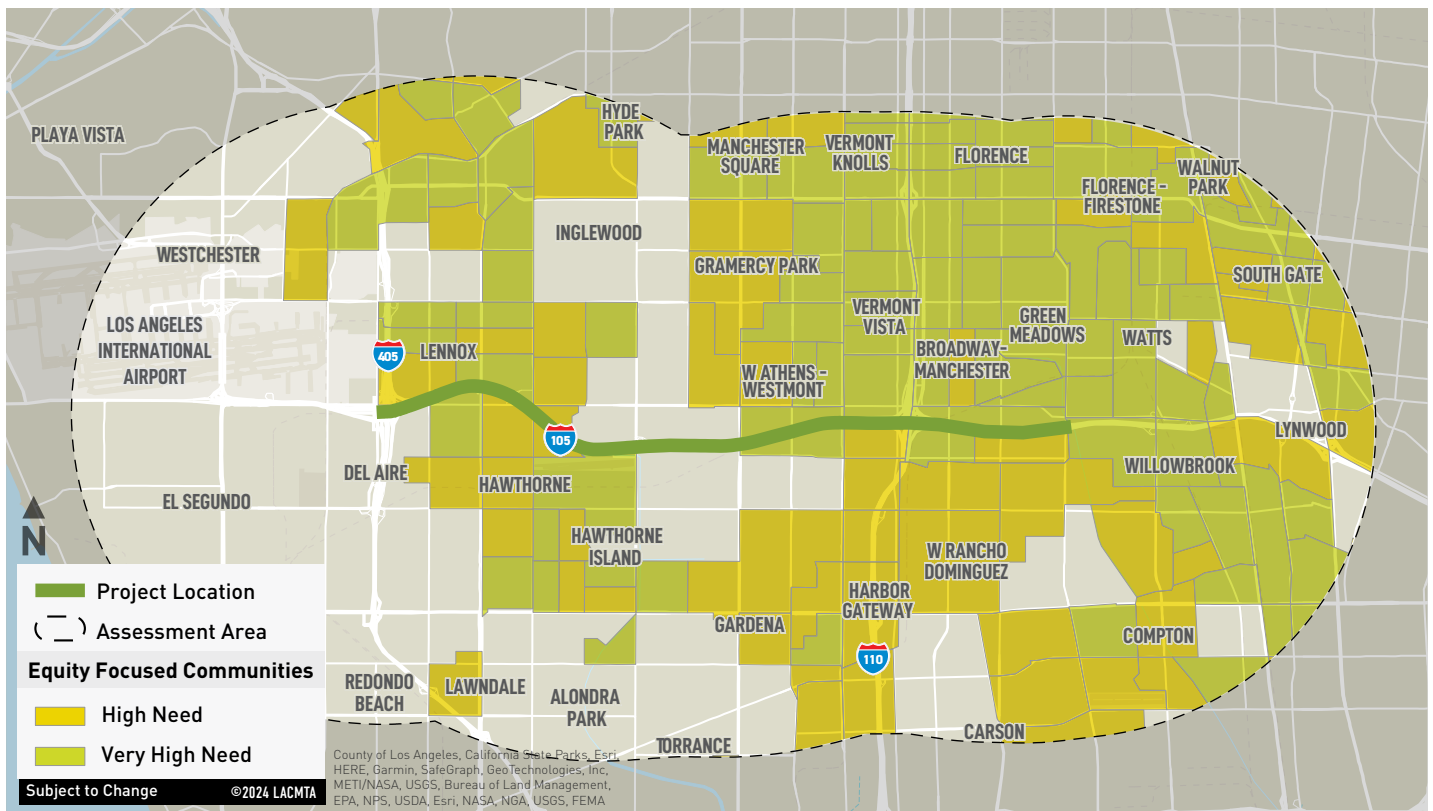
- > **Equity Platform Framework:** Policy framework for how Metro can use its influence as a transportation authority to evaluate and address disparities in mobility access while providing people opportunities for upward social and economic mobility.

- > **Equity Focus Communities (EFCs):** An analysis that maps where transportation needs are greatest by assessing low-income households, populations of people of color, and households with no access to a car. Figure 2 shows the EFCs within the Assessment Area.

Several of Metro’s equity tools have been incorporated into the equity assessment though the goals and evaluation criteria for projects that could be funded with future net toll revenue. These projects are a part of Metro’s efforts to achieve a multidimensional, multimodal strategy for improving mobility and equity while fostering social equity, economic vitality, environmental sustainability, improved public health, and access to opportunities.

Figure ES-2

Equity Focused Communities



Existing Conditions

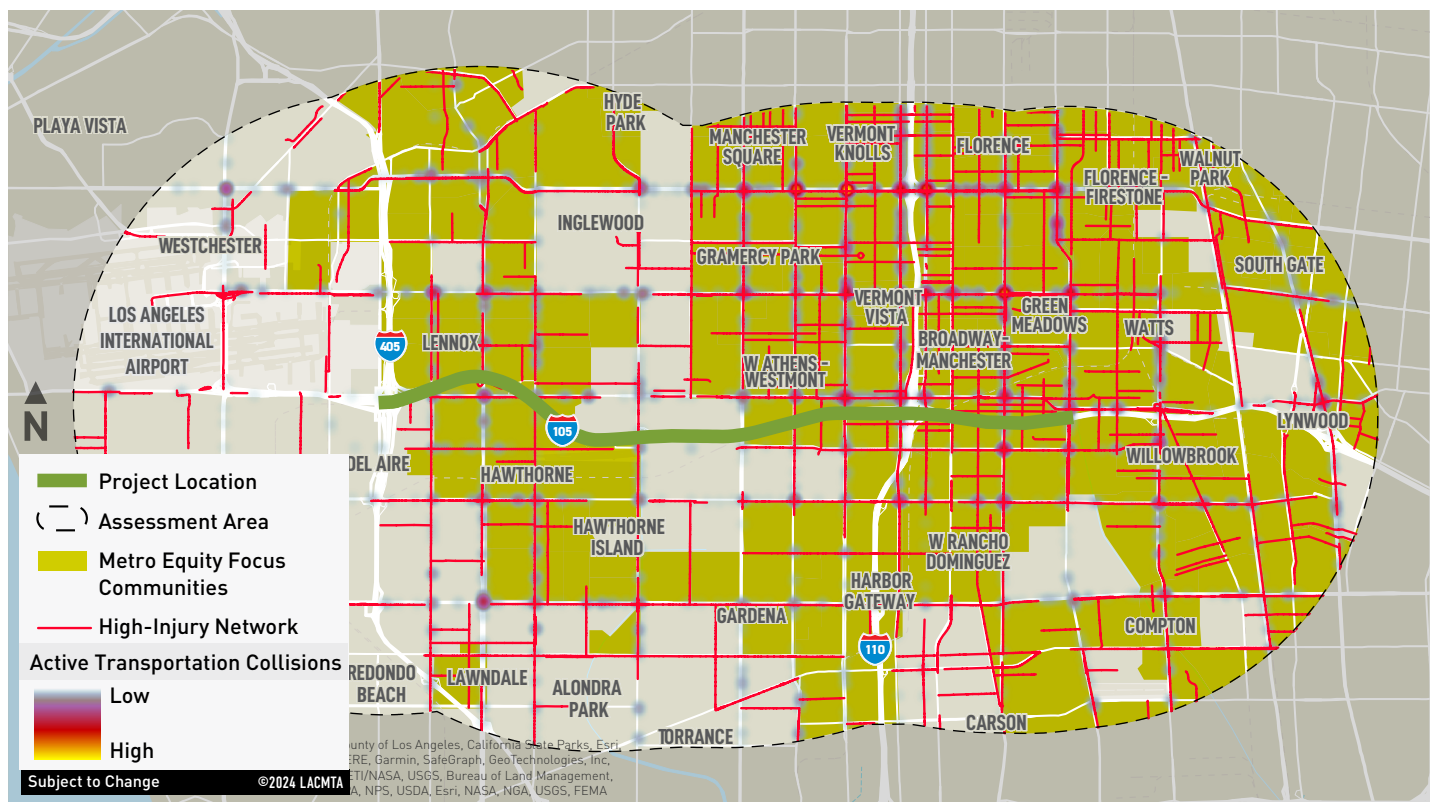
To gain an understanding of the Assessment Area and population, an existing conditions assessment was conducted that focused on demographics, socioeconomic, as well as environmental and transportation data. The existing conditions assessment focused on identifying transportation patterns and disparities in EFCs within the Assessment Area.

The findings reveal communities that are primarily economically disadvantaged, composed of people of color, and with unemployment rates higher than the county average. Households within the area have high living costs,

with about half being housing burdened, spending 30% or more of their household income on housing. With almost 10% of the population lacking a household vehicle, safe first/last mile connections are crucial, especially considering the disproportionate concentration of high-injury network corridors in the area. High-injury network corridors consist of roadway segments that account for a disproportionate share of fatal and serious injuries in the region (shown on Figure 3). The findings were critical to the development of the vision statement, project list, evaluation criteria, and recommendations.

Figure ES-3

High Injury Network and Collisions Heat Map



Source: Southern California Association of Governments and University of California, Berkeley

Community Engagement

Community-driven conversations are essential, but engagement efforts must ensure that community members are left feeling heard and respected. A successful outcome for this Study required a commitment to authentic listening and learning, and meaningful community outreach and engagement. Involving the public in decision-making processes ensures more informed and inclusive outcomes. Throughout the processes, the public has been integral, receiving project information and providing feedback through various avenues such as attending public meetings, providing comments, contributing to surveys, and engaging in community meetings and events and via partnerships with various local community-based, faith-based, and community development-based organizations.

Metro engaged 16 community-based organizations (CBOs) that represent the communities in the project area to be part of a monthly CBO roundtable meeting. These CBO roundtable meetings allowed the CBOs to provide input on the Assessment's goals, evaluation criteria, and projects. The CBOs also shared project information with community stakeholders through their resources. The CBO roundtable

partners also participated in walk audits. Concurrently, Metro participated in multiple pop-up events that engaged nearly 500 people and conducted a travel survey that engaged over 900 people within the Assessment Area.

COMMUNITY ENGAGEMENT BY THE NUMBERS

16	CBO PARTNERS
10	CBO MEETINGS
2	WALK AUDITS
478	PEOPLE ENGAGED AT POP-UP EVENTS
922	RESPONSES TO THE TRAVEL SURVEY
2	COMMUNITY MEETINGS



Methodology for Identifying and Evaluating Projects

Using an equity lens and input from CBOs, Metro undertook a comprehensive and robust process to identify and evaluate these potential projects. This Equity Assessment consisted of a multistep technical process that identified the list of projects, established goals, project identification criteria, and scoring to recommend the most valuable and equitable projects for future net toll revenue funding.

Projects were identified by reviewing existing studies, field visits, and input from Metro departments and local jurisdictions. The projects were then scored using 5 goals and 14 evaluation criteria metrics, presented in Table 1.

For each of the evaluation criteria listed in Table 1, a project received a score between 1 and 5, with 5 being the best outcome or highest benefits. In cases where quantitative data was not available for a particular evaluation criteria, the scores are a qualitative assessment based on professional judgement of the project team.

In addition, each of the five goals were weighted based on Metro and CBO input. This process resulted in the following weights – Connect People and Places, 25%; Prioritize Equity, 21%; Create Community Value, 20%; Conserve Resources, 17%; and Cost-Effective, 17%.

The project list also incorporates feedback from the broader community. This was done through a survey that allowed the public to suggest changes in prioritization as well as suggest new projects not included in the list. In total, 140 survey responses were received. Projects were scored as high, medium, and low and grouped into three categories consistent with the existing I-10/I-110 ExpressLanes net toll grants – active transportation, transit, and roadway improvements.

Table ES-1. Goals and Evaluation Criteria

GOAL	EVALUATION CRITERIA
1. Connect People and Places	1.1 Improve and encourage transit, walking, and biking/rolling 1.2 Improve transportation access and connectivity 1.3 Reduce congestion by increasing people throughput 1.4 Make all modes of travel safer
2. Create Community Value	2.1 Provide access for economic opportunities 2.2 Align with community input, including local plans and policies 2.3 Enhance the quality of life (e.g., Crime Prevention Through Environmental Design principles, no displacement) 2.4 Adopt innovative technology, practice, or strategy
3. Conserve Resources	3.1 Foster local and regional environmental quality 3.2 Reduce GHG emissions 3.3 Leverage matching funds
4. Prioritize Equity Focus Communities	4.1 Minimize disruption during construction 4.2 Provide long-term benefits to EFCs
5. Cost-Effectiveness	5.1 Effectiveness in relationship to the total project cost and consideration of life-cycle costs

Prioritized Project List and Recommended Actions

The evaluation and prioritization process resulted in prioritized project lists recommended for potential consideration when the net toll revenue funding becomes available from the I-105 ExpressLanes. Of the 143 projects identified, approximately 50% of the projects are prioritized as high, 46% are medium, and 4% are low. The characteristics of high-scoring projects include Assessment Area-wide or corridor projects, projects within high EFC populations, projects near Metro rail/bus rapid transit stations to promote intermodality, and projects focused on sustainable mobility options. Figure 4 provides a breakdown of the numbers and percentages of each tier by mode. Since many of the projects on the list are in city or county right of way and net toll grants are awarded on a competitive basis, Metro can only grant funding if the local jurisdictions apply to Metro for funding. The detailed project list can be found in Appendix B.

The priority lists of potential active transportation, roadway, and transit projects serve as a living plan and represent current priorities. Priorities and projects may evolve once the

I-105 ExpressLanes are operational and generating Net Toll Revenue. Projects submitted for the future Net Toll Revenue grants will ultimately be up to local agencies.

In addition to the project list, it is recommended Metro undertake the following actions to support this Equity Assessment as the I-105 ExpressLanes project is implemented:

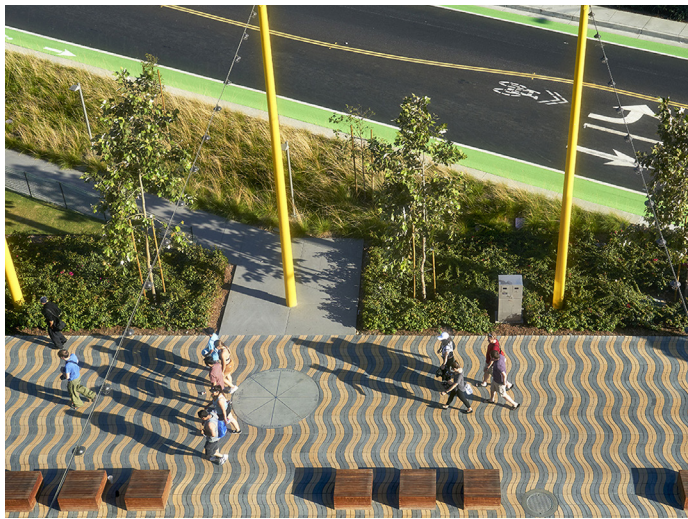
- > Incorporate lighting improvements at undercrossings that will be widened as part of segment 1;
- > Modify Metro’s existing I-10/I-110 Net Toll Revenue Guidelines’ evaluation criteria and process to prioritize equity above other criteria
- > Advance the project development of prioritized projects
- > Monitor and report on key equity metrics of projects funded through the Net Toll Revenue program
- > Continue to engage the community and CBOs along I-105



Figure ES-4

Breakdown of Projects by Mode and Tier





CONTRACT MODIFICATION/CHANGE ORDER LOG

**I-105 EXPRESSLANES CONSTRUCTION MANAGER/GENERAL
CONTRACTOR/PS84667000**

Mod. No.	Description	Status (approved or pending)	Date	\$ Amount
1	Replace Exhibit 13 (Schedule of Values)	Approved	5/31/23	\$0.00
2	Add Article to Terms and Conditions to allow for e-sign	Approved	3/8/24	\$0.00
3	Identified Work Package 1	Pending	10/31/24	\$389,126,962
	Modification Total:			\$389,126,962
	Original Contract:			\$7,997,461
	Total:			\$397,124,423

DEOD SUMMARY

METRO I-105 EXPRESSLANES – CONSTRUCTION MANAGER/GENERAL CONTRACTOR/PS84667000

A. Small Business Participation

Flatiron-Myers, JV (FMJV) made a 12.40% Disadvantaged Business Enterprise (DBE) commitment on Phase 1 – Pre-Construction of this project. Based on payments, Phase 1 is 72% complete and the current level of DBE participation is 11.88%, representing a 0.52% shortfall.

FMJV submitted a shortfall mitigation plan in October 2024 and contends that the shortfall is due to the timing of subcontractor work during the Pre-Construction phase. FMJV further contends that according to the projections outlined in the mitigation plan, participation has been incrementally increasing as anticipated. FMJV projects to achieve 12.40% by December 2024 for Phase 1 – Pre-Construction.

Small Business Goal	12% DBE	Small Business Commitment	12.40% DBE
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	DBE Subcontractors	Ethnicity	% Committed	Current Participation¹
1.	Costin Public Outreach Group, Inc.	Caucasian Female	2.74%	2.69%
2.	Hirschmugi, Heine & Associates, Inc.	Caucasian Female	1.73%	1.52%
3.	Modern Times, Inc.	Hispanic American	1.72%	1.69%
4.	Sequoia Consultants, Inc.	Subcontinent Asian American	2.37%	2.16%
5.	Steiner Consulting, Inc.	Caucasian Female	3.84%	3.82%
Total			12.40%	11.88%

¹Current Participation = Total Actual amount Paid-to-Date to DBE firms ÷ Total Actual Amount Paid-to-date to Prime.

Phase 2 Work – Construction

FMJV made a 19% DBE commitment for Phase 2 Work. For EWP 1, FMJV made a 19% DBE commitment.

Small Business Goal	19% DBE	Small Business Commitment	19% DBE
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	DBE Subcontractors	Ethnicity	% Committed
1.	Dependable Petroleum Products, Inc.	African American	0.09%
2.	Sequoia Consultants, Inc.	Sub-Continent Asian American	0.02%
3.	G&F Concrete Cuttings Inc	Hispanic American Female	0.41%
4.	CGO Construction Company Inc	African American	0.45%
5.	Cooper Engineering Inc.	Non-Minority Female	1.08%
6.	Dees Burke Engineering Constructors Inc.	Non-Minority Female	0.40%
7.	Los Angeles Signal Construction	Hispanic American	1.16%
8.	Tesoro Contractors Inc.	Hispanic American	0.11%
9.	Mountain Electric Supply Inc	Non-Minority Female	0.77%
10.	D.C. Drilling Inc	Hispanic American	0.37%
11.	Ace Fence Company	Asian Pacific American Female	0.50%
12.	Prime Supply 1 Inc.	Asian Pacific American Female	0.03%
13.	Reycon Construction Inc.	Hispanic American	0.82%
14.	Fehoko Concrete Inc.	Asian Pacific American	0.63%
15.	LA Steel Services Inc.	Hispanic American	2.67%
16.	Morales Contracting Services	Asian Pacific American	0.13%
17.	Lucas Builders Inc.	Asian Pacific American	2.54%
18.	ABSL Construction	Hispanic American	0.28%
19.	Maneri Traffic Control Inc.	Hispanic American Female	1.38%
20.	C.C. Products, Inc.	Sub-Continent Asian American	0.08%
21.	K&K Construction Supply Inc.	Non-Minority Female	0.11%
22.	Sequoia Consultants Inc.	Sub-Continent Asian American	1.21%
23.	South Coast Sweeping Inc.	Non-Minority Female	0.68%

24.	Tital Disposal Inc.	African American	0.62%
25.	CL Surveying & Mapping Inc	Asian Pacific American	0.91%
26.	Veneklasen Associates Inc.	Sub-Continent Asian American Female	0.16%
27.	Steiner Consulting Inc.	Non-Minority Female	0.13%
28.	Modern Times Inc.	Hispanic American	0.63%
29.	Costin Public Outreach Group	African American	0.14%
30.	Mundo Environmental Inc.	Hispanic American	0.37%
31.	Morgner Construction Management	Hispanic American Female	0.14%
Total DBE Commitment			19.02%

B. Living Wage and Service Contract Worker Retention Policy Applicability

The Living Wage and Service Contract Worker Retention Policy is not applicable to this modification.

C. Prevailing Wage Applicability

Prevailing Wage requirements are applicable to this modification. DEOD will monitor contractors' compliance with the State of California Department of Industrial Relations (DIR), California Labor Code, and, if federally funded, the U S Department of Labor (DOL) Davis Bacon and Related Acts (DBRA).

D. Project Labor Agreement/Construction Careers Policy (PLA/CCP)

Project Labor Agreement/Construction Careers Policy is applicable on Phase 2-Construction portion of this contract to include all Early Work Packages that have contract value more than 2.5 million and above.

The PLA/CCP requires that the Prime Contractor commit to meet the applicable Targeted Hiring Requirements.

Community / Local Area Worker Goal	Apprentice Worker Goal	Disadvantaged Worker Goal
40%	20%	10%

**EXPENDITURE and FUNDING PLAN
I-105 Express Lanes RTCS Project 275004 - Life of Project Budget**

Uses of Funds

Work Package	Thru FY24	FY25	FY26	FY27	FY28	FY29	FY30	Total
Agency Labor Cost	\$ 198,955	\$ 252,443	\$ 275,484	\$ 275,484	\$ 275,484	\$ 124,100	\$ 62,050	\$ 1,463,998
Construction Capital	\$ 1,223,156	\$ 2,870,000	\$ 14,000,000	\$ 2,500,000	\$ 3,953,422	\$ 3,953,422		\$ 28,500,000
Construction Support	\$ 1,048,980	\$ 1,120,352	\$ 1,233,166	\$ 1,732,796	\$ 1,512,658	\$ 1,562,763	\$ 450,000	\$ 8,660,715
Financing Support	\$ 619,217	\$ 1,270,099	\$ 98,568					\$ 1,987,884
Contingency		\$ 441,289	\$ 1,560,722	\$ 450,828	\$ 574,156	\$ 564,029	\$ 51,205	\$ 3,642,229
Total Project Estimate	\$ 3,090,308	\$ 5,954,183	\$ 17,167,939	\$ 4,959,108	\$ 6,315,720	\$ 6,204,314	\$ 563,255	\$ 44,254,826

Source of Funds

Toll-backed Debt Obligations								
Subtotal			\$ 16,793,888	\$ 4,683,624	\$ 6,040,236	\$ 6,080,214	\$ 501,205	\$ 34,099,167

Local Revenue (Measure M)								
Subtotal	\$ 3,090,308	\$ 5,954,183	\$ 374,052	\$ 275,484	\$ 275,484	\$ 124,100	\$ 62,050	\$ 10,155,660

TOTAL SOURCES	\$ 3,090,308	\$ 5,954,183	\$ 17,167,939	\$ 4,959,108	\$ 6,315,720	\$ 6,204,314	\$ 563,255	\$ 44,254,826
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METRO EXPRESSLANES

I-105 ExpressLanes



Metro

105 ExpressLanes



RECOMMENDATION:

- A. ESTABLISH the I-105 ExpressLanes Project 475004 Life-of-Project (LOP) Budget by increasing the existing Preconstruction Budget of \$119,391,538 by \$638,148,678 to a Life-of-Project Budget of \$757,540,216 (Attachment A);
- B. NEGOTIATE AND EXECUTE project-related agreements, including contract modifications, up to the authorized LOP
- C. ESTABLISH the Roadside Toll Collection System (RTCS) Project 275004 LOP Budget of \$44,254,826
- D. AMEND FY25 Budget for 475004 by \$47,234,197 from \$126,112,511 to \$173,346,708 and for Project 275004 by \$3,824,193 from \$2,129,990 to \$5,954,183



Metro

105 Express Lanes



Impact of Construction Manager/General Contractor (CM/GC) Process on Segment 1 Cost

Initial Cost Estimate from the Contractor: \$548,020,093

Segment 1 contract modification for construction: \$389,126,962

Reduction to the estimate: \$158,893,131

CM/GC Process to reduce cost:

- Modifying General Requirements (GR) to align with Caltrans
- Converting Cantilever Retaining Walls to Soil Nail Walls
- Improving Traffic Management Plan
- Collaborated with Contractor on Risk Allocation (i.e. Noise Mitigation)

Package 1 Opportunities will be applied to Package 2/3.

105 ExpressLanes



Source of Funds	Identified Works Package 1	Roadside Toll Collection System (RTCS)	Anticipated LOP (Illustrated Example) in Millions
Local Rev - Measure M	\$ 164,844,340	\$ 10,155,660	\$ 175
State Revenue	\$ 150,000,000	\$ -	\$ 150
Toll Backed Debt Obligations	\$ 442,695,876	\$ 34,099,166	\$ 613 to \$ 680
TIFIA			\$ 462 to \$ 495
Total	\$ 757,540,216	\$ 44,254,826	\$ 1,400 to \$1,500

I-105 Express Lanes Project 475004 Segment 1 (Identified Works Package 1)
RTCS Project 275004 LOP

- The project's toll revenue is projected to exceed \$6.6 billion over the 40-year debt repayment period.



105 ExpressLanes

Segment 1 Equity Assessment

- Held monthly CBO roundtables , Engaged public through surveys and two community meetings
- Extensive socioeconomic and existing transportation system data collection
- Identified a prioritized list of projects that could be funded with future net toll revenue.
 - Feedback sought on project list from CBOs, local jurisdictions, and the public; list incorporates comments received



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NEXT STEPS

- Construction outreach will begin in late 2024 in advance of starting construction and continue throughout construction
- Acquire permits and Start Segment 1 Construction in first quarter 2025
- Begin Segment 2 and 3 Equity Assessment in early 2025
- Continue to work with Build America Bureau on TIFIA loan; financial close targeted for late 2025
- Finalize Segment 2 and 3 design and pricing then return to the Board for total project construction budget approval