



Board Report

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Agenda Number: 17.

CONSTRUCTION COMMITTEE OCTOBER 15, 2025

**SUBJECT: I-105 EXPRESSLANES LIFE-OF-PROJECT BUDGET AND CONSTRUCTION
MANAGER/GENERAL CONTRACTOR SEGMENT 2 AND 3 CONSTRUCTION
CONTRACT (PHASE 2 SUPPLEMENT)**

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

- A. AMEND the I-105 ExpressLanes Project 475004 Life-of-Project (LOP) Budget by establishing funding for the Segment 2 and 3 (Phase 2 Supplement) construction, from Central Avenue to Studebaker Road on the I-105 Freeway. This action increases the existing Life-of-Project Budget of \$757,540,216 by \$707,926,765 for a total Life-of-Project Budget of \$1,465,466,981 (Attachment A); and
- B. NEGOTIATE AND EXECUTE project-related agreements, including contract and task order modifications, up to the authorized LOP.

ISSUE

The I-105 ExpressLanes Project (Project) is being delivered using the Construction Manager/General Contractor (CM/GC) method. This approach has allowed Metro staff to collaborate closely with the Contractor and Caltrans, incorporating contractor input during design to identify and implement several value engineering opportunities. The funding of the Identified Work Package 1 (IWP1) for Segment 1 construction was approved by the Board in October 2024, with construction commencing in February 2025.

As design progressed for the remainder of the project, the general contractor submitted a proposal for the construction of Segments 2 and 3, collectively referred to as the Phase 2 Supplement. Metro staff have successfully concluded negotiations with the Contractor for Segments 2 and 3. Staff are now seeking Board approval to amend the LOP budget to cover the additional funding for the Phase 2 Supplement, thus establishing an LOP for the entire I-105 ExpressLanes project.

Awarding the Phase 2 Supplement is critical to meeting the Project's state grant funding requirements, securing toll-backed financing, and avoiding construction delays. Timely approval will help ensure Segments 2 and 3 are completed and opened by Fall 2029.

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 CM/GC method, authorized by the federal "Moving Ahead for Progress in the 21st Century" (MAP-21) Act, allows for phased construction through multiple work packages. As a result, Metro is advancing the project phasing following Federal Highway Administration (FHWA) CM/GC procedures.

Metro, FHWA, 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 ExpressLanes 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. Several key contracts required to advance the project have been awarded, including a CM/GC contract with Flatiron Myers Joint Venture (FMJV), a Program Management Support Services (PMSS) contract with HNTB, and the Roadside Toll Collection System (RTCS) contract with Conduent State and Local Solutions, Inc. Following the plan discussed in the aforementioned Board action, Metro staff 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.

In October 2024, the board approved establishing funding for the Segment 1 construction (IWP1) and I-105 ExpressLanes project 475004 by increasing the existing Preconstruction Budget of

\$119,391,538 by \$638,148,678 to a Life-of-Project budget of \$757,540,216 for IWP1, allowing construction of Segment 1 to commence.

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 October 31, 2024, the Life-of-Project (LOP) budget for Segment 1 (Identified Works Package 1) was approved by the Board. This approved budget allowed the start of construction for Segment 1 from Sepulveda Blvd. to Central Avenue on the I-105 Freeway. As of August 2025, the design of Segments 2 and 3 had progressed to 95% completion. Metro staff and the CM/GC Contractor utilized these plans to estimate the cost of the construction. The final negotiated price is \$635,000,000.

The current request seeks approval to amend the LOP Budget for the entire Project, including Segment 1, 2 and 3, which covers construction costs, contingencies, and necessary support. The amended LOP budget is within the range of the previously estimated value as reported to the Board in the FY26 Annual Program Evaluation. The Procurement Summary is included as Attachment B, and the contract modification log is included as Attachment C.

Segment 2 requires a partial right-of-way acquisition of a permitted but currently undeveloped commercial parcel in the City of Lynwood. Metro is negotiating with the property owner on this acquisition.

Concurrently with the Project, an equity assessment was conducted that resulted in a prioritized list of potential projects that could enhance mobility and equity within the corridor utilizing potential future net toll revenue grant funding.

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 2/3 of the I-105 ExpressLanes, in alignment with the I-10/I-110 ExpressLanes' 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 for this project, projects were prioritized as high, medium, or low. This methodology evaluated projects across four categories: connecting people and places, creating community value, conserving resources, and prioritizing Metro's Equity Focus Communities (EFCs).

The equity assessment, project list, and prioritization methodology were developed with extensive input and participation from community members and twenty-one CBOs. CBO participation included ten monthly roundtable meetings, mobility audit, and a field visit to the Norwalk C Line station. Broader community input was gathered through four pop-up events and four public meetings held in September 2025. The pop-up events were held at Bellflower Streetfest, Holifield Park in Norwalk, and CicLAvia at the Florence-Firestone and Watts hubs. Four public meetings presented the equity assessment and solicited feedback on the project list and were held at Verbum Dei High School, Bateman Hall in Lynwood, Rich Rehearsal Hall in Norwalk, and a virtual meeting. Additionally, a survey was conducted to understand travel behavior in the corridor which received 975 responses. The public meetings and surveys were conducted in English and Spanish.

There were 51 projects identified in total. Of these, 27 were prioritized as high, 21 as medium, and three 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. Many of the projects listed are plans/programs, which include many projects that are not listed individually. The complete list of projects is included in Attachment D, and the Executive Summary is included in Attachment E.

Priority	<u>Active</u> <u>Transportation</u>	<u>Roadway</u>	<u>Transit</u>	<u>Total</u>
<u>High</u>	<u>12</u>	<u>6</u>	<u>9</u>	<u>27</u>
<u>Medium</u>	<u>8</u>	<u>5</u>	<u>8</u>	<u>21</u>
<u>Low</u>	<u>0</u>	<u>1</u>	<u>2</u>	<u>3</u>
<u>Total</u>	<u>20</u>	<u>12</u>	<u>19</u>	<u>51</u>

As part of construction of the ExpressLanes project, lighting enhancements are being explored at freeway under-crossings that are being widened for the Project and in areas adjacent to the Norwalk C Line station. These enhancements will improve safety and connectivity, particularly for active transportation.

Public Outreach

Metro Construction Relations implemented a comprehensive outreach program to notify the public in advance of construction starting on Segment 1. The program will continue and will be implemented during the construction period of Segment 2 and Segment 3. The multi-channel outreach program will utilize, among other tools, social media, earned and paid media, electronic newsletters, briefings, and community meetings. 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.

DETERMINATION OF SAFETY IMPACT

The Project is being planned and designed according to Caltrans Standard Specifications and Caltrans Standard Plans. Approval of the Phase 2 Supplement for Segment 2 and 3 will not have an adverse impact on 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. As noted earlier, the previously approved Segment 1 LOP budget is \$757,540,213. The requested LOP budget including Segments 2 and 3 is proposed to be \$1,465,466,981, using primarily toll-backed financing. The project's toll revenue is projected to exceed \$6.6 billion over the 40-year debt repayment period

Impact to Budget

The source of funds for the recommendation is a TIFIA and capital markets loan secured by future net toll revenues, which are not eligible for bus and rail operations.

The sources of funds for the construction budget are as listed in Attachment A.

EQUITY PLATFORM

Along the I-105 corridor, 92% of census tracts within a three-mile radius are EFCs. That includes 75% of census tracts within Segment 1 and 65% of census tracts within Segment 2 and 3.

Staff completed equity assessments for Segment 1, 2 and 3 that identified potential projects that could be funded with future net toll revenue to benefit communities within a three-mile radius of the corridor. When completed, the project will provide significant mobility improvements particularly I the ExpressLanes, safety enhancements, and noise mitigation through new/taller soundwalls.

While FMJV made a 12.40% Disadvantaged Business Enterprise (DBE) commitment on Phase 1 - Pre-Construction and a 19% DBE commitment on the Phase 2- Construction, the U.S. Department of Transportation has issued an Interim Final Rule (IFR) that makes changes, including suspension of goals and enforcement, to the DBE Program effective October 3, 2025. Metro is currently reviewing the IFR to identify necessary program and procedural changes to ensure full compliance. As such, while the DBE commitment is not a factor in the staff recommendation, there are 27 Metro certified small businesses participating in this contract. This is noteworthy since small businesses are vital for the economy as they drive job creation, foster innovation, and strengthen local communities.

The Project Labor Agreement/Construction Careers Policy (PLA/CCP) is also applicable on the Phase 2-Construction portion of this contract.

VEHICLE MILES TRAVELED OUTCOME

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit.* Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

While the agency remains committed to reducing VMT through transit and multimodal investments, some projects may induce or increase personal vehicle travel. However, these individual projects aim to ensure the efficient and safe movement of people and goods.

This Board item is expected to increase VMT in LA County, as it includes an investment that may produce additional vehicle trips as a result of increasing the roadway capacity on currently congested portions of I-105. Although this item may not directly contribute to the achievement of the Board-adopted VMT Reduction Targets, the VMT Targets were developed to account for the cumulative effect of a suite of programs and projects within the Metro region, which individually may induce or increase VMT. Additionally, Metro has a voter-approved mandate to deliver multimodal projects that enhance mobility while ensuring the efficient and safe movement of people and goods.

This project is exempt from CEQA VMT mitigation requirements.

*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

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 ExpressLanes 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 ExpressLanes CM/GC Project. However, staff does not recommend this alternative for several critical reasons.

First, failing to establish the LOP and Phase 2 Supplement for Segments 2 and 3 would significantly delay the Project's timeline. Such delays would jeopardize the \$150,000,000 in funding awarded under the 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.

NEXT STEPS

Upon approval by the Board, staff will complete executing the Phase 2 Supplement of the contract modification and proceed with CM/GC construction for Segment 2 and 3 upon the approval of the design and certification of the Right-of-Way which is anticipated to be in Summer of 2026.

ATTACHMENTS

Attachment A - Funding and Expenditure Plan

Attachment B - Procurement Summary

Attachment C - Contract Modification/Change Order Log

Attachment D - I-105 ExpressLanes Segments 2 and 3 Equity Assessment Prioritized List of Projects

Attachment E - I-105 ExpressLanes Segments 2 and 3 Equity Assessment Executive Summary

Attachment F - DEOD Summary

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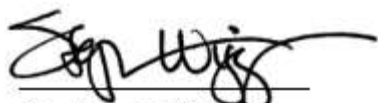
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ATTACHMENT "A"
EXPENDITURE and FUNDING PLAN
I-105 Express Lanes Project (#475004) Cash Flow and Sources of Funds

Uses of Funds		LOP Forecast By Fiscal Year								
Work Package	Current Approved Budget	Prior Fiscal Years	FY26	FY27	FY28	FY29	FY30	Total LOP Forecast	Additional Funding Needed	
PAED	\$ 6,423,025	\$ 5,761,421	\$ 330,802	\$ 330,802	\$ -	\$ -	\$ -	\$ 6,423,025	\$ -	
PS&E	\$ 103,230,989	\$ 67,605,070	\$ 28,558,397	\$ 3,367,521		\$ -	\$ -	\$ 99,530,988	\$ (3,700,001)	
ROW	\$ 18,660,000	\$ 558,118	\$ 13,344,151	\$ 3,381,429	\$ 2,770,714	\$ 2,160,000	\$ -	\$ 22,214,412	\$ 3,554,412	
Utilities	\$ 4,401,843	\$ 230,690	\$ 3,093,143	\$ 4,889,484	\$ 1,215,000	\$ 690,000	\$ -	\$ 10,118,317	\$ 5,716,474	
Agency Labor Cost	\$ 20,095,781	\$ 7,166,386	\$ 5,133,241	\$ 5,598,158	\$ 5,712,613	\$ 5,718,125	\$ 473,052	\$ 29,801,575	\$ 9,705,794	
Construction Capital	\$ 409,526,961	\$ 100,297,263	\$ 234,412,323	\$ 378,793,736	\$ 248,419,526	\$ 105,004,613	\$ -	\$ 1,066,927,461	\$ 657,400,500	
Support Services	\$ 91,060,466	\$ 27,727,871	\$ 25,197,082	\$ 32,208,100	\$ 27,145,639	\$ 22,650,616	\$ 1,248,466	\$ 136,177,774	\$ 45,117,308	
Contingency	\$ 104,141,151	\$ -	\$ 13,065,864	\$ 40,804,961	\$ 20,917,587	\$ 16,702,032	\$ 2,782,984	\$ 94,273,429	\$ (9,867,722)	
Total	\$ 757,540,216	\$ 209,346,819	\$ 323,135,004	\$ 469,374,191	\$ 306,181,080	\$ 152,925,386	\$ 4,504,502	\$ 1,465,466,981	\$ 707,926,765	

Source of Funds									
Toll-backed Debt Obligations	\$ 442,715,876	\$ -	\$ 222,972,532	\$ 464,039,141	\$ 306,181,080	\$ 152,925,386	\$ 4,504,502	\$ 1,150,622,641	\$ 707,906,765
Local Revenue	\$ 164,824,340	\$ 109,049,556	\$ 50,459,734	\$ 5,335,050	\$ -	\$ -	\$ -	\$ 164,844,340	\$ 20,000
State Revenue Subtotal	\$ 150,000,000	\$ 100,297,263	\$ 49,702,737	\$ -	\$ -	\$ -	\$ -	\$ 150,000,000	\$ -
TOTAL SOURCES	\$ 757,540,216	\$ 209,346,819	\$ 323,135,004	\$ 469,374,191	\$ 306,181,080	\$ 152,925,386	\$ 4,504,502	\$ 1,465,466,981	\$ 707,926,765

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: Phase 2 Supplement			
4.	Contract Work Description: Contractor Segment 2 and 3 Construction Contract			
5.	The following data is current as of: September 19, 2025			
6.	Contract Completion Status		Financial Status	
	Contract Awarded:		Contract Award Amount:	\$7,997,461
	8/25/2022			
	Notice to Proceed (NTP):		Total of Modifications Approved:	\$389,126,962
	11/10/2022			
	Original Complete Date:		Pending Modifications (including this action):	\$635,000,000
	5/10/2025			
	Current Est. Complete Date:		Current Contract Value (with this action):	\$1,032,124,423
	12/31/2025			
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. 6 that implements Segments 2 and 3 (Phase 2 Supplement) construction that implements the conversion of the I-105 Freeway (FWY) 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 Management/General Construction (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 was initiated on October 31, 2024, with the Board Approval of Segment 1 (Identified Work Package 1) in the amount of \$389,126,962 (File #2024-0857).

(Refer to Attachment C – Contract Modification/Change Order Log)

B. Cost/Price Analysis

The recommended price has been determined to be fair and reasonable based upon two independent cost estimates, cost analysis, technical evaluation, fact finding, and negotiations.

Proposal Amount	Metro ICE	Negotiated Amount
\$698,439,216	\$575,441,665	\$635,000,000

ATTACHMENT C**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 0 to Terms and Conditions to allow for e-sign.	Approved	3/8/24	\$0.00
3	Early Works Package 1	Approved	10/31/24	\$389,126,962
4	Clarifications, including to reflect changes in law and statutory citations.	Approved	6/4/2025	\$0.00
5	Approved for Construction (Mod 3 true-up)	Pending	Pending	\$tbd
6	Phase 2 Supplement	Pending	10/23/25	\$635,000,000
	Modification Total:			\$389,126,962
	Original Contract:			\$7,997,461
	Total:			\$1,032,124,423

I-105 ExpressLanes Segments 2 & 3 - Equity Assessment - Prioritized Project List - ACTIVE TRANSPORTATION

ID #	Project Name	Description	Mode	Subtype	Jurisdiction	Origin	Tier
1	Corridor Cities Active Transportation Improvements	Pedestrian and bike infrastructure improvements to improve connectivity, comfort, and safety in cities along I-105, including those identified in existing active transportation plans: Bellflower-Paramount Active Transportation Plan, Santa Fe Springs Active Transportation Plan, Artesia Active Transportation Plan.	Active Transportation	Complete Streets	Multi-Jurisdictional	Technical Team	High
3	Gateway Cities Complete Streets	Establish Complete Street Corridors on Florence Ave, Atlantic Ave, and Lakewood-Rosemead, including: bicycle facilities, pedestrian facilities and crosswalks, transit stop features and amenities, safety and traffic calming features, landscaping, hardscaping, public art (aesthetic treatments), public green spaces, trees, and water quality features such as bioswales and tree wells.	Active Transportation	Complete Streets	Multi-Jurisdictional	Gateway Cities COG	High
6	Metro A Line FLM Improvements	Implement active transportation infrastructure improvements within 1 mile of A Line Stations in the I-105 corridor and enhance transfer/station experience. Fill in gaps in bike and pedestrian networks to improve access.	Active Transportation	First/Last Mile	Multi-Jurisdictional	Existing Plan	High
7	Metro ATSP Regional Bikeways	Upgrade Class II and Class III bike facilities designated as ATSP Regional Bikeways to improve safety, comfort, and accessibility for cyclists.	Active Transportation	Bikeway	Multi-Jurisdictional	Existing Plan	High

I-105 ExpressLanes Segments 2 & 3 - Equity Assessment - Prioritized Project List - ACTIVE TRANSPORTATION

ID #	Project Name	Description	Mode	Subtype	Jurisdiction	Origin	Tier
8	Metro ATSP/LADOT Pedestrian District Improvements	Install pedestrian improvements in areas designated as Metro ATSP and LADOT Mobility Plan Pedestrian Districts. Upgrade crosswalks and curb ramps; add LPIs, traffic signals, RRFBs, pedestrian activated warning systems, pedestrian refuge islands, curb extensions, and signage.	Active Transportation	Pedestrian Improvements	Multi-Jurisdictional	Existing Plan	High
10	Metro C Line FLM Improvements	Implement active transportation infrastructure improvements within 1 mile of C Line Stations in the I-105 corridor and enhance transfer/station experience. Fill in gaps in bike and pedestrian networks to improve access.	Active Transportation	First/Last Mile	Multi-Jurisdictional	CBO; Technical Team	High
12	Multimodal Mobility Hubs at Metro A, C, and J Line Stations	Improve multimodal connectivity and transportation options at Metro A, C, and J Line Stations.	Active Transportation	First/Last Mile	Multi-Jurisdictional	Technical Team	High
13	Long Beach-East LA Corridor Complete Street and Multimodal Improvements	Pedestrian, bike, and bus improvements within the LB-ELA Corridor area. Recommended elements include lighting upgrades, ADA curb ramps, sidewalk improvements, bus stop improvements, high visibility crosswalks, improved signage, Pedestrian Activated Traffic Control Devices, Rapid Flashing Beacons, and Leading Pedestrian Intervals (LPIs) at traffic signals.	Active Transportation	Complete Streets	Multi-Jurisdictional	Existing Plan	High
16	Safe Routes to Schools	Add high vis crosswalks, pedestrian refuge islands, trees, curb extensions, LPIs near schools to improve safety.	Active Transportation	Pedestrian Improvements	Multi-Jurisdictional	CBO; Technical Team	High

I-105 ExpressLanes Segments 2 & 3 - Equity Assessment - Prioritized Project List - ACTIVE TRANSPORTATION

ID #	Project Name	Description	Mode	Subtype	Jurisdiction	Origin	Tier
17	Southeast Gateway Line FLM Improvements	Implement active transportation infrastructure improvements at stations along the Southeast Gateway Line, a regionally significant project, in the I-105 corridor.	Active Transportation	First/Last Mile	Multi-Jurisdictional	Existing Plan	High
18	Universal Basic Mobility	Expand the pilot program (south of Florence Ave) focusing on Metro EFCs; passes for Lyft, Metro Micro, etc.	Active Transportation	Other	Multi-Jurisdictional	Existing Plan	High
19	Urban Greening, Public Space, and Beautification Projects	Increase access to green space and implement measures to reduce the urban heat island effect in census tracts with high heat vulnerability according to the California Heat Assessment Tool. Potential projects include provision of green space/greenbelts; parklets; tree planting; community gardens and community farms; drought tolerant planting; habitat restoration and connectivity; stormwater capture/flood diversion/water management projects; brownfield remediation, natural trail restoration, and green infrastructure.	Active Transportation	Pedestrian Improvements	Multi-Jurisdictional	CBO; Technical Team	High
2	Freeway On-/Off-Ramp Pedestrian 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 freeway exits and entrances within the assessment area.	Active Transportation	Pedestrian Improvements	Multi-Jurisdictional	Technical Team	Medium

I-105 ExpressLanes Segments 2 & 3 - Equity Assessment - Prioritized Project List - ACTIVE TRANSPORTATION

ID #	Project Name	Description	Mode	Subtype	Jurisdiction	Origin	Tier
4	I-605 Corridor Complete Street and Multimodal Improvements	Pedestrian, bike, and bus improvements on Rosecrans Ave, Foster Road, Hoxie Ave, Imperial Hwy, Downey Norwalk Road, Firestone Blvd, Ceceila St, Studebaker Ave, and Florence Ave. Recommended elements include lighting upgrades, ADA curb ramps, sidewalk improvements, bus stop improvements, high visibility crosswalks, improved signage, Pedestrian Activated Traffic Control Devices, Rapid Flashing Beacons, and Leading Pedestrian Intervals (LPIs) at traffic signals; San Gabriel River Pedestrian/Equestrian Trail along the north side of the creek.	Active Transportation	Complete Streets	Multi-Jurisdictional	Existing Plan	Medium
11	Micromobility/Metro Micro Expansion	Implement e-bike and e-cargo bike rental program as an alternative to bike share and expand Metro Micro.	Active Transportation	VMT Reduction	Multi-Jurisdictional	CBO	Medium
14	Pedestrian/Equestrian Trails Along Flood Channels	Pedestrian/equestrian trail along flood channels such as the LA River, Rio Hondo, San Gabriel River, and Compton Creek.	Active Transportation	Pedestrian Improvements	Multi-Jurisdictional	Technical Team	Medium
15	Safe Routes for Seniors	Implement safety and pedestrian access improvements near senior housing.	Active Transportation	Pedestrian Improvements	Multi-Jurisdictional	Technical Team	Medium
20	Los Angeles County Bicycle Master Plan Projects	Bicycle infrastructure improvements in unincorporated communities.	Active Transportation	Bikeway	Multi-Jurisdictional	Existing Plan	Medium

I-105 ExpressLanes Segments 2 & 3 - Equity Assessment - Prioritized Project List - ACTIVE TRANSPORTATION

ID #	Project Name	Description	Mode	Subtype	Jurisdiction	Origin	Tier
5	LA County Dept of Public Health Pedestrian Improvement Plan Projects	Pedestrian infrastructure improvements in the unincorporated communities of Willowbrook/West Rancho Dominguez, Florence-Firestone, Westmont/West Athens, and East Rancho Dominguez. Recommended elements include ADA curb ramps, lighting upgrades, sidewalk improvements, high visibility crosswalks, shade trees, and traffic calming measures.	Active Transportation	Pedestrian Improvements	Unincorporated LA County	LA County DPH	Medium
9	Metro Bikeshare Expansions	Install bikeshare docks near C and A line stations and areas with protected facilities and dedicated lanes.	Active Transportation	First/Last Mile	Multi-Jurisdictional	Technical Team	Medium

I-105 ExpressLanes Segments 2 & 3 - Equity Assessment - Prioritized Project List - ROADWAY

ID #	Project Name	Description	Mode	Subtype	Jurisdiction	Project	Tier
26	Intersection Safety Improvements	Implement measures to decrease collision rates at high accident intersections. Treatments include traffic signals, bulb outs, pedestrian refuge islands, LPIs, high visibility crosswalks, landscaping, and pavement markings.	Roadway/ITS	Safety	Multi-Jurisdictional	CBO	High
28	Multi-jurisdictional Signal Synchronization	Multi-jurisdictional Signal Synchronization	Roadway/ITS	TSM/ITS/ Operational Improvements	Multi-Jurisdictional	Technical Team	High
29	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	Multi-Jurisdictional	LADOT	High
31	Regional Integration of Intelligent Transportation (RIITS) Program	Upgrade RIITS communication connection to local agencies adjacent to the I-105 corridor, implement a regional video distribution system for video sharing amongst the local agencies within the I-105 corridor, and upgrade ATSAC SPAT and Enhanced IEN XML Interfaces to support TMDD standards.	Roadway/ITS	TSM/ITS/ Operational Improvements	Multi-Jurisdictional	Technical Team	High
22	Freeway Underpass Improvements	Reconnect neighborhoods separated by I-105, I-110, I-710, and I-605 with underpass improvements such as lighting, public art, and landscaping	Roadway/ITS	Pedestrian Improvements	Multi-Jurisdictional	CBO	High

I-105 ExpressLanes Segments 2 & 3 - Equity Assessment - Prioritized Project List - ROADWAY

ID #	Project Name	Description	Mode	Subtype	Jurisdiction	Project	Tier
51	Long Beach-East LA Corridor Roadway Improvements	Improvements to improve traffic flow, safety, efficiency, and overall effectiveness of arterials roads. Strategies include complete streets treatments, traffic calming measures, signal coordination, transportation systems management (TSM), intelligent transportation systems (ITS), and general roadway upgrades.	Roadway/ITS	Arterial Corridor Improvements	Multi-Jurisdictional	Existing Plan	High
21	Freeway Pedestrian Bridges	New pedestrian bridges crossing the I-105, I-110, I-710, and I-605 freeways	Roadway/ITS	Pedestrian Improvements	Multi-Jurisdictional	Technical Team	Medium
23	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	Technical Team	Medium
24	LA County Fiber Optics and CCTV	Improve communications on roads within LA County DPW jurisdiction	Roadway/ITS	TSM/ITS/Operational Improvements	Unincorporated LA County	LA County DPW	Medium
25	LA County Traffic Signal Synchronization Program	Improve traffic flow on roads within LA County DPW jurisdiction and upgrade to MUTCD standards	Roadway/ITS	TSM/ITS/Operational Improvements	Unincorporated LA County	LA County DPW	Medium
30	County-owned Advanced Controller Upgrade	Upgrade approximately 22 controllers in unincorporated LA County	Roadway/ITS	TSM/ITS/Operational Improvements	Unincorporated LA County	LA County DPW	Medium
27	Minimization of Cut-through Traffic in Neighborhoods	Traffic calming measures to minimize cut-through traffic at select locations. Treatments include speed humps, diverters, roundabouts, chicanes, medians, and forced turn islands.	Roadway/ITS	Safety	Multi-Jurisdictional	Technical Team	Low

I-105 ExpressLanes Segments 2 & 3 - Equity Assessment - Prioritized Project List - TRANSIT

ID #	Project Name	Description	Mode	Subtype	Jurisdiction	Project	Tier
34	BRT Corridors	Funding for BRT on corridors within the project area including Atlantic, Broadway, Lakewood, and Vermont	Transit	BRT	Multi-Jurisdictional	Existing Plan	High
35	Bus Priority Corridors	Transit signal prioritization, bus priority lanes, bus stop bulb outs, all door boarding, bus stop and layover improvements on Century Blvd, Firestone/Manchester Blvd	Transit	Bus Infrastructure	Multi-Jurisdictional	Existing Plan	High
36	Bus Stop Shelters/Amenities	Install bus shelters and other amenities at existing bus stops without shelters within the project area, prioritizing Equity Focus Communities	Transit	Bus Infrastructure	Multi-Jurisdictional	CBO; Technical Team	High
38	C Line Station Improvements	Add signage, sound enclosures, and lighting at Metro C Line stations and make improvements to increase rail frequency. Also includes various state of good repair projects at existing C Line stations within the project area including station facilities and grounds not including guideway improvements.	Transit	State of Good Repair	Multi-Jurisdictional	Existing Plan	High
41	LB-ELA Corridor Transit Priority Projects	Transit projects identified in the LB-ELA CMIP. Includes Metro A Line Quad Safety Gates at all A Line Crossings and Bus Corridor Program - 8 transit corridors for bus priority treatments to improve the transit speed and reliability of those corridors. Potential corridors within Segments 2 and 3 include Atlantic, Florence, Long Beach Blvd, and Firestone.	Transit	Bus Service	Multi-Jurisdictional	Existing Plan	High

I-105 ExpressLanes Segments 2 & 3 - Equity Assessment - Prioritized Project List - TRANSIT

ID #	Project Name	Description	Mode	Subtype	Jurisdiction	Project	Tier
45	Metro Bus and Rail Safety and Security Improvements	Provide enhanced transit security measures and features on Metro trains, buses, and at Metro rail stations including: security devices such as cameras and call buttons, increased lighting, improved lines of sight, improved incident response, and additional Transit Ambassadors, security officers, and/or plainclothes staff	Transit	Safety	Multi-Jurisdictional	CBO	High
46	Metro Bus Electrification	Electrification of Metro buses	Transit	Zero-Emissions	Multi-Jurisdictional	Existing Plan	High
48	Southeast Gateway Line Transit Corridor	Funding for Southeast Gateway Line	Transit	Rail	Multi-Jurisdictional	Existing Plan	High
49	Zero-Emission Bus Infrastructure and Charging	Install electric bus fast-charging stations for Metro, Long Beach Transit, Norwalk Transit, and other bus operators in the assessment	Transit	Zero-Emissions	Multi-Jurisdictional	Technical Team	High
37	C Line Extension to Norwalk/Santa Fe Springs Metrolink Station	Extends the C Line 2.8 miles from Norwalk to the Norwalk/Santa Fe Springs Metrolink Station.	Transit	Rail	Multi-Jurisdictional	Existing Plan	Medium
39	Transit Management Operations Center Enhancements	Project improvements at Metro transit management operations centers. Includes beautification, art, monuments, safety, increased bike storage, bike parking, walkways, and bike paths.	Transit	Other	Multi-Jurisdictional	Existing Plan	Medium
43	Metro Bus Service Frequency Improvements	Increase bus frequency on Rosecrans Ave for line 125, on Willowbrook for line 202, on Wilmington for line 205, and on California Ave and State St for line 251.	Transit	Bus Service	Multi-Jurisdictional	Technical Team	Medium

I-105 ExpressLanes Segments 2 & 3 - Equity Assessment - Prioritized Project List - TRANSIT

ID #	Project Name	Description	Mode	Subtype	Jurisdiction	Project	Tier
44	Local and Municipal Bus Service Frequency Improvements	Increase bus frequency for high priority bus routes provided by local and municipal transit agencies.	Transit	Bus Service	Multi-Jurisdictional	Technical Team	Medium
47	Metrolink Norwalk/Santa Fe Springs Station Improvements	Improve station amenities to better serve Metrolink riders	Transit	Other	Norwalk	Existing Plan	Medium
50	Norwalk Transit Center Improvements	Improvements to expand bus capacity at the Norwalk Transit Center as identified in the Norwalk RNI Study. Includes new bus layover/recovery spaces, EV bus charging, improved bus circulation, restroom for operators, customer amenities, signage, wayfinding, pedestrian/cyclist circulation, pick-up/drop-off areas, upgraded ADA parking, FLM access, and lighting at bus platforms.	Transit	Other	Norwalk	Existing Plan	Medium
32	Access Services Cutaway Paratransit Vehicle Electrification	Replace cutaway paratransit buses with zero-emissions vehicles	Transit	Zero-Emissions	Multi-Jurisdictional	Existing Plan	Medium
33	Access Services Minivan and Van Paratransit Vehicle Replacement	Replace minivan and vans with conventional powertrains to improve vehicle and service reliability	Transit	Senior & Disabled Transportation Services	Multi-Jurisdictional	Existing Plan	Medium
40	EV Charging Stations at C Line Stations	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	Technical Team	Low
42	Quad Safety Gates at Railroad Crossings	Install Quad Safety Gates at priority railroad crossings based on collision data for safety and increased speed/safety zones	Transit	Rail	Multi-Jurisdictional	Existing Plan	Low

I-105 ExpressLanes Equity Assessment Final Report - Executive Summary

TASK 6 – FINAL REPORT | SEPTEMBER 2025



Metro®

Executive Summary

Introduction

Metro is planning to ease traffic on Interstate (I)-105 by converting the existing high-occupancy vehicle (HOV) lane into an ExpressLane and constructing a second ExpressLane, resulting in 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 between I-405 and Studebaker Road. Once operational, the net toll revenue generated by the I-105 ExpressLanes will be reinvested into projects that improve mobility within a 3-mile radius of the ExpressLanes to benefit communities in the freeway corridor. To guide the equitable investment of future net toll revenue, Metro is leveraging the foundational work from Segment 1 of the I-105 ExpressLanes to identify projects that will improve mobility, accessibility, connectivity, and equity for communities in the Segments 2 and 3 area and for all I-105 ExpressLanes users.

This I-105 ExpressLanes Segments 2 and 3 Equity Assessment (Assessment) identifies and prioritizes equity and mobility improvements in Segments 2 and 3 in the area three miles around I-105 between Central Avenue and Studebaker Road (the Assessment Area) as shown in Figure ES-1. As part of the process to identify potential mobility improvement projects, Metro facilitated a community participation process for obtaining feedback, incorporated input from stakeholders and CBO partners, and evaluated equity, demographics, transportation data, existing conditions, and previous studies/plans.



Equity

To improve access and opportunity for all, infrastructure, programs, and service investments must be focused toward those with the greatest mobility needs. This I-105 ExpressLanes Segments 2 and 3 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 Equity Focus Communities.

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

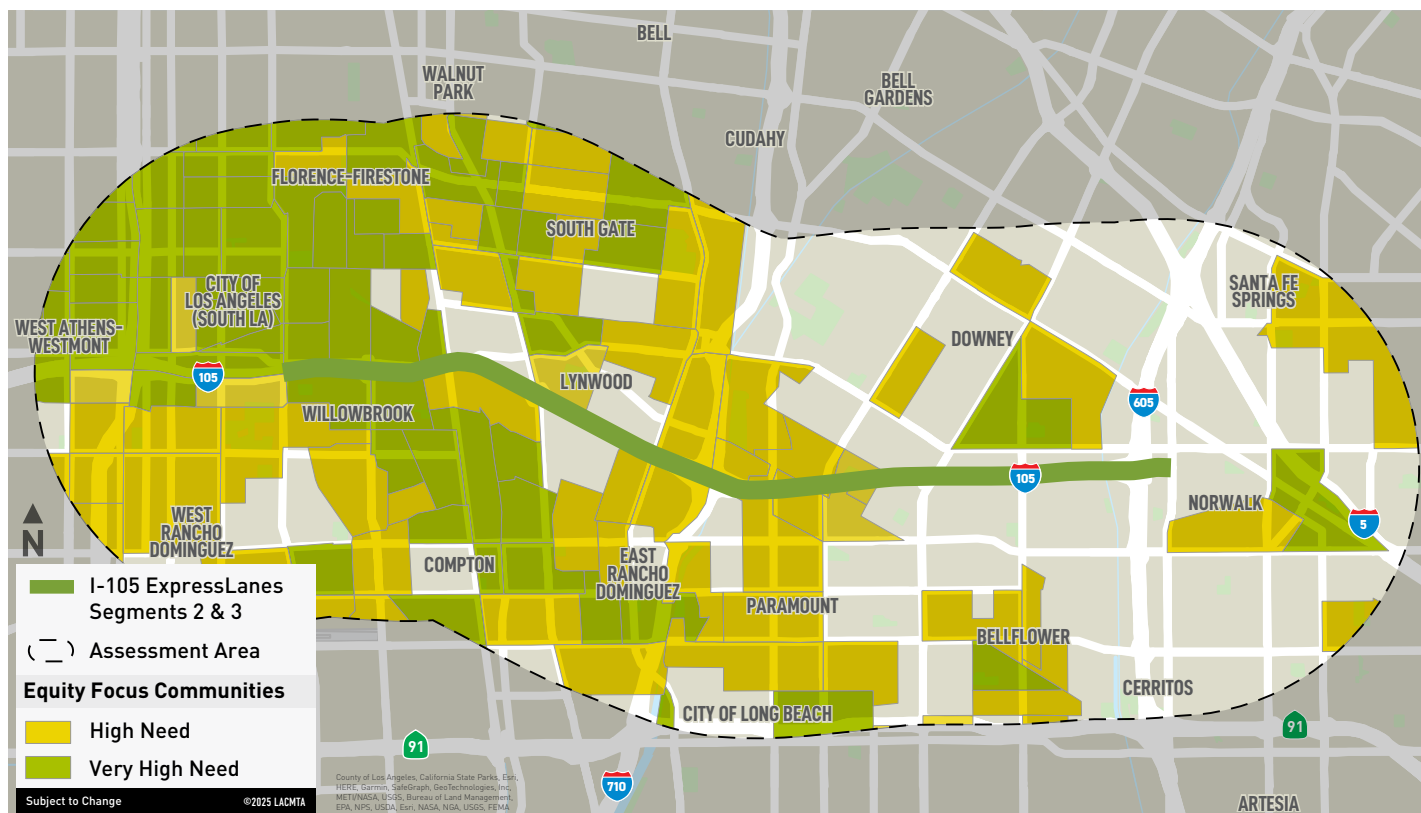
- > **Equity Platform Framework:** Policy framework for how Metro can use its influence as a transportation authority to evaluate and address disparities in mobility access while providing people opportunities for upward social and economic mobility.

- > **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 ES-2 shows the EFCs within the Assessment Area.

Several of Metro's equity tools have been incorporated into the equity assessment through 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 Focus Communities



Existing Conditions

To better understand the Assessment Area and its population, an existing conditions assessment focused on demographics, socioeconomics, as well as environmental and transportation data was conducted. The analysis identified 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 have unemployment rates higher than the county average. Households within the Assessment Area have high living costs, with nearly half being housing burdened (spending 30% or more of their household income on housing). With roughly 13% 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 ES-3). The findings were critical for developing the vision statement, project list, evaluation criteria, and recommendations.

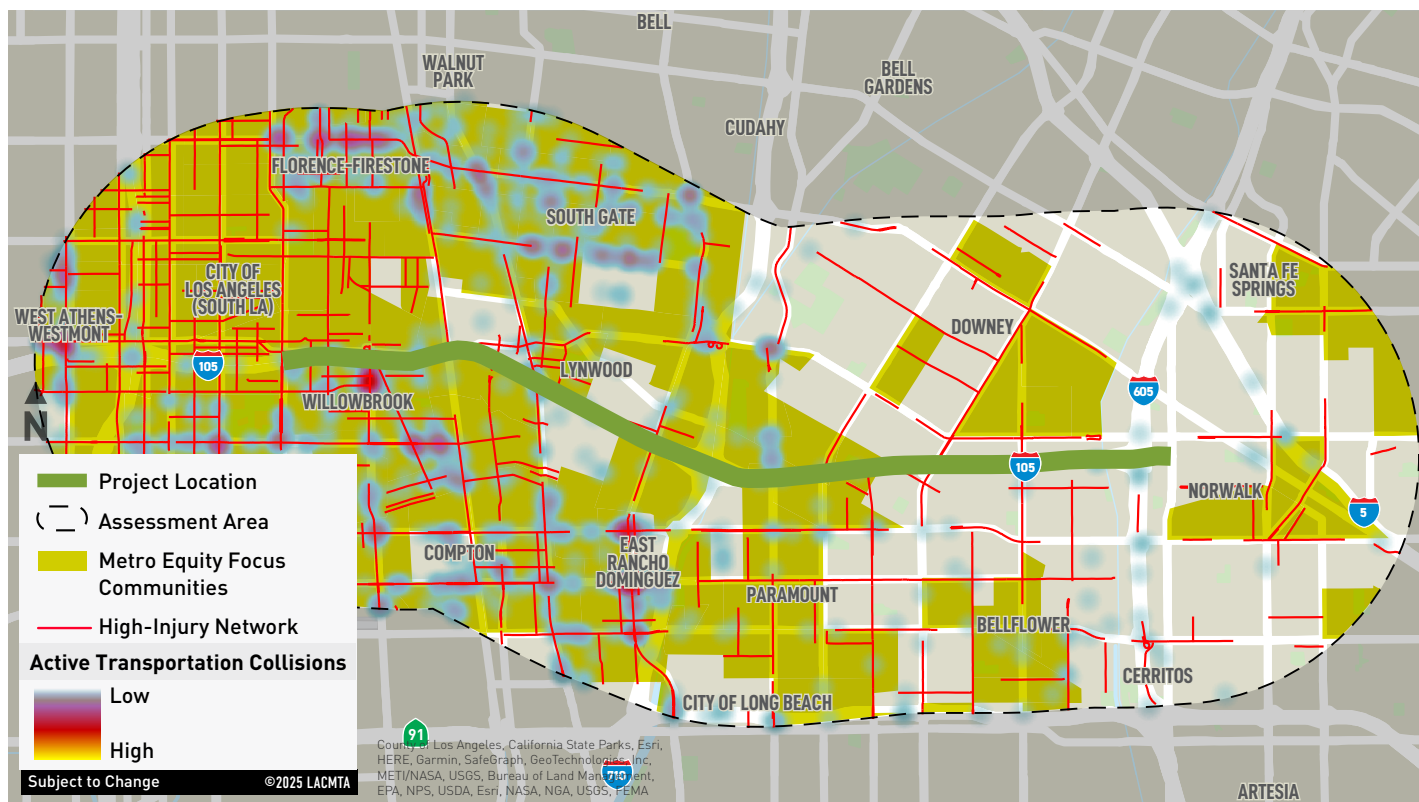
Using an equity lens to assess existing conditions, the project team calculated disparity ratios to identify inequities between two populations—specifically, the EFC population within the Assessment Area and the broader Los Angeles County population. The analysis below highlights some of the most significant disparities observed between the EFC and the rest of Los Angeles County. A disparity ratio score of 1.5 and above is considered high.

EXISTING CONDITIONS DATA REVEAL HIGH DISPARITY RATIOS

2.0	CALENVIROSCREEN
2.1	HIGH INJURY NETWORK
2.2	AREAS OF PERSISTENT POVERTY

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 feel heard and respected. A successful outcome for this Assessment required a commitment to authentic listening and learning, as well as meaningful community outreach and engagement. Involving the public in decision-making processes ensures more informed and inclusive outcomes. Throughout the processes, community input 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 via partnerships with various local community-based, faith-based, and community development-based organizations.

Metro engaged 21 community-based organizations (CBOs) that represent the communities in the Assessment Area to participate in monthly roundtable meetings. In these meetings, our CBO partners provided input on the Assessment’s goals, evaluation criteria, and projects. Our partners also shared project information with other community stakeholders through their resources. The CBO

roundtable partners also participated in walk, bike, and transit audits. Concurrently, Metro participated in multiple pop-up events that engaged nearly 270 people and conducted a travel survey that engaged just over 1,000 people within the Assessment Area.



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, 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, such as the Southern California Association of Governments' (SCAG) Regional Transportation Plan (RTP). In addition, projects were identified through field visits and a mobility audit. Finally, the project team sought input from local jurisdictions on their projects and plans. The projects were then scored using four goals and 14 evaluation criteria metrics, presented in Table 1.

Each project was evaluated against the criteria listed in Table ES-1 and assigned a score ranging from 1 to 5, with 5 representing the best outcome or highest benefits. In cases where quantitative data was not available for a particular evaluation criterion, the scores are a qualitative assessment based on the project team's professional judgement.

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, 30%; Prioritize Equity, 26%; Create Community Value, 24%; and Conserve Resources, 20%.

Projects were scored as high, medium, and low and grouped into three categories consistent with the existing I-10/I-110 Metro ExpressLanes Net Toll Revenue Reinvestment Grant Program funding opportunities— 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., safety and security, 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

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 from the I-105 ExpressLanes becomes available. Of the 51 projects identified, approximately 53% of the projects are prioritized as high, 41% are medium, and 6% 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 multimodal transportation, and projects focused on sustainable mobility options. Figure ES-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 Metro ExpressLanes Net Toll Revenue Reinvestment Grant Program will ultimately be up to local agencies.

In addition to the project list, it is recommended that 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 Segments 2 and 3;
- > Modify Metro's existing I-10/I-110 Net Toll Revenue Reinvestment Grant Guidelines to award points to projects recommended as high or medium in Equity Assessments
- > 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

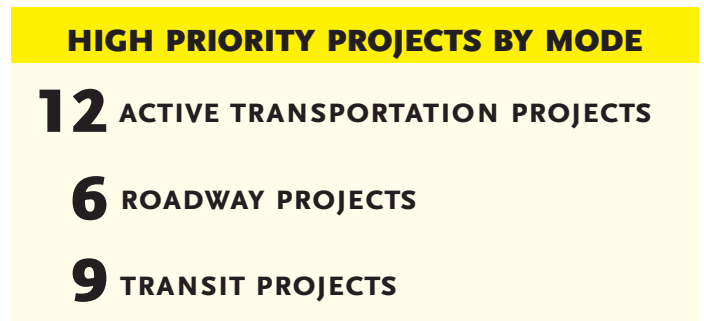
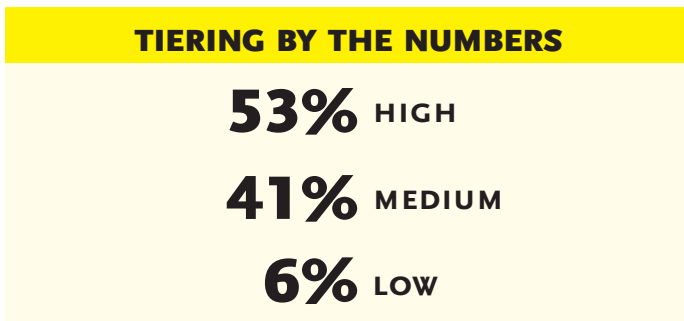
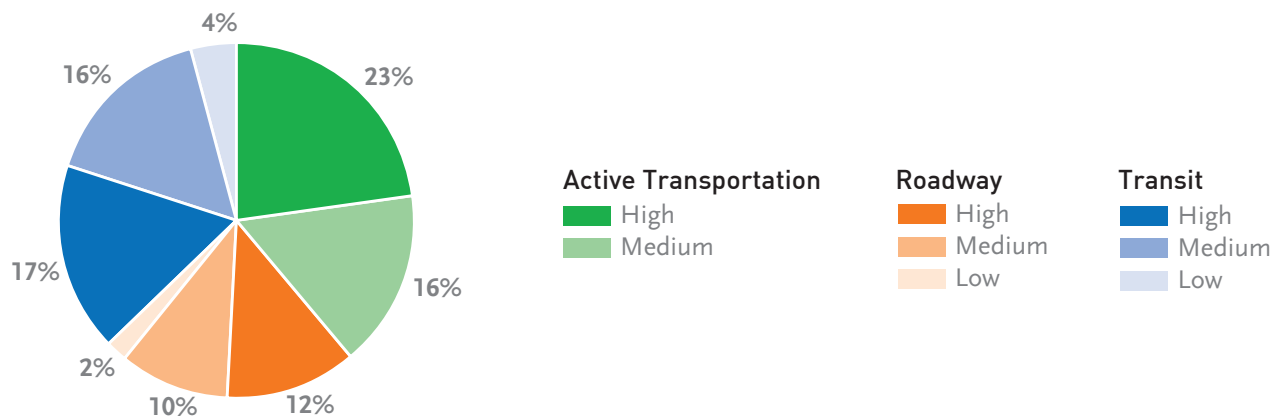


Figure ES-4

Breakdown of Projects by Mode and Tier



DEOD SUMMARY

I-105 EXPRESSLANES LIFE-OF-PROJECT BUDGET AND CONSTRUCTION MANAGER/GENERAL CONTRACTOR SEGMENT 2 AND 3 CONSTRUCTION CONTRACT (PHASE 2 SUPPLEMENT)/PS84667000

A. Small Business Participation

Flatiron-Myers JV (FMJV) made a 12.40% Disadvantaged Business Enterprise (DBE) commitment on Phase 1 – Pre-Construction Services and a 19% DBE goal on the Phase 2 – Construction. However, the U.S. Department of Transportation has issued an Interim Final Rule (IFR) that makes changes, including suspension of goals and enforcement, to the DBE Program effective October 3, 2025. Metro is currently reviewing the IFR to identify necessary program and procedural changes to ensure full compliance. While the DBE commitments are not a factor in this recommended action, there are 27 Metro certified small businesses participating in this contract.

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 project. DEOD will continue to 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

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%

E. Manufacturing Careers Policy

The Manufacturing Careers Policy (MCP) does **not apply** to this contract. The MCP is required on Metro's Rolling Stock RFPs, with an Independent Cost Estimate of at least \$50 million.

105 ExpressLanes



RECOMMENDATION:

- A. AMEND the I-105 ExpressLanes Project 475004 Life-of-Project (LOP) Budget by establishing funding for the Segment 2 and 3 (Phase 2 Supplement) construction, from Central Avenue to Studebaker Road on the I-105 Freeway. This action increases the existing Life-of-Project Budget of \$757,540,216 by \$707,926,765 for a total Life-of-Project Budget of \$1,465,466,981
- B. NEGOTIATE AND EXECUTE project-related agreements, including contract and task order modifications, up to the authorized LOP



105 ExpressLanes



Project Design and Construction Board Actions:

- On August 25, 2022, a Preconstruction Budget of \$119,391,538 was approved for finalizing the design for Segment 1 and to make significant progress on the design of Segment 2 and 3, leveraging the partnership between the designer and the Construction Manager/General Contractor (CM/GC)
- On October 31, 2024, a LOP budget of \$757,540,216 was approved to start Segment 1 construction between Sepulveda Blvd. to Central Avenue.

105 ExpressLanes



Source of Funds	Seg 1 LOP Budget	Seg 2 & 3 - Phase 2 Supplement	Total LOP Budget
Toll Backed Debt Obligations	\$ 442,715,876	\$ 707,906,765	\$ 1,150,622,641
Local Rev - Measure M	\$ 164,824,340	\$ 20,000	\$ 164,844,340
State Revenue	\$ 150,000,000	\$ 0	\$ 150,000,000
Total	\$ 757,540,216	\$ 707,926,765	\$ 1,465,466,981

Above table shows Total LOP Budget for I-105 Express Lanes Project 475004. RTCS Project 275004 LOP is \$44,254,826.
Total combined LOP Budget for entire project is \$1.509B

105 ExpressLanes

Equity Assessment and Construction Outreach

- Segment 2/3 Equity Assessment
 - Held monthly CBO roundtables and engaged the public through surveys, pop-up events, and four community meetings
 - Identified a prioritized list of 51 projects that could be funded with future net toll revenue.
 - Projects are within three miles of I-105 and organized by mode – active transportation, roadway, and transit
- Construction Outreach
 - Outreach will begin in advance of starting construction and continue throughout construction
 - Outreach methods will include the project website, social media, earned and paid media, electronic newsletters, project hotline, and email for inquiries

105 ExpressLanes



NEXT STEPS

- Execute Phase 2 Supplement of the CM/GC Contract
- Continue to work with Build America Bureau on TIFIA loan; financial close targeted for early 2026
- Acquire permits and start Segment 2 and 3 Construction