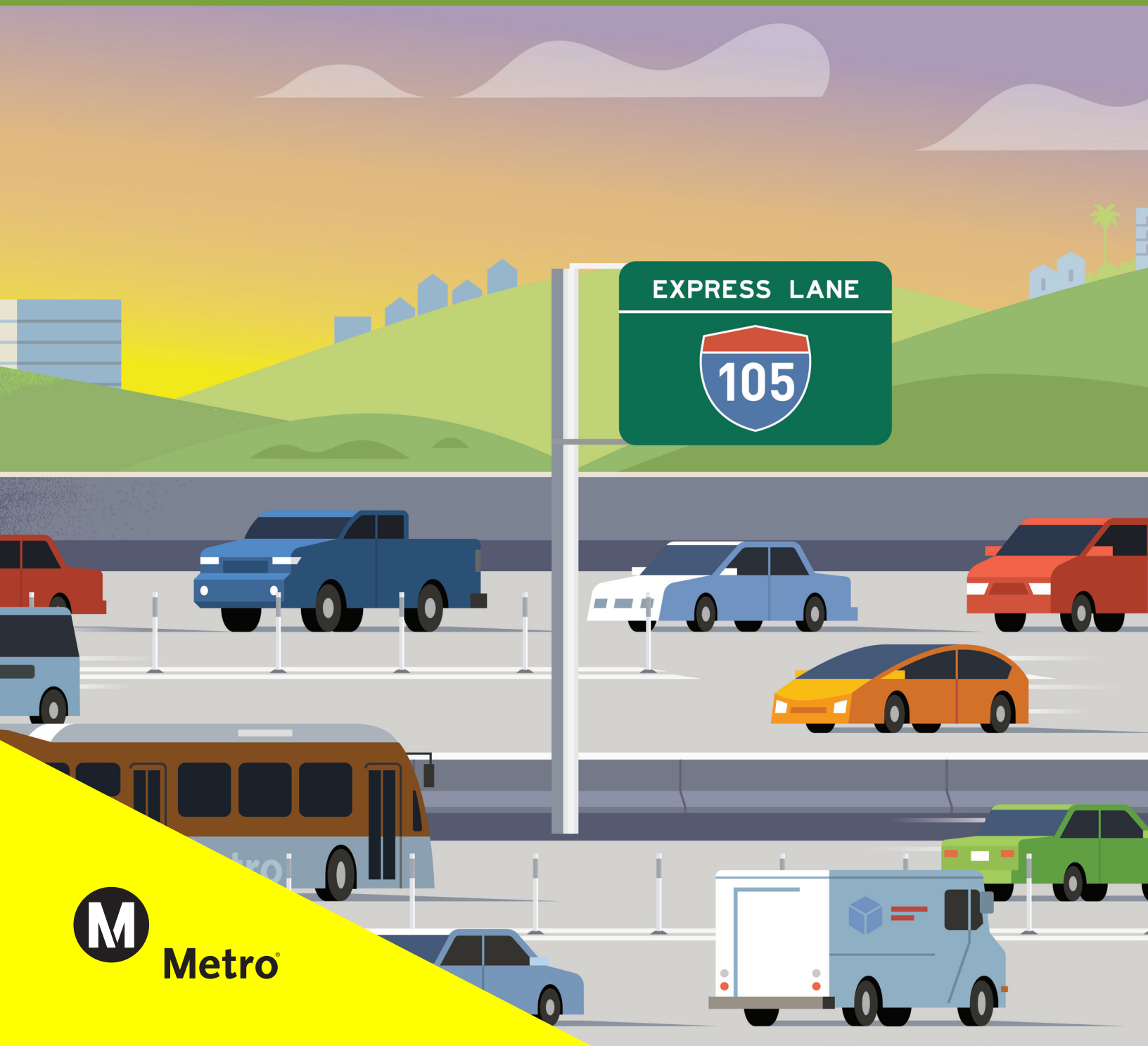
Los Angeles County
Metropolitan Transportation Authority

I-105 ExpressLanes Equity Assessment Final Report

TASK 6 – FINAL REPORT | DECEMBER 2025



Metro

Acknowledgments

Community-Based Organizations (CBOs)

Abundant Housing LA
Car-Lite Long Beach
Cerritos College
Charles R. Drew University of Medicine and Science
ELAC South Gate
Fathers and Mothers Who Care, Inc.
Florence-Firestone Community Organization
Hub Cities Consortium
Kingdom Causes Bellflower
Love La Mirada
Macedonia Baptist Church
Mujeres Unidas Sirviendo Activamente
Norwalk Unides Group
On My Grind Re-Entry Services
Rancho Los Amigos National Rehabilitation Center
RGE Cares
Southeast Community Development Corporation (SCDC)
Streets Are for Everyone
Verbum Dei Jesuit High School
Watts Gang Task Force
Watts World Revival

Metro Departments

Countywide Planning (First/Last Mile, Mobility Corridors)
Customer Experience
Office of Equity and Race
Office of Strategic Innovation
Operations (Shared Mobility, Station Experience, Service Planning)
Program Management

Consultant Team

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Table of Contents

Acronyms and Abbreviations

AADT	average annual daily traffic
ADA	Americans with Disabilities Act
Assessment	I-105 ExpressLanes Segments 2 and 3 Equity Assessment
Assessment Area	Segments 2 and 3 Assessment Area
ATSP	active transportation strategic plan
BIPOC	black, indigenous, and other people of color
BRT	bus rapid transit
Caltrans	California Department of Transportation
CBO	community-based organization
CCTV	closed-circuit television
CEQA	California Environmental Quality Act
COG	Council of Governments
CSAN	Metro Countywide Significant Arterial Network
CSTAN	Metro Countywide Strategic Truck Arterial Network
DPM	diesel particulate matter
EFC	equity focus community
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
FHWA	Federal Highway Administration
FLM	first/last mile
GHG	greenhouse gas
HOT	high-occupancy toll
HOV	high-occupancy vehicle
ICT	information and communications-based technologies
ITS	intelligent transportation systems
LACTC	Los Angeles County Transportation Commission
LADOT	City of Los Angeles Department of Transportation
LAX	Los Angeles International Airport
LB-ELA CMIP	Long Beach East Los Angeles Corridor Mobility Investment Plan
LPI	leading pedestrian interval
LRT	light rail transit
MPH	miles per hour
NEPA	National Environmental Policy Act
PA/ED	Project Approval and Environmental Documentation
PM	particulate matter
$PM_{2.5}$	particulate matter with diameters 2.5 micrometers and smaller
PNA	Parks and Recreation Needs Assessment
RIITS	Regional Integration of Intelligent Transportation
RRFB	rectangular rapid flashing beacons
SCAG	Southern California Association of Governments
TSM	transportation systems management

Glossary

active transportation	Human-powered transportation and low-speed electronic assist devices: Examples include but are not limited to pedestrians, bicycles, tricycles, wheelchairs, electric wheelchairs, scooters, skates, skateboards, and strollers.
Americans with Disabilities Act (ADA)	The Americans with Disabilities Act of 1990 guarantees equal opportunity for individuals with disabilities in public accommodations, employment, transportation, state and local government services, and telecommunications. It prescribes federal transportation requirements for transportation providers.
amenities	Roadway features that help to provide comfort, convenience, and safety.
arterial roadway	A high-capacity road that carries longer-distance flows between important centers of activity.
Assessment Area	The Assessment Area covers the 3-mile radius around Segments 2 and 3 of the I-105 ExpressLanes Project, which is an approximately 95-square-mile area between Vermont Avenue and Shoemaker Avenue. The Assessment Area consists of 13 cities and 3 unincorporated Los Angeles County neighborhoods.
at-grade crossing	A crossing or intersection of highways, railroad tracks, other guideways, or pedestrian walks, or combinations of these at the same level or grade.
bicycle routes / facilities	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). A portion of a right-of-way for the exclusive use of bicyclists which has been designated by pavement markings, curb, cross-hatched paint, planting strip or parked cars. Bike facilities come in many forms and are categorized into classes, typically from Class I to Class IV, with the latter including a buffer/barrier and is considered as the most protective for cyclists/ pedestrians.
Bike Facilities/Paths – Class I (1)	Paved rights-of-way completely separated from streets. Bike paths are often located along waterfronts, creeks, railroad rights-of-way or freeways with a limited number of cross streets and driveways. These paths are typically shared with pedestrians and often called mixed-use paths.
Bike Facilities/Paths – Class II (2)	On-street facilities designated for bicyclists using stripes and stencils. Bike lanes are the preferred treatment for all arterial and collector streets on the bikeway network, and not typically installed on low-volume, low-speed residential streets.
Bike Facilities/Paths – Class III (3)	Streets designated for bicycle travel and shared with motor vehicles. Streets are designated as bike routes because they are suitable for sharing with motor vehicles and/or provide better (or needed) connectivity than other streets. Routes are marked with signs and/or shared lane bicycle (aka “sharrow”) pavement markings intended to encourage bicyclists to ride clear of the “door zone” and to alert motorists to expect bicyclists to occupy the full lane.
Bike Facilities/Paths – Class IV (4)	Separated bikeway for the exclusive use of bicycles, physically separated from the roadway by a buffer or vertical feature.
Bike Share	A service that provides bicycles for a daily, monthly, annual, or trip-based fee. Bike share is recognized as an option for first and last mile transit connections. Learn about Metro’s Bike Share program at https://bikeshare.metro.net/
bus priority lane corridor	Typically involves the conversion of the rightmost traffic lane into a travel lane primarily dedicated to buses (allows for right turns and bike lane uses) during specific times and days of the week. These are typically installed to increase service frequency and reliability, as well as enhancing mobility by moving more people without adding more infrastructure.

Bus Rapid Transit (BRT)	Bus Rapid Transit is a mobility or bus option with many of the same benefits as light rail service, but at significantly less cost and with a faster build time. BRT offers reliable, frequent transit service in Los Angeles County with bus speed improvements over local bus service, operational enhancements and minimal infrastructure needs. Local examples of BRT service include the G Line (Orange), serving the San Fernando Valley, and the J Line (Silver), which serves El Monte, downtown Los Angeles and San Pedro.
community-based organizations (CBOs)	Nonprofit entities that may: operate with public and/or private funds; run by paid staff and/or volunteers, usually governed by a volunteer board of directors; be geographically/locally-based or national; and provide service(s) often in the areas of education, health care, social services, economic and community development, housing or social justice to those in need to improve their lives and the overall quality of life in the community.
Complete Streets	Streets that are designed and operated to enable safe access for all roadway users of all ages and abilities, including pedestrians, bicyclists, motorists, and transit riders. Complete Streets strategies can include traffic calming, bicycle priority streets (bicycle boulevards) and pedestrian connectivity to increase physical activity, improve connectivity to regional bikeway/greenway networks, local businesses and parks.
equity	1) Both an outcome and a process to address disparities to ensure fair and just access to opportunities. 2) An end state in which all groups have access to the resources, benefits, and opportunities necessary to improve the quality of their lives, which can include a more just decision-making process.
Equity Focus Community (EFC)	Metro created a community designation called Equity Focus Communities to help identify where transportation needs are greatest. EFCs consider where there are higher concentrations of resident and household demographics associated with mobility barriers including low-income households, Black, Indigenous, and People of Color (BIPOC)/non-white households, and households without a vehicle. EFCs reflect percentile ranges of combined metrics and refer to tracts above the 60th (high need) and 80th (very high need) percentiles.
evaluation criteria	A benchmark, standard, or factor against which performance and suitability of an activity, product, or plan is measured.
ExpressLanes	High-occupancy toll (HOT) lanes, also known as ExpressLanes, help improve traffic flow and provide drivers and transit with more reliable travel times. ExpressLanes allow carpools, vanpools, motorcyclists, and buses to travel for free and provide solo drivers the option of paying a toll to use the lane. Dynamic pricing based on the current usage level allows continual management of traffic flow in the ExpressLanes to maintain speed and flow, providing a more reliable travel option.
first/last mile	The first and last part of the journey that riders walk, bike or roll to and from their nearest station or bus stop is called the "first/last mile connection."
grade separation	A crossing of two highways, highway and local road, or a highway and a railroad at different levels. For example, a multimodal bridge over or under the railroad tracks.
intelligent transportation systems (ITS)	Improves transportation by integrating advanced information and communications-based technologies (ICT) into transportation infrastructure and vehicles. ITS refers to a system of technologies and operational advancements that, when combined and managed, improve the capabilities of the overall transportation system.

light rail transit (LRT)	Light rail transit (LRT) Is a public transit system with vehicles that are electrically self-propelled by overhead catenary wires and usually operate in 1- or 2-car trains (at peak times, Metro trains can have up to three cars). LRT train cars have passenger capacity of 135 per car and can carry up to 405 passengers per train, operating every 5 to 6 minutes. An LRT system has an average speed of 24-35 mph the top speed of 55-65 miles per hour (MPH) and operates above, below, or at street level with a typical station spacing being 1 mile. Metro currently operates LRT on the Metro A Line (Blue), C Line (Green), L Line (Gold), E Line (Expo), and the recently opened K Line (Crenshaw/LAX).
multimodal options	1) A mixture of several modes of transportation, such as public transportation (i.e., bus, light rail, commuter rail, etc.), autos, trucks, freight rail, and non-motorized systems of transportation. 2) Includes walking, taking public transportation, driving, rolling (riding a bike, scooter, wheelchair, skates).
soundwalls	A wall installed parallel to highways with the intent of minimizing the traffic noise for nearby residential areas.
zero-emission infrastructure	Fueling or electric charging stations for vehicles that produce no emissions.
zero-emission vehicle (ZEV)	Trucks or vehicles that produce no tailpipe emissions of criteria pollutants. Generally, ZEVs feature electric powertrains. Technically, ZEVs are still responsible for some greenhouse gas emissions, as the greenhouse gas (GHG) content from the electricity generation must be accounted for. ZEVs include battery electric vehicles (BEV), plug-in electric hybrids (PHEV) when powered by an electric engine, and hydrogen fuel cell vehicles (FCV).

Executive Summary

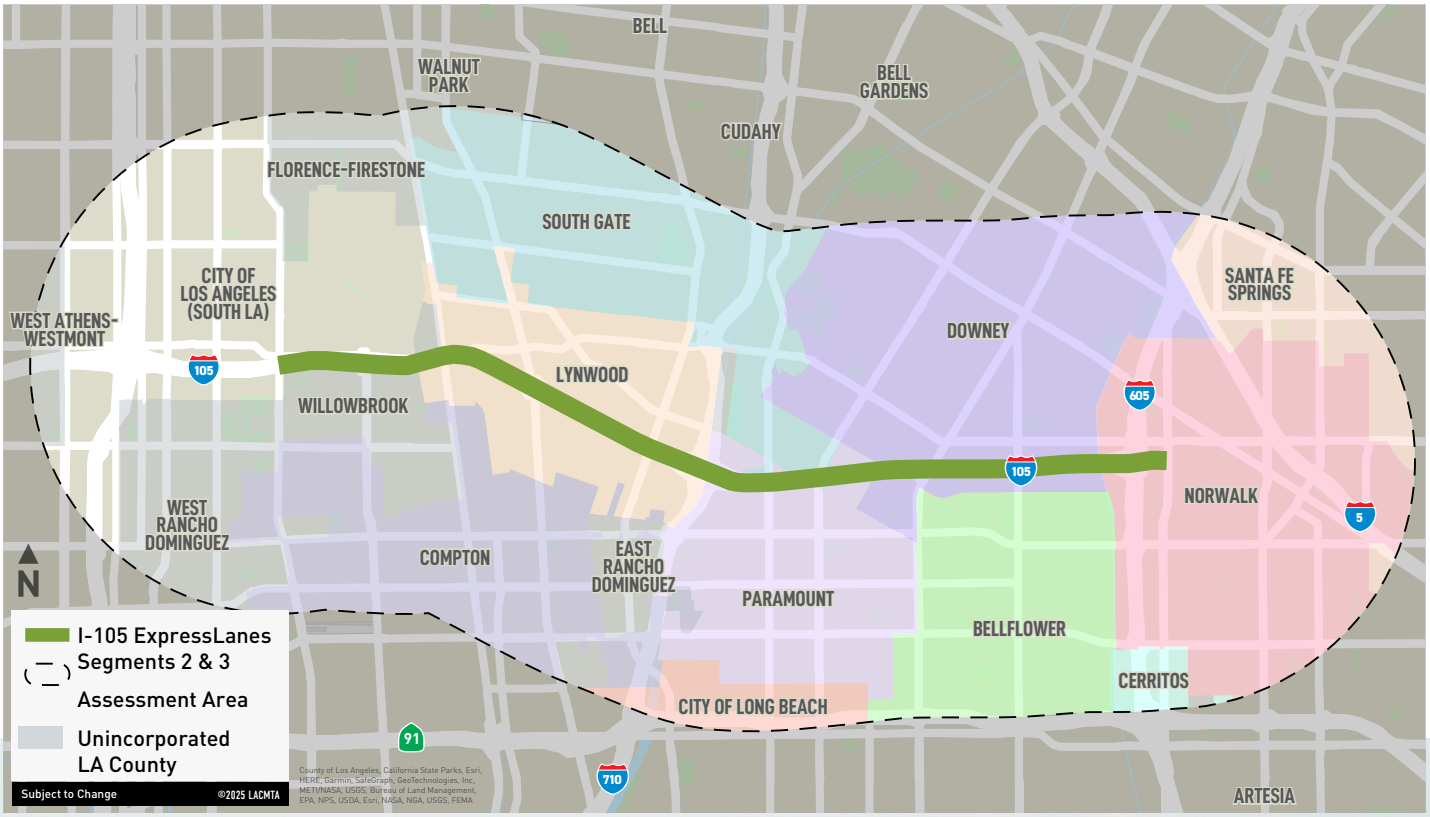
Introduction

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 community-based organization (CBO) partners, and evaluated equity, demographics, transportation data, existing conditions, and previous studies/plans.

Figure ES-1

I-105 ExpressLanes Segments 2 and 3 Assessment Area



Equity

Equity is both an outcome and a process to address racial, socioeconomic, and gender disparities to ensure fair and just access to opportunities and healthier communities. It is also an end state in which all groups have access to the resources, benefits, and opportunities necessary to improve the quality of their lives. To improve access and opportunity for all, infrastructure, programs, and service investments must be focused toward those with the greatest mobility needs. This 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:

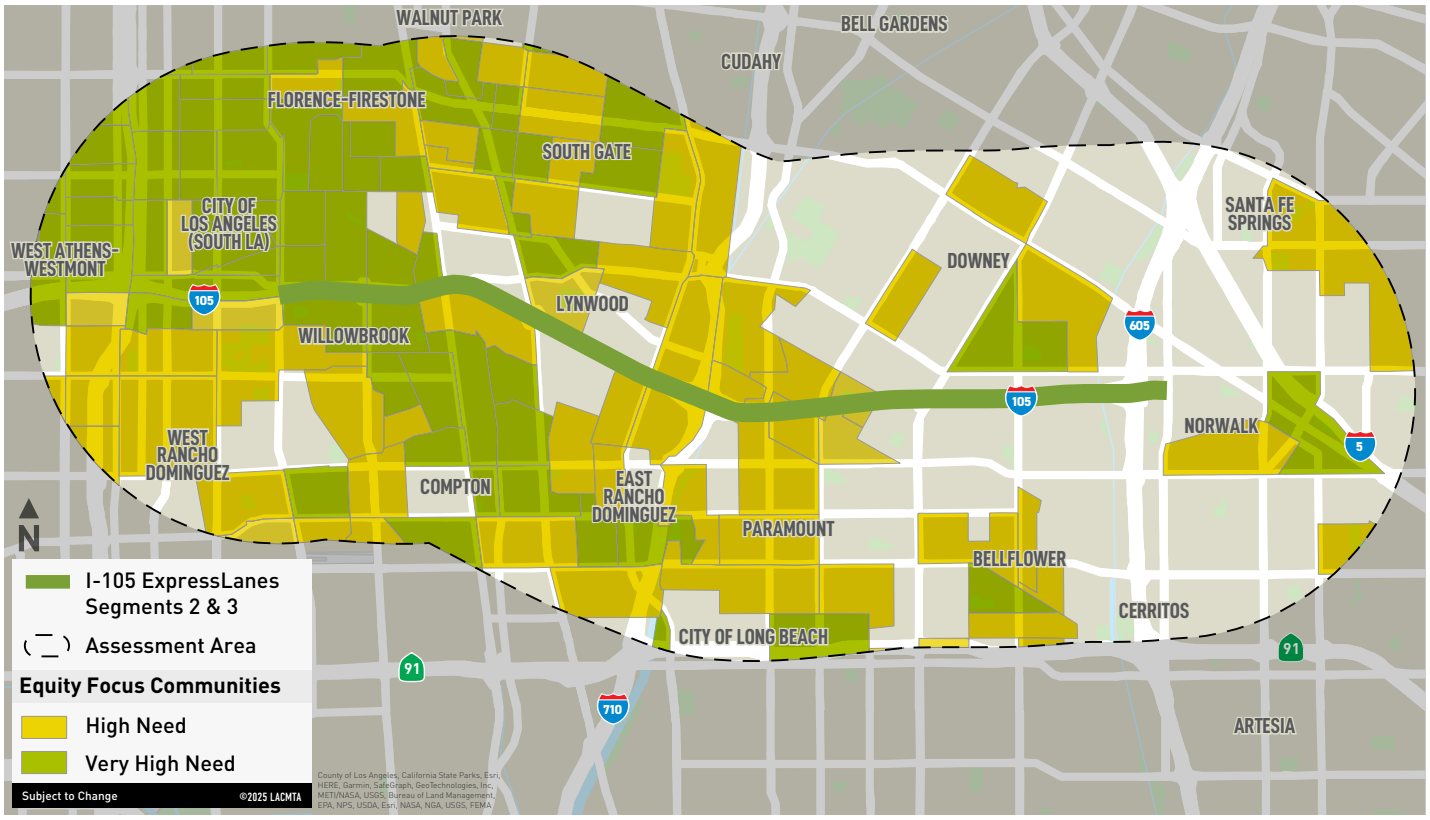
> **Equity Platform Framework:** Policy framework for how Metro can use its influence as a transportation authority to evaluate and address disparities in mobility access while providing people opportunities for upward social and economic mobility.

> **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 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 performed. 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 8% 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.

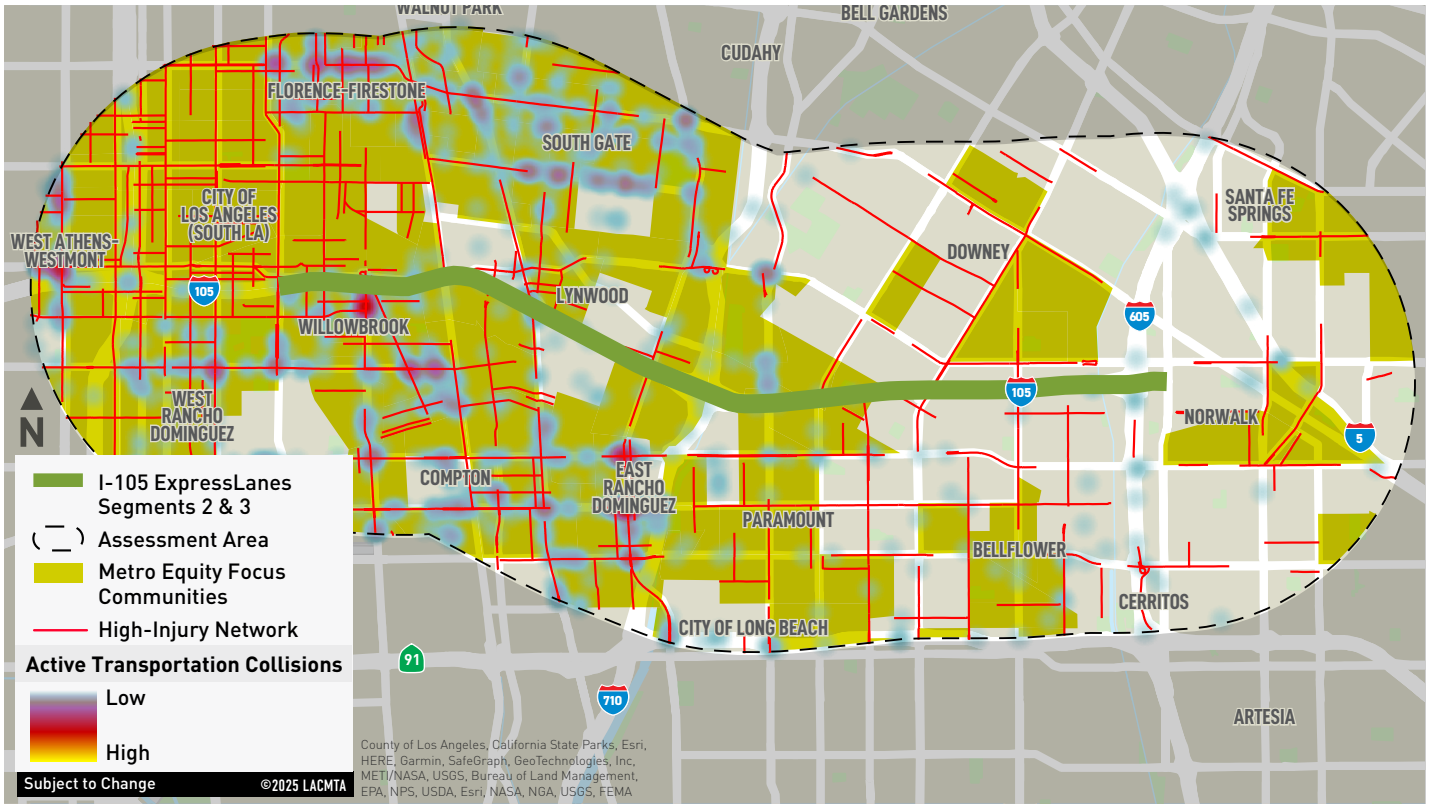
Using an equity lens to assess existing conditions, the project team calculated disparity ratios to identify inequities between two populations—specifically, the EFC population within the Assessment Area and the broader Los Angeles County population. The analysis below highlights some of the most significant 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 along with 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 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 270 people and conducted a travel survey that engaged just over 1,000 people within the Assessment Area.

COMMUNITY ENGAGEMENT BY THE NUMBERS

21	**CBO PARTNERS**
10	**CBO MEETINGS**
2	**MOBILITY AUDITS**
270	**PEOPLE ENGAGED AT POP-UP EVENTS**
1,000+	**RESPONSES TO THE TRAVEL SURVEY**
4	**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 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 ES-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 judgment.

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 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 greenhouse gas (GHG) emissions
	3.3 Leverage matching funds
4. Prioritize EFCs	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/BRT 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 grant funding only 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 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 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.

TIERING BY THE NUMBERS

53% HIGH

41% MEDIUM

6% LOW

HIGH-PRIORITY PROJECTS BY MODE

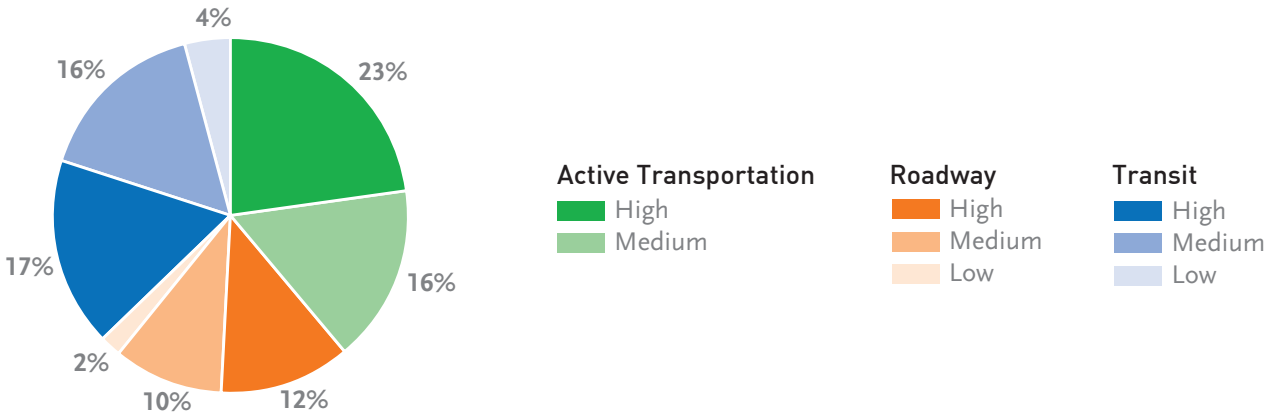
12 ACTIVE TRANSPORTATION PROJECTS

6 ROADWAY PROJECTS

9 TRANSIT PROJECTS

Figure ES-4

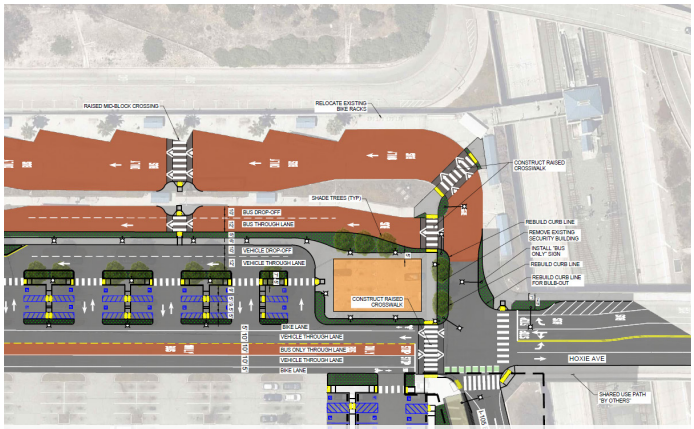
Breakdown of Projects by Mode and Tier



EXAMPLE HIGH-PRIORITY ACTIVE TRANSPORTATION PROJECTS

	SPECIFIC PROJECTS IDENTIFIED
> Corridor Cities Active Transportation Projects	
> Gateway Cities Complete Streets	• South Gate State Street Complete Streets Project
	• Pedestrian Connections to Atlantic Avenue
> Southeast Gateway Line FLM Improvements	
> Safe Routes to School	• West Rancho Dominguez Walks
	• South Downey Safe Routes to School Phase III Project
> Long Beach-East LA Corridor Complete Streets	

CBO-IDENTIFIED PROJECT:
118th Street Promenade/Charles Drew University Project
(Courtesy of Charles Drew University)



CITY-IDENTIFIED PROJECT:
Norwalk Station Mobility Hub
(Source: Metro Rail Network Intergration Study)

EXAMPLE HIGH-PRIORITY TRANSIT PROJECTS

	SPECIFIC PROJECTS IDENTIFIED
> Bus Stop Shelters/ Amenities	
> BRT Corridors	• Metro BRT (Atlantic, Broadway, Vermont)
	• Rose-Wood BRT
> LB-ELA Corridor Transit Priority Projects	
> C Line Station Improvements	• State of Good Repair
	• Sound Enclosures/Lighting

EXAMPLE HIGH-PRIORITY ROADWAY PROJECTS

	SPECIFIC PROJECTS IDENTIFIED
> Freeway Underpass Improvements	
> Intersection Safety Improvements	• Imperial Highway
	• Rosecrans Avenue
> Multi-Jurisdictional Signal Synchronization	
> Regional Integration of Intelligent Transportation (RIITS) Program	

MOBILITY AUDIT-IDENTIFIED PROJECT:
Intersection Safety Improvements

CHAPTER 1

Introduction

Metro is planning to address traffic delays on Interstate (I)-105 by converting the existing HOV lane in each direction into an ExpressLane and constructing a second ExpressLane in each direction. The goal of the I-105 ExpressLanes Project is to improve traffic flow, trip reliability, and travel times on I-105.

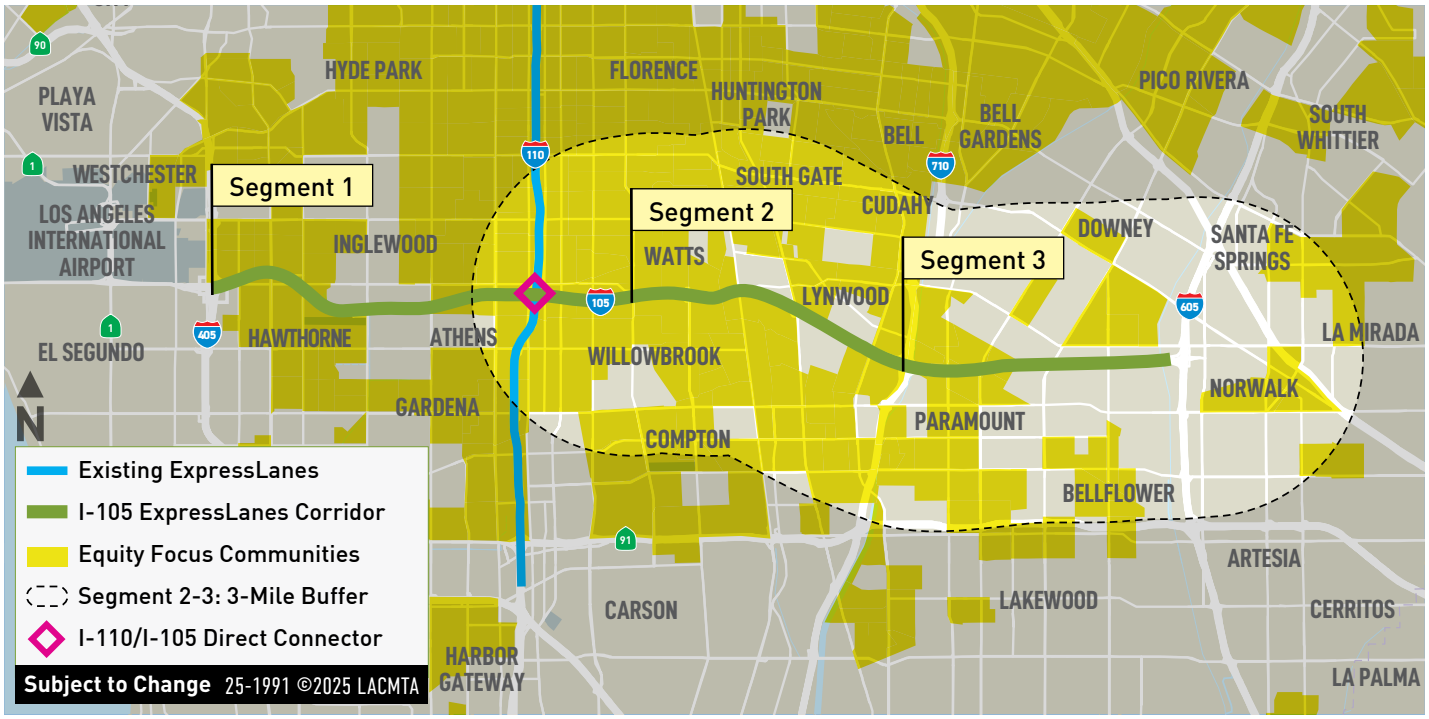
As part of this ExpressLanes project, Metro embarked on a first-of-its kind equity assessment to identify transportation projects that will further enhance mobility, accessibility, and connectivity for all users of the I-105 corridor. In 2024, the resulting I-105 ExpressLanes Segment 1 Equity Assessment (Assessment) provided foundational work for preparing this new, similar equity assessment for ExpressLanes Segments 2 and 3. The net toll revenue generated from the ExpressLanes will be reinvested into transportation projects within 3 miles of the I-105 ExpressLanes to benefit communities in the freeway corridor.

The I-105 ExpressLanes will be constructed in three segments between I-405 and Studebaker Road. Construction on Segment 1 between I-405 and Central Avenue began in 2025. Construction on Segments 2 and 3 between Central Avenue and Studebaker Road will begin in 2026.

This Assessment identifies and prioritizes equitable mobility improvements in the Segments 2 and 3 area (the Assessment Area) shown in Figure 1. As part of the process to identify future additional mobility projects, Metro facilitated a community participation process for feedback, incorporated stakeholder input, and evaluated equity, demographics, transportation data, existing conditions, and previous studies and plans.

Figure 1

I-105 ExpressLanes Assessment Area



I-105 ExpressLanes Project

The I-105 ExpressLanes Project will convert the existing HOV lane in each direction into an ExpressLane and it will redesign the existing roadway cross section to accommodate a second ExpressLane in each direction between I-405 and Studebaker Road in the City of Norwalk. Figure 2 shows the current lane configuration of the I-105 freeway. Figure 3 shows the future lane configuration with the new ExpressLanes.

The I-105 ExpressLanes Project is being designed and constructed in three phases:

> Segment 1 between I-405 and Central Avenue

> Segment 2 between Central Avenue and I-710

> Segment 3 between I-710 and Studebaker Road

Segment 1 began construction in 2025 and is anticipated to be complete by 2027. Segments 2 and 3 are expected to begin construction in 2026 and be completed by 2029. The I-105 ExpressLanes Project is part of Metro's plans to expand the ExpressLanes network in Los Angeles County.

Figure 2

Existing Cross Section

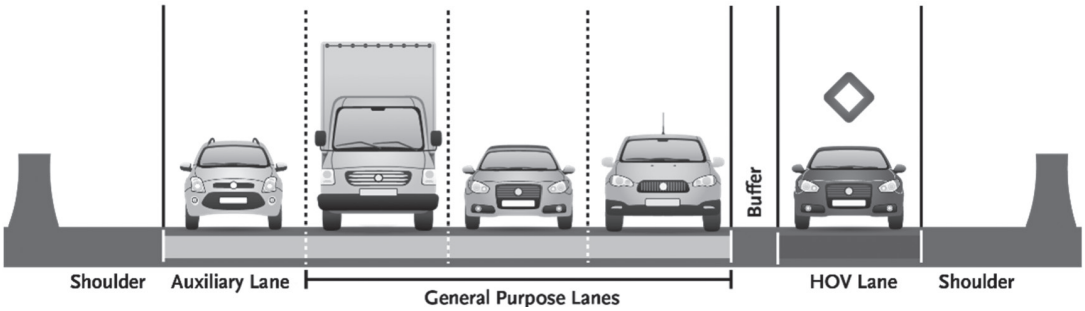
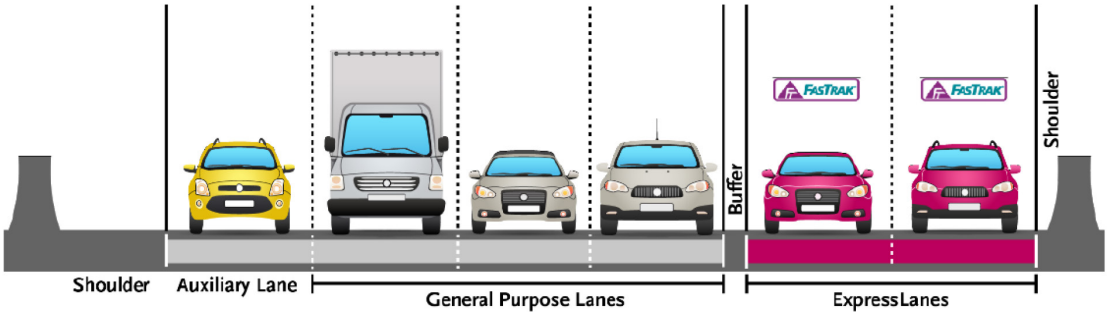


Figure 3

Future Cross Section



Background

The original need for ExpressLanes and how they operate is essential to understanding how transportation projects can improve mobility, accessibility, and connectivity for all users of the I-105 Assessment Area. The following summarizes Metro ExpressLanes Program, future ExpressLanes plans, and how Metro uses the net toll revenue generated from the program.

Metro ExpressLanes

Los Angeles freeways have consistently ranked among the worst in the nation for congestion, which has resulted in travel delays, productivity loss, wasted fuel, and air pollution.

The Metro ExpressLanes Program was initiated to implement high-occupancy toll (HOT) lanes, also known as ExpressLanes, that help improve traffic flow and provide drivers and transit with more reliable travel times. ExpressLanes allow eligible carpools, vanpools, motorcyclists, and buses to travel for free and provide solo drivers the option of paying a toll to use the lane. Dynamic pricing based on the real-time usage level allows continual management of traffic flow in the ExpressLanes to maintain speed and flow, providing a more reliable travel option.

In collaboration with the California Department of Transportation (Caltrans) and the Federal Highway Administration (FHWA), Metro converted existing carpool lanes on the I-110 and I-10 to ExpressLanes in 2012 and 2013, respectively. Those ExpressLanes provide reduced travel times and improved equity and accessibility through transit subsidies and net toll grants. From the outset, the ExpressLanes program focused on equity by including the Low-Income Assistance Plan for qualifying Los Angeles County households. This assistance offers reduced-cost initial account opening and waives the monthly maintenance fee. The program also supports transit subsidies to increase bus service on the ExpressLanes corridors, and it funds the Metro ExpressLanes Net Toll Revenue Reinvestment Grant Program.

Metro ExpressLanes provide approximately $8 million annually to enhance transit service provision and operations on the I-10/I-110 ExpressLanes. Since 2014, $74 million in transit subsidies has been provided. Additionally, through the Net Toll Revenue Grant program, Metro has provided jurisdictions more than $112 million since 2014 for active transportation, transit, and roadway projects within 3 miles of the I-10/I-110 with the objective of enhancing corridor mobility and quality of life.

Countywide ExpressLanes Strategic Plan

Building on the success of the I-10 and I-110 ExpressLanes, the 2017 Countywide ExpressLanes Strategic Plan established a vision for a network of ExpressLanes to increase mobility throughout Los Angeles County, as illustrated in Figure 4. Targeted corridors have been identified by tiers, with near-term potential (Tier 1) within 5 to 10 years, mid-term potential (Tier 2) within 15 years, and longer-term potential (Tier 3) within 25 years.

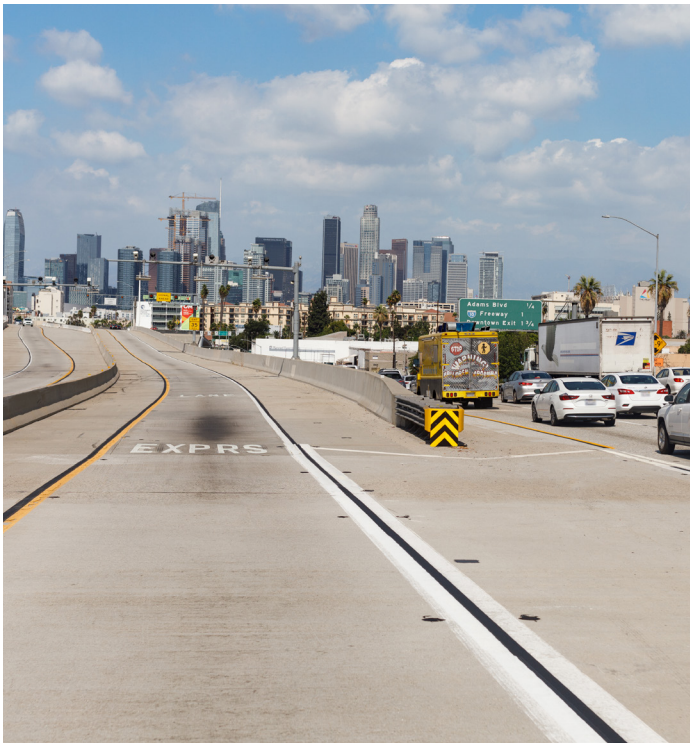
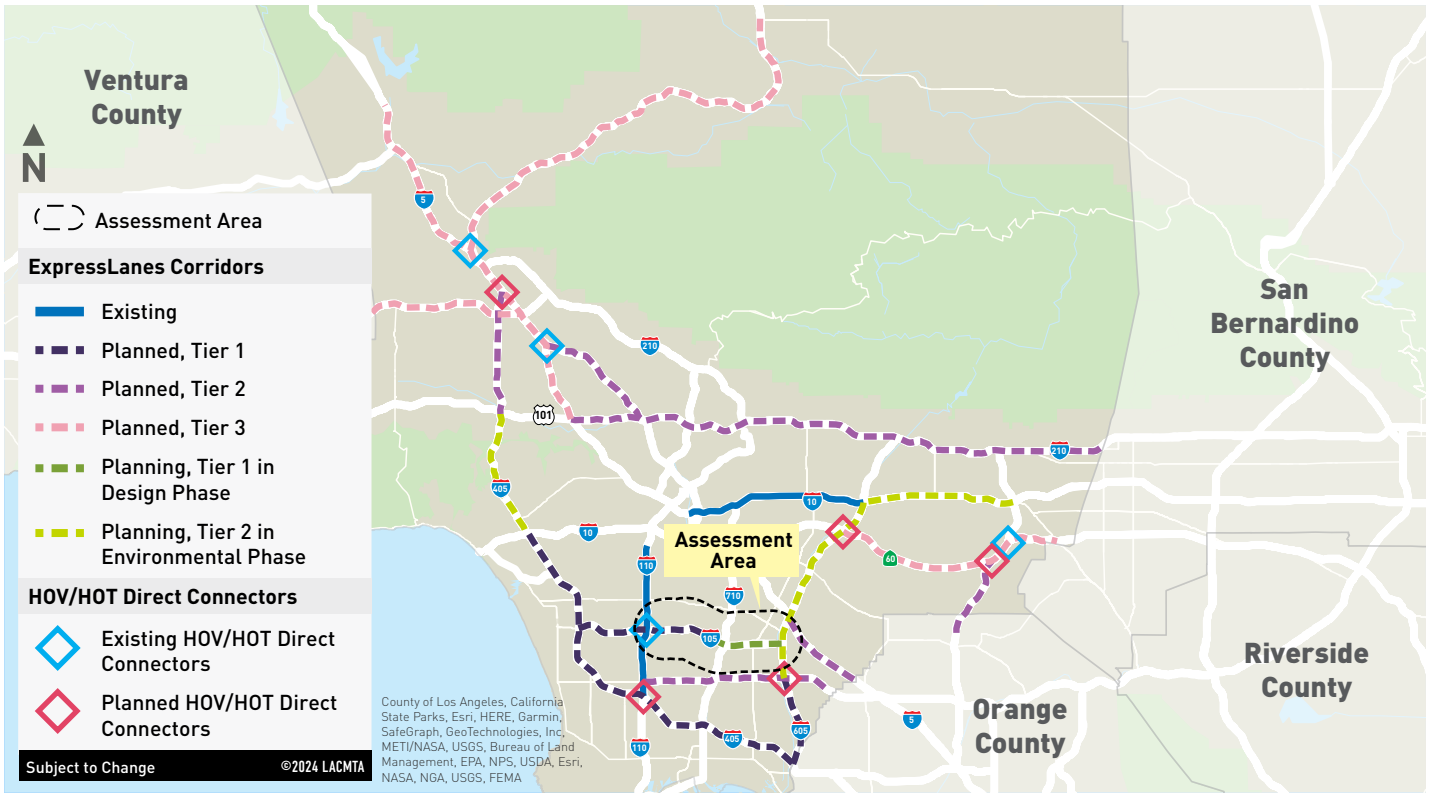


Figure 4

ExpressLanes Corridors



Net Toll Revenue

Metro uses toll revenues first to pay for the cost of operating the ExpressLanes, including roadway and equipment maintenance, administration, toll collection, customer service, California Highway Patrol enforcement, and Freeway Service Patrol tow trucks. In addition, transit subsidies are granted to the Metro Silver Line, Foothill Transit, Gardena Transit, and Torrance Transit for increased transit service operating on the I-10 and I-110 ExpressLanes. Toll revenues are also invested in discount and rewards programs for Metro ExpressLanes customers, including the Low-Income Assistance Plan. More information is available at metroexpresslanes.net.

After all expenses are paid (including debt service on construction costs, operations and maintenance costs, and transit subsidies for transit operating on the ExpressLanes), the remaining net toll revenues generated from the corridor are available for jurisdictions within a 3-mile radius. Funding is provided through the competitive Metro ExpressLanes Net Toll Revenue Reinvestment Grant Program. This program's primary objective is to increase mobility and person throughput by implementing transit, active transportation, and roadway improvement projects.

The equity assessment provides an opportunity to develop a framework for future net toll reinvestment. This framework is a vision of multimodal investment in transportation projects that local jurisdictions, Metro, and the community can collectively support and work toward implementing when net toll revenue from the I-105 ExpressLanes becomes available. In this way, the equity principles described in this document can be realized.

Figure 5 maps previously funded projects from the net toll revenue generated by the I-10 and I-110 ExpressLanes. Figure 6 breaks down net toll revenue awards and funding by mode.

Figure 5

Net Toll Revenue Project Map

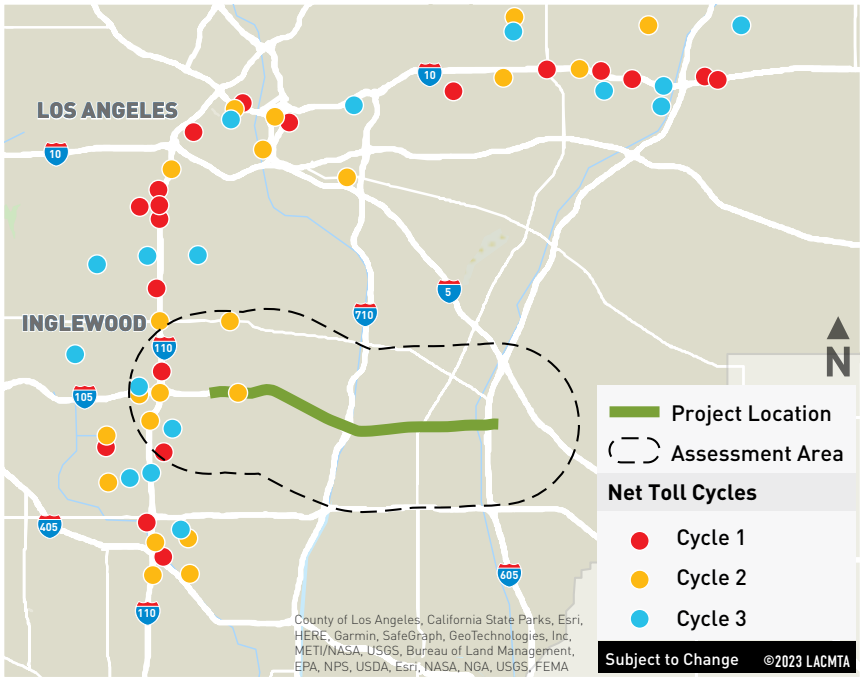


Figure 6

Net Toll Revenue by the Numbers

3 CYCLES OF FUNDING

57 PROJECTS FUNDED

$112M IN FUNDING AWARDS

TRANSIT

22 PROJECTS FUNDED

$42M IN FUNDING AWARDS

ROADWAY

12 PROJECTS FUNDED

$19M IN FUNDING AWARDS

ACTIVE TRANSPORTATION

23 PROJECTS FUNDED

$51M IN FUNDING AWARDS

Equity Assessment

The goal of Metro ExpressLanes has always been the same: to move more people, not cars (refer to Figure 4 for a map of Metro ExpressLanes) to better address congestion. In anticipation of the I-105 ExpressLanes opening to traffic, Metro conducted this Assessment to identify transportation projects that will improve mobility, accessibility, and connectivity for all users of the Assessment Area. The following sections discuss the Assessment Area, the vision statement for the Assessment, and the structure of the report.

Assessment Area

The Assessment Area covers the 3-mile radius around Segments 2 and 3 of the I-105 ExpressLanes Project, an approximately 95-square-mile area between Vermont Avenue and Shoemaker Avenue, shown on Figure 7. The Assessment Area consists of 13 cities and 3 unincorporated Los Angeles County neighborhoods. Two Metro Rail lines (A and C) provide light rail connectivity to Angelenos within the Assessment Area.

VISION STATEMENT

Envisioning a future of a more equitable and multimodal transportation system along the I-105 ExpressLanes Segments 2 and 3 corridor, this Equity Assessment prioritizes potential projects to be funded by future toll revenue that expand safe and accessible multimodal options, enhance connectivity to essential services and opportunities, and ultimately improve the quality of life for all communities along the corridor.

Figure 7

Assessment Area

Assessment

Development of the Assessment reflects Metro's ongoing efforts to continue creating more equitable, multimodal mobility solutions to address disparities. The prioritized project list and recommendations from this Assessment represent the consensus support of representative stakeholders who live and work along I-105. Its purpose is to achieve a multidimensional, multimodal strategy to improve mobility and equity while fostering economic vitality, environmental sustainability, and access to opportunity.

The Assessment's methodology, data analysis, engagement, and findings are documented in the following five report sections:

> **Equity –** What does equity mean and what are the equity concerns in the Assessment Area?

> **Existing Conditions –** What are the mobility and quality of life challenges and opportunities?

> **Engagement –** What type of engagement was conducted and how many stakeholders were we able to reach?

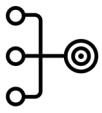
> **Evaluation –** What was the process for identifying, evaluating, and prioritizing projects?

> **Recommendations –** What are the next steps and what are the recommended projects?

The report uses the icons below to identify how the Assessment aligns with the four pillars of Metro's Equity Platform. Additional information on the four pillars of Metro's Equity Platform Framework are provided in Chapter 2, Equity.

DEFINE AND MEASURE

LISTEN AND LEARN



FOCUS AND DELIVER

TRAIN AND GROW

CHAPTER 2

Equity

Transportation is an essential lever for increasing and improving access to opportunities that many people often take for granted. Vast disparities exist among neighborhoods and individuals in Los Angeles County, making it difficult for many members of our community to have access to jobs, housing, education, health care, safe environments, or other essential needs of thriving, vibrant communities. Transportation infrastructure, programs, and service investments must be aimed at improving mobility and access to opportunity for all. This Assessment represents an opportunity to use the net toll revenue from the future ExpressLanes as a catalyst to positively affect I-105 corridor communities.

Metro and Equity

Equity is both an outcome and a process to address racial, socioeconomic, and gender disparities to ensure fair and just access to opportunities—including jobs, housing, education, mobility options—and healthier communities. Equity is achieved when a person's life outcomes are not predetermined in a statistical or experiential sense based on their racial, economic, or social identities. Equity requires informed and needs-based provision, implementation, and community services, programs, and policies that reduce and ultimately prevent disparities.

Metro is committed to providing equitable service and project delivery, policymaking, and resource distribution. This means accounting for the different histories, challenges, and needs of communities across Los Angeles County. The following sections discuss how Metro is leading and partnering with others to create a more just Los Angeles County.

Equity Platform Framework

Metro's Equity Platform is a policy framework adopted in February 2018. The policy defines how Metro can use its influence as a transportation authority to evaluate and address disparities in mobility access while providing opportunities for upward social and economic mobility.

THE FOUR PILLARS OF THE EQUITY PLATFORM:

- **DEFINE AND MEASURE**
- **LISTEN AND LEARN**
- **FOCUS AND DELIVER**
- **TRAIN AND GROW**

The Equity Platform is designed to inform and guide every facet of Metro on a continuing basis, shaping projects, investments, and new initiatives. The platform is not a singular task or process that will be completed, but rather a commitment to incorporate equity into all facets of Metro's work and continuously pursue equitable outcomes in everything we do.

Equity Focus Communities

By proactively integrating equity into all programs and projects, Metro has identified EFCs in Los Angeles County. EFCs are census tracts based on three criteria:

> Household income of less than $60,000

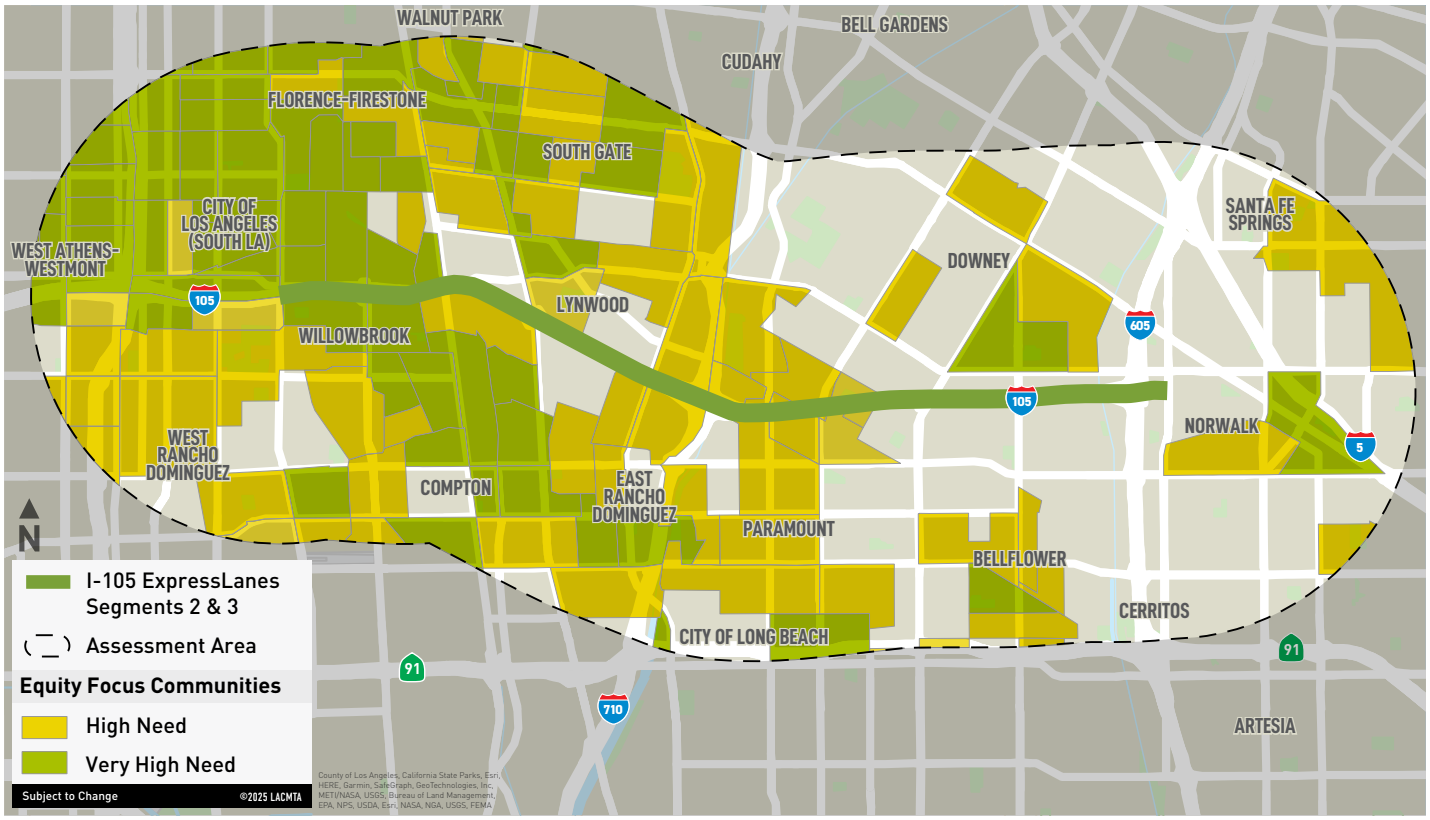
> Percent of Black, Indigenous, and People of Color (BIPOC) populations

> Households that have zero vehicles

The Metro Equity Need Index further analyzes a variety of socioeconomic data and establishes five tiers of equity need across the region: Very High Need, High Need, Moderate Need, Low Need, and Very Low Need. The analysis assigns each census tract a score, which is then used to assign a tier. Census tracts in the top two tiers (Very High Need and High Need) are designated as EFCs. The majority of the 95-square-mile Assessment Area and 66% of the population live in an EFC (Figure 8), whereas EFCs capture about 40% of the population in LA County.

Figure 8

Equity Focus Communities



Source: 2022 Metro Equity Focus Communities Dashboard

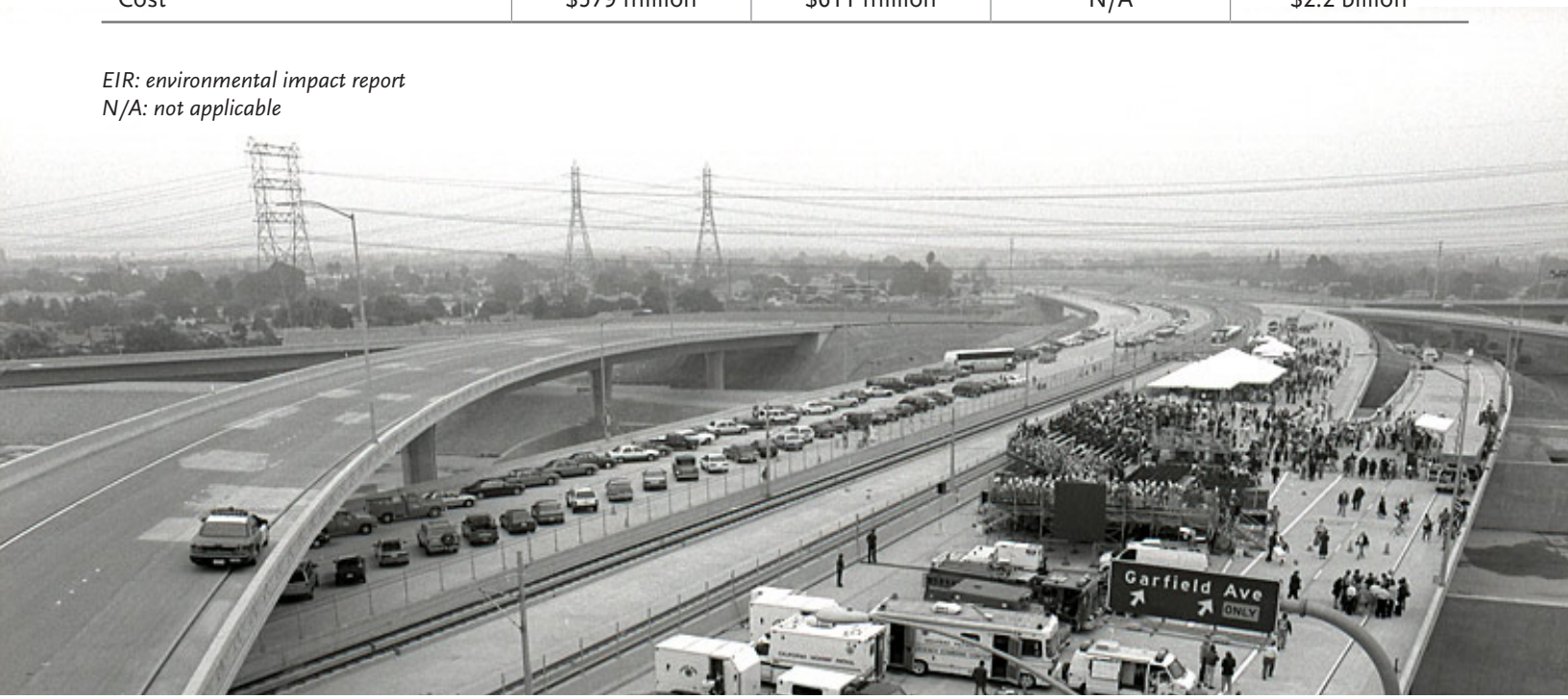
History of I-105

The planning, design, and construction of I-105 was a product of significant civic conflict, which set a precedent ultimately impacting all future freeway construction projects in Los Angeles County. At the time of construction, I-105 was considered to be the world's costliest freeway. Consequently, I-105 became much more than a freeway itself—it included a community development enterprise, an environmental improvement program, incorporated a fixed guideway transit line in the median, and included a significant housing construction component. Table 1 provides a comparative summary of milestone dates and project design features of various alternatives as the project evolved over time and the actual project that was ultimately constructed.

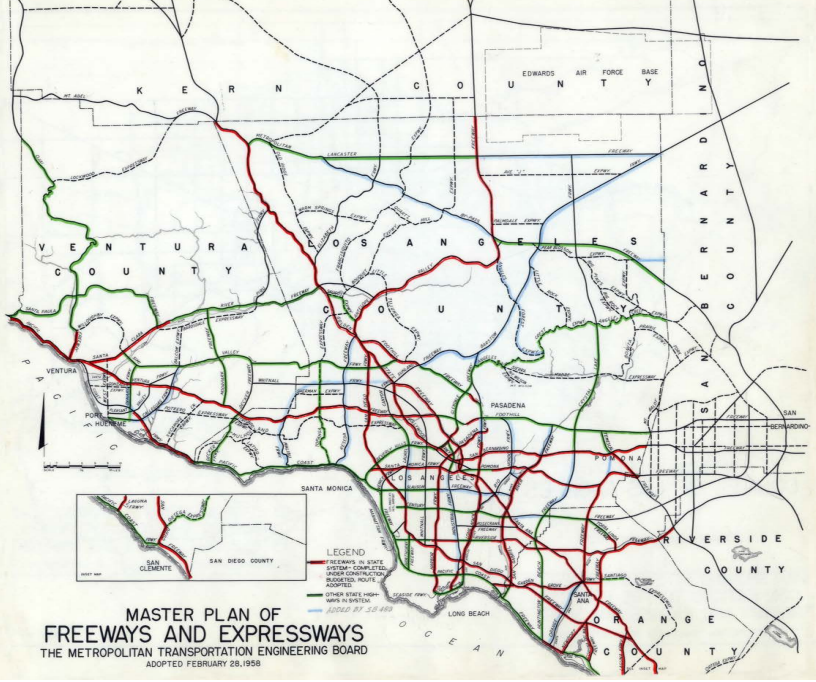
Table 1. Comparison of Milestone Dates and Project Features of Various Alternatives and the Actual Project

KEY FACTS	1974 EIR	1977 EIR	1979 ALTERNATIVE	ACTUAL
Groundbreaking Year	1975	1978	1979	1982
Opening Year	1980	1985	1987	1993
Transit	Busway	Busway	Busway	Light Rail
Median Width	64 feet	40 feet	84 feet	64 feet
Number of Mixed Flow Lanes (total of both directions)	10	8	8	6
Number of HOV Lanes (total of both directions)	0	2	2	2
Number of Interchanges	20+	N/A	15	10
Hawthorne Bell Shape Design	No	Yes	Yes	Yes
Cost	$579 million	$611 million	N/A	$2.2 billion

EIR: environmental impact report
N/A: not applicable



TIMELINE



1950s

FREEWAY CONSTRUCTION

> Federal-Aid Highway Act of 1956 promotes interstate freeway construction.

> The 1958 Master Plan of Freeways and Expressways for Los Angeles was designed to create a grid-like automobile network across the region to assure that no Angeleno would live more than 3 miles from a freeway.

> One of the planned freeways included in the Master Plan was the Century Freeway (I-105), roughly paralleling Century Boulevard through Los Angeles County and running east-west between San Bernardino and Los Angeles International Airport (LAX). However, the eastern 34 miles were deleted from the Century Freeway route. Exact route location studies commenced in 1959.

1960s

EARLY OPPOSITION

> The City of Norwalk opposed the initial route alignment and successfully eliminated 1.5 miles of freeway in its city, changing the terminus from the Santa Ana Freeway (I-5) to the San Gabriel Freeway (I-605).

> The City of Inglewood succeeded in having the western portion of the freeway routed to its south, much to the displeasure of the City of Hawthorne, because the freeway would bisect the central business district of Hawthorne. The City of Hawthorne refused to sign a freeway agreement for this route, which forced a realignment along the border of Inglewood and Hawthorne.

> An activist group in Hawthorne known as "Freeway Fighters" led protests and a successful referendum opposing the construction of the freeway. However, it ultimately did not stop the cities from executing freeway agreements for the realigned route.

Timeline

1970s

ENVIRONMENTAL LAW

> The state begins acquiring property within the proposed right-of-way of the Century Freeway. At the same time, National Environmental Policy Act (NEPA) and California Environmental Quality Act (CEQA) become law. Eventually, about 6,000 homes were acquired to construct the I-105.

> Esther Keith, a resident of the corridor, locked her front door and refused to let the state right-of-way agent enter her home.

> One month before the groundbreaking, a federal lawsuit was filed, known as ***Keith v. Volpe***, which sought an injunction to prevent the state from acquiring property until environmental studies were approved and also alleged inadequate relocation assistance, denial of equal protection to minorities and low-income residents, inadequate public hearing, and violation of due process.

> US District Court Judge Harry Pregerson ordered the government to refrain from evicting anyone living along the route of the proposed freeway and from instituting any new acquisition proceedings other than those involving volunteer relocation or those necessary to protect public health and safety. By then, 55% of the needed parcels had been acquired and 35% had been cleared. This ruling halted freeway construction for the next 7 years, inducing deterioration in abandoned neighborhoods.

> The State of California prepared and then circulated the Environmental Impact Statement (EIS) between 1972 and 1977. Meanwhile, the abandoned neighborhoods in the corridor further deteriorated. Pressure from corridor cities on Governor Jerry Brown to promptly complete the freeway increased.

1980s

CONSENT DECREE

> The plaintiffs and Caltrans reached an initial agreement recorded in a consent decree. The consent decree defined the project to have six lanes for general traffic; two HOV lanes; a transit system in the median not wider than 64 feet to be convertible to light rail; metered ramps; and new construction of 3,700 housing units. For the first time, federal highway funds would be used to mitigate a highway's impacts on local housing stock and residents. The decree mandated several unprecedented elements for an Interstate highway project, such as:

- Established an Office of the Advocate for Corridor Residents responsible for representing persons displaced by the freeway.
- Established a housing program led by the State Department of Housing and Community Development that required at least 30% of the housing units be made available for occupancy by the time 50% of the freeway construction contracts were awarded.
- Formed a 60-member Housing Advisory Committee.
- Began the Century Freeway Affirmative Action Committee, a group comprising community activists and the parties, which monitored and enforced affirmative action requirements.

> Groundbreaking occurs in Lynwood on May 1, 1982.

> Los Angeles County Transportation Commission (LACTC) authorizes the construction of light rail along the median.

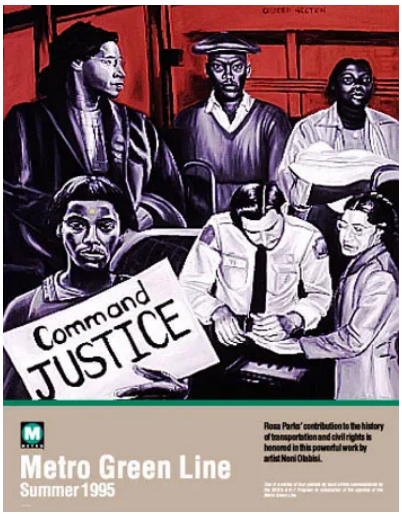
1990s–2020s

COMPLETION AND FUTURE EXPRESSLANES

> In 1993, the new I-105 freeway was opened to traffic. Two years later, the Metro Green Line (now the Metro C Line) opened to passengers.

> In 2014, the success of the I-10 and I-110 ExpressLanes prompted the Metro Board of Directors to approve development of the project report and environmental document.

> In 2017, Metro published the Countywide ExpressLanes Strategic Plan.



Noni Olabisi Metro Green Line Commemorative Poster, 1995

> In 2021, Metro adopted Alternative 3 in the Final Environmental Impact Report and Environmental Assessment for the I-105 ExpressLanes Project that will convert the existing HOV lane into ExpressLanes and add a second ExpressLane in each direction.

> In 2024, Metro completed the equity assessment and approved the construction contract for I-105 ExpressLanes Segment 1.

PROGRESS BUT IMPERFECT

The Century Freeway emerged from conflict-ridden beginnings to become one of the first freeways governed by a consent decree. It did come with several compromises, such as:

+25,000
RESIDENTS AND BUSINESSES DISPLACED

8,000
PROPERTIES DWELLING UNITS WERE BOARDED UP

TRANSIT DISPARITIES

NORWALK
OPPOSED FREEWAY EXTENSION THAT WOULD ALLOW FOR A METROLINK AND AMTRAK CONNECTION

20-MILES
ARE IN THE I-105 MEDIAN, REQUIRING RIDERS TO DESCEND FROM BRIDGES OVER THE FREEWAY

10 STATIONS
ALONG THE FREEWAY MEDIAN EXPOSING PASSENGERS TO POLLUTION AND NOISE

LAX
DOES NOT DIRECTLY CONNECT TO THE AIRPORT

Equity Issues within the Corridor

The communities along the Segments 2 and 3 Assessment Area are unique and multi-faceted. Each community has been shaped by its rich history and the diverse demography of the people who live and work there. However, many of these communities face significant disparities—such as income, health, housing, services, education, and access to safe, affordable, and reliable mobility—that are lower than the average for Los Angeles County according to US Census data. For example, the mean household income is $76,600 in the Assessment Area, while the mean household income in Los Angeles County is $103,220. In addition, the transit work modal split within the Assessment Area is higher (5%) compared to the rest of Los Angeles County (4%). Many of these disparities are documented in Appendix A – Community Spotlight Profiles, which enabled Metro to develop a preliminary understanding and snapshot into each community through historical and quantitative snippets of Artesia, Bellflower, Cerritos, Compton, Downey, La Mirada, Long Beach, Lynwood, Norwalk, Paramount, Santa Fe Springs, South Gate, Los Angeles, and unincorporated Los Angeles County communities.

One way to address these issues is to improve mobility and accessibility to economic opportunities, such as those located in downtown Los Angeles and in the El Segundo/Hawthorne/LAX area. The ExpressLanes project itself will significantly

Figure 9

Equity Issues Matrix

EXAMPLE NET TOLL REVENUE PROJECTS	Active Transportation			Roadway			
EQUITY ISSUES	First/Last Mile	Bikeway	Pedestrian Improvements	Traffic Signals	Complete Streets /Safety	Ramp/ Interchange Enhancements	Urban Greening
Lack of reliable and efficient mobility options	●	●	●	●	●	●	
Unsafe/hostile streets for pedestrians and bicyclists	●	●	●	●	●		●
Disparities in health outcomes	●	●	●	●	●		●
Quality of life	●	●	●	●	●	●	●
Air and noise pollution	●	●	●		●		●
Lack of green space and shade	●	●	●		●		●
Physically disconnected communities	●	●	●	●	●	●	

enhance mobility and shift vehicles from arterials to the I-105 and away from local communities. In terms of benefits for residents along the corridor, there is potential for the project to include new soundwalls, increase the height of some existing soundwalls, and add lighting improvements at under crossings that are being widened as part of the ExpressLanes construction. In addition, the project will provide net toll revenue to enhance existing transit service and create new transit, which will reduce travel times and increase convenience and travel options for those who do not drive. Quality of life and safety can be further improved through net toll revenue investments in active transportation, transit, safe routes to schools/safe routes for seniors, and greenway projects. Collectively, the identified projects and programs are expected to improve travel times, convenience, and affordability across all modes to advance local and regional equity goals.

Using the framework from the Metro ExpressLanes Net Toll Revenue Reinvestment Grant Program (mode and project types) and the work achieved through this Assessment (data analysis, community engagement, technical assessment), Figure 9 presents a high-level equity issues matrix that shows how the potential projects could address equity in the Assessment Area.

EXAMPLE NET TOLL REVENUE PROJECTS	Transit					
	BRT	Station Improvements	Mobility Hubs	Bus Infrastructure	Bus Service	Zero-Emissions
EQUITY ISSUES						
Lack of reliable and efficient mobility options	●	●	●	●		●
Unsafe/hostile streets for pedestrians and bicyclists						
Disparities in health outcomes	●				●	
Quality of life	●	●	●	●	●	●
Air and noise pollution	●	●		●	●	●
Lack of green space and shade		●	●			
Physically disconnected communities	●		●		●	

CHAPTER 3

Existing Conditions

This chapter presents existing characteristics, conditions, issues, and disparities in the I-105 ExpressLanes Segments 2 and 3 Assessment Area. First, this chapter provides an overview of who lives within the corridor through socioeconomic and demographic information. Next, the chapter highlights key community impacts related to the environment, health, safety, and access for those living in the Assessment Area. Lastly, the chapter provides a more detailed set of existing conditions data relating to the Assessment Area's land uses and multimodal transportation system, including infrastructure conditions and travel characteristics.

To develop understanding of the Assessment Area and population, an existing conditions assessment was conducted with a literature review and data analysis. The existing conditions assessment applied Metro's EFCs to identify patterns and disparities. This chapter compiles the findings that were critical for developing the vision, project list, evaluation criteria, and recommendations.

The findings indicate a community that is primarily disadvantaged, composed of people of color, and has high rates of unemployment. Households within the area have high living costs, with about half being housing burdened, spending 30% or more of their household income on housing. The percentage of Assessment Area residents that are housing burdened (47%) is roughly equal to the countywide percentage of housing burdened residents (46%). With 8% of the population lacking a household vehicle (9% countywide), 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.

In addition, the chapter identifies the disparity ratio for appropriate data metrics. Disparity ratio is a number indicating the disparity between groups—in this case, between EFCs within the Assessment Area (labeled as "I-105 EFC") in relation to the United States and Los Angeles County. The disparity ratio is calculated by dividing one rate by another (refer to Figure 10). For example, the unemployment rate for I-105 EFCs is divided by the unemployment rate for the entire United States or Los Angeles County. A lower disparity ratio is better, with a ratio of 1.0 indicating no disparity. The disparity ratios use the data for EFCs within the Assessment Area rather than the entire Assessment Area, as most of the Assessment Area is considered EFC areas. Note that not all data is appropriate or available to calculate disparity ratios.

Appendix A, Community Spotlight Profile, provides specific data by community to identify existing conditions, issues, and disparities at a more granular level than the Assessment Area presented in this chapter.

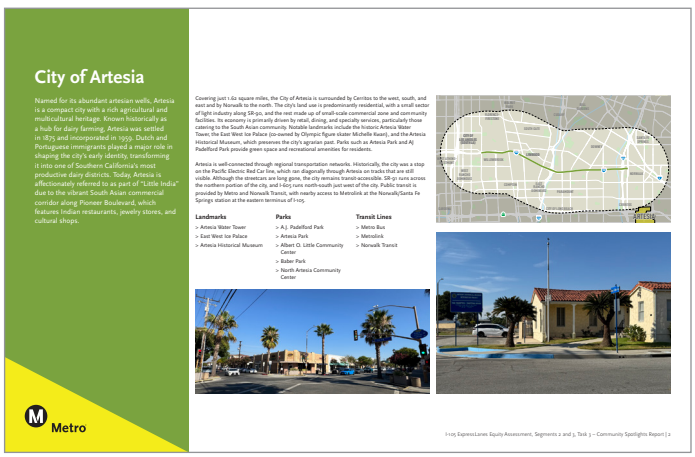
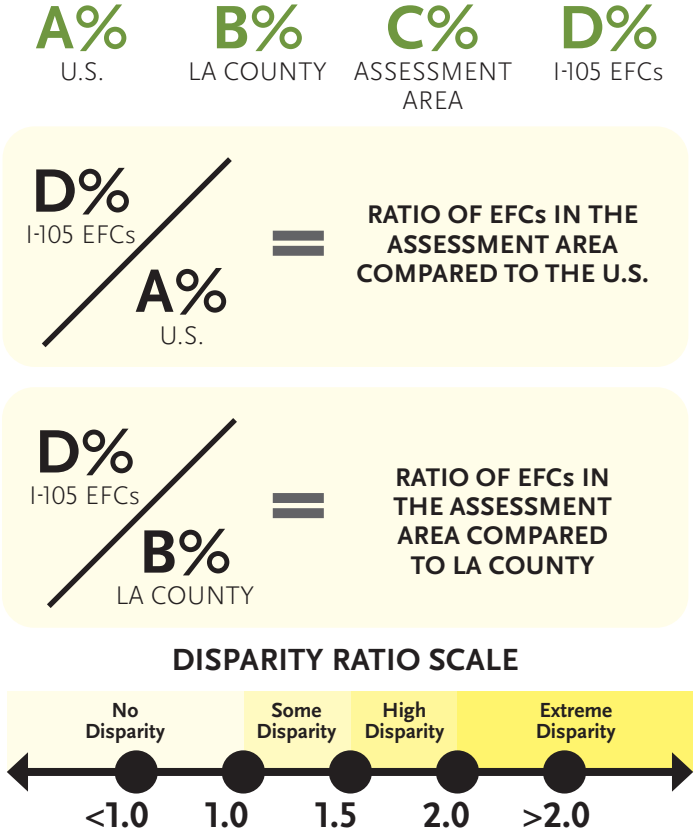


Figure 10

How the Disparity Ratio is Calculated



Socioeconomics and Demographics

Population

Within Segments 2 and 3 of the I-105 corridor, significant diversity exists among residents, spread among 13 cities and 3 unincorporated Los Angeles County neighborhoods. Each community has a vibrant and rich composition. Approximately 760,000 residents live within the corridor (8% of Los Angeles County's population). The average population density is approximately 9,400 people/square mile (see Figure 11), making it almost four times denser than average for Los Angeles County. As with much of the county, single-family residential living initially dominated the landscape, but growing population has resulted in communities densifying and the increase of multifamily housing.

Approximately 502,000 residents live in an EFC area within the corridor, representing roughly 66% of the I-105 ExpressLanes Segments 2 and 3 population.

EQUITY FOCUS COMMUNITIES POPULATION

40% LA COUNTY

66% ASSESSMENT AREA

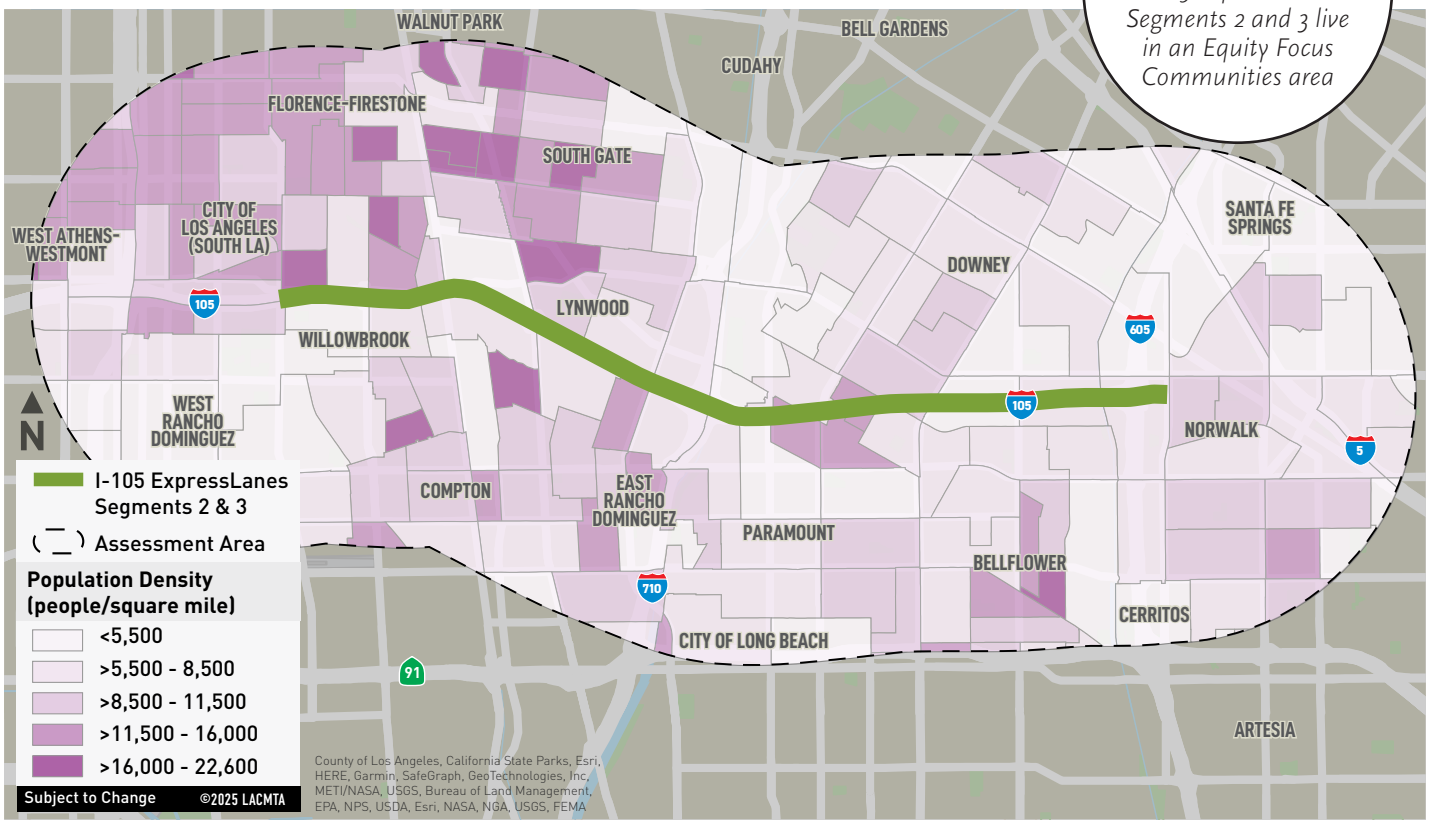
DISPARITY RATIO

1.7 ASSESSMENT AREA/ LA COUNTY

66%
of residents in the I-105 ExpressLanes Segments 2 and 3 live in an Equity Focus Communities area

Figure 11

Population Density



Source: 2023 US Census Bureau American Community Survey 5-Year Data - S0101 Table

Race and Ethnicity

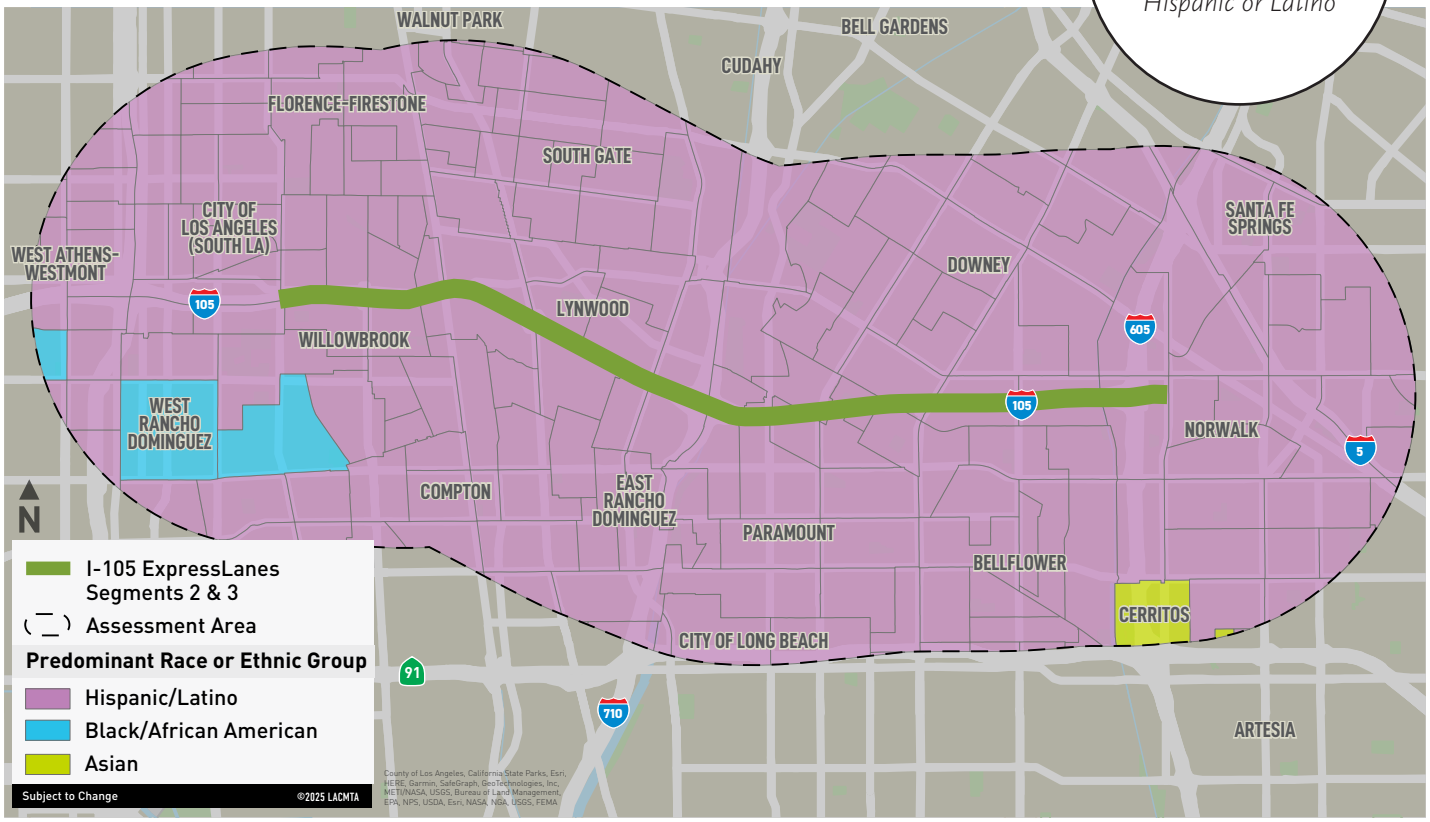
Figure 12 shows the distribution of the population by race and ethnicity in the Assessment Area. These maps use data and categories from the US Census Bureau. It is important to acknowledge that these categories do not capture the full range of identities represented in the corridor, or the preferred terminology with which some communities and individuals identify.

According to US Census data, residents who identify as Hispanic or Latino are the most prevalent population within the Assessment Area (78% of the corridor population). This demographic group is the fastest growing minority group in the nation and is projected to become the dominant minority group in the nation by 2045.

78%
of the corridor population identify as Hispanic or Latino

Figure 12

Largest Race or Ethnicity Group



Source: 2020 US Census Decennial Data - P1 Table

Occupation

THE FOUR MOST PREVALENT JOB SECTORS FOR RESIDENTS WITHIN THE ASSESSMENT AREA:

66K EDUCATION AND HEALTH SERVICES JOBS

45K TRADE, TRANSPORTATION, WAREHOUSING, AND UTILITIES JOBS

24K PROFESSIONAL AND BUSINESS SERVICES JOBS

20K MANUFACTURING JOBS

Occupation data provides insight to existing conditions and disparities. It can be indicative of salaries based on occupation and industry, education, and level of demand for different skills in the labor market.

These top four occupation sectors account for 79% of all jobs held by residents. Six other notable job sectors appear in the Assessment Area (see Figure 13):

> Accommodation and Food Services: 15,864 jobs

> Construction: 8,665 jobs

> Other Services (except Public Administration): 4,780 jobs

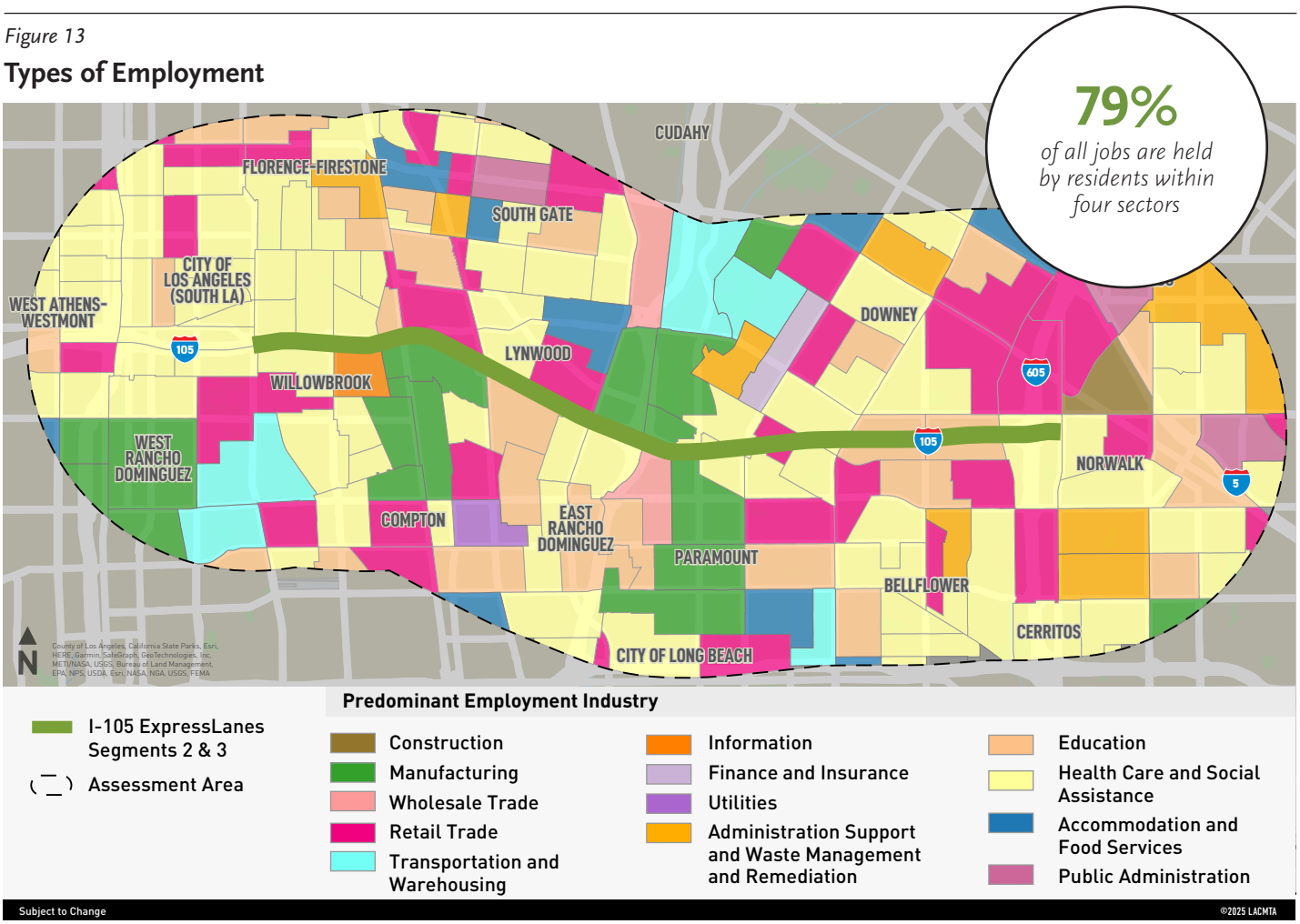
> Public Administration: 2,788 jobs

> Finance: 2,504 jobs

> Real Estate: 2,253 jobs

Figure 13

Types of Employment



Source: 2022 US Census Bureau Longitudinal Employer-Household Dynamics Data

Employment Density

In the Los Angeles metropolitan area, job density grew between 10 to 30% in the last two decades. Density is a known economic driver, creating more job opportunities as well as upward mobility for low-income individuals. As housing pressures continue to build, the State of California and Los Angeles County are building more housing and densifying in metropolitan areas.

Average employment density is approximately 3,000 jobs per square mile in the Assessment Area (see Figure 14), with the greatest concentration of jobs in Santa Fe Springs near Metropolitan State Hospital and other concentrations in portions of Downey and Paramount. Job densities are higher in EFCs, at an average density of 3,050 jobs per square mile. In comparison, the average employment density in LA County is roughly 950 jobs per square mile.

EMPLOYMENT DENSITY

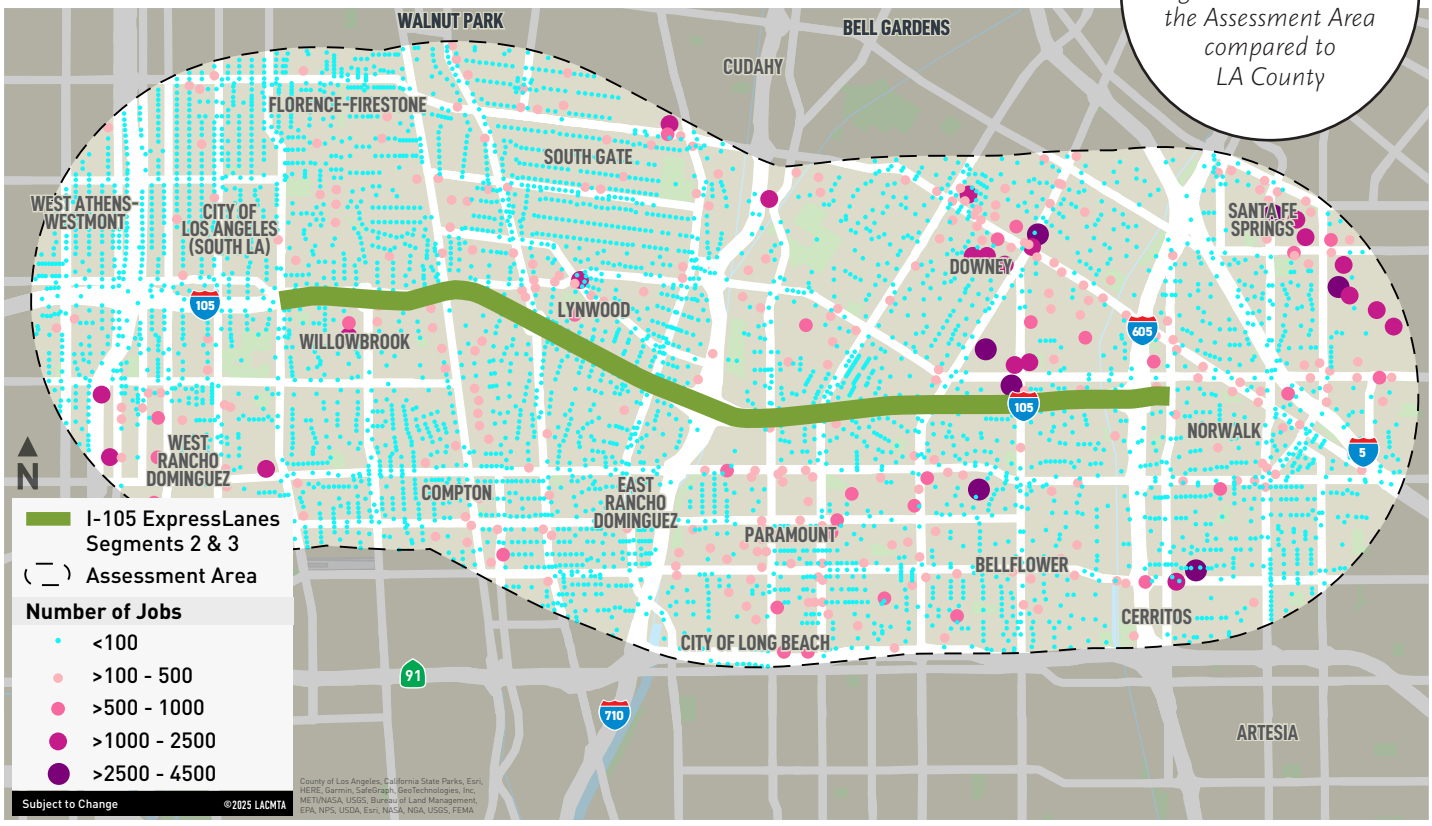
2,988 JOBS PER SQUARE MILE

3,050 JOBS PER SQUARE MILE IN EFCS WITHIN ASSESSMENT AREA

5,881 JOBS PER SQUARE MILE IN EQUITY FOCUS COMMUNITIES

Figure 14

Employment Density



Source: 2020 US Census Bureau Longitudinal Employer-Household Dynamics Data

Unemployment

In the US, about half of the nation's population is employed. Employment opportunities vary broadly across geographies and access to opportunities is dependent on many factors, including transportation. Within the Assessment Area, there are 374,000 people employed out of a population of about 760,000 people. Approximately 486,400 people are of working age (between the ages of 18 and 64). The unemployment rate as of February 2025 is slightly higher within Los Angeles County (6%) than the national average of 3.8% (refer to Figure 15). The unemployment rate in the Assessment Area is approximately 8%. Those with limited access to stable, well-paying jobs may face higher risk of unemployment which can contribute to broader income disparities. Transportation access and connectivity to jobs and community services is crucial for access to advancement opportunities.

UNEMPLOYMENT

3.8% U.S.	**8%** ASSESSMENT AREA
6% LA COUNTY	**10%** I-105 EFCS

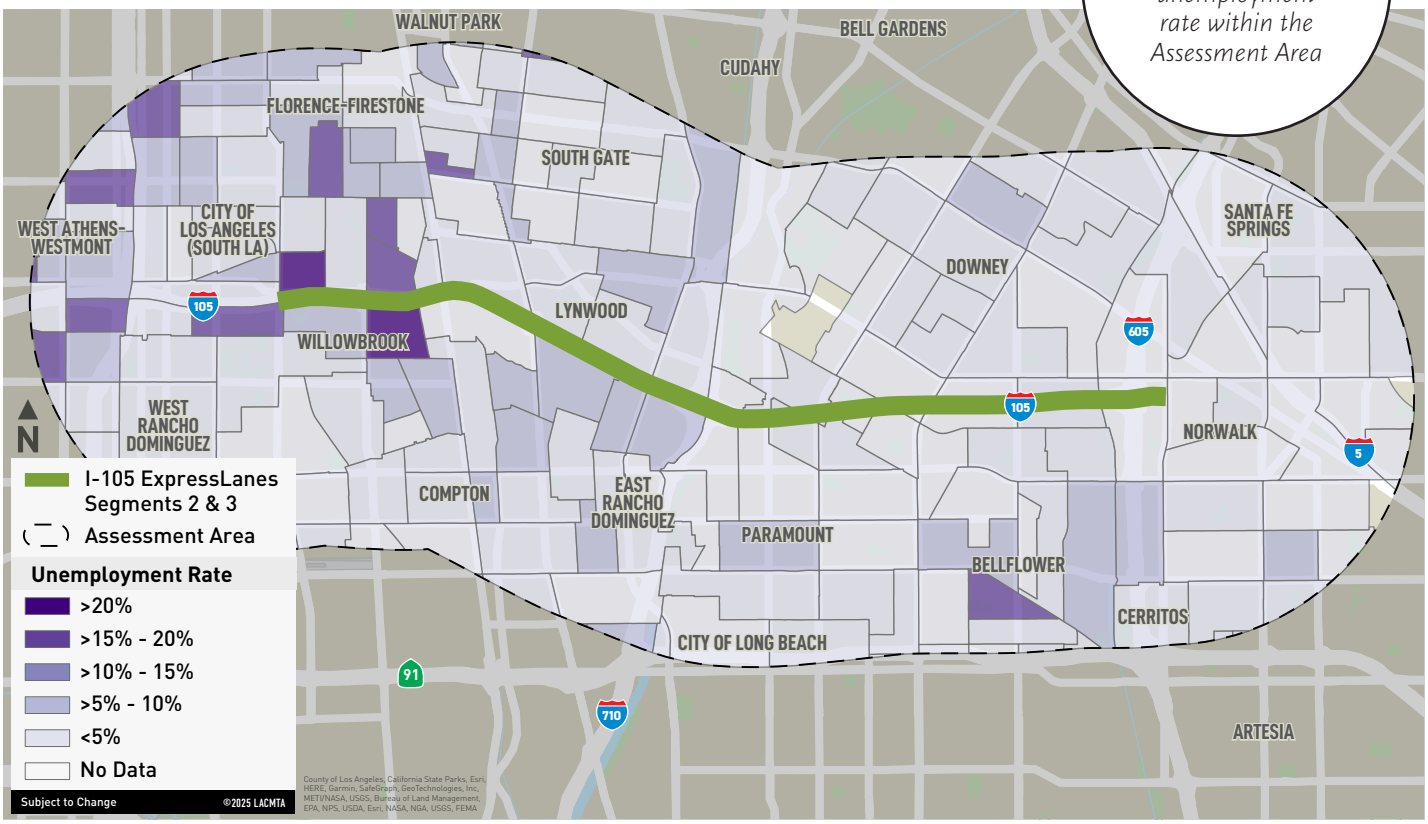
EFC DISPARITY RATIOS

2.6 I-105 EFC/ U.S.	**1.7** I-105 EFC/ LA COUNTY

8%
average unemployment rate within the Assessment Area

Figure 15

Unemployment Rate



Source: 2023 US Census Bureau American Community Survey 5-Year Data - S1901 Table

Household Income

Employment is the main source of household income in most households. The mean household income is $91,000 in the Assessment Area, while the mean household income in Los Angeles County is $125,000. The mean EFC household income is $80,400 in the Assessment Area (refer to Figure 16). According to the California Department of Housing and Community Development, $96,950 is the low-income cutoff for a two-person household and $121,150 is the low-income cutoff for a four-person household for designated State programs in 2025. Given that the most common household size within the corridor is four, the average household within the corridor is considered low income according to State-designated guidelines that consider local conditions such as housing costs when determining cutoffs.

MEAN HOUSEHOLD INCOME

$125,500 LA COUNTY

$80,400 EFCS

$91,000 ASSESSMENT AREA

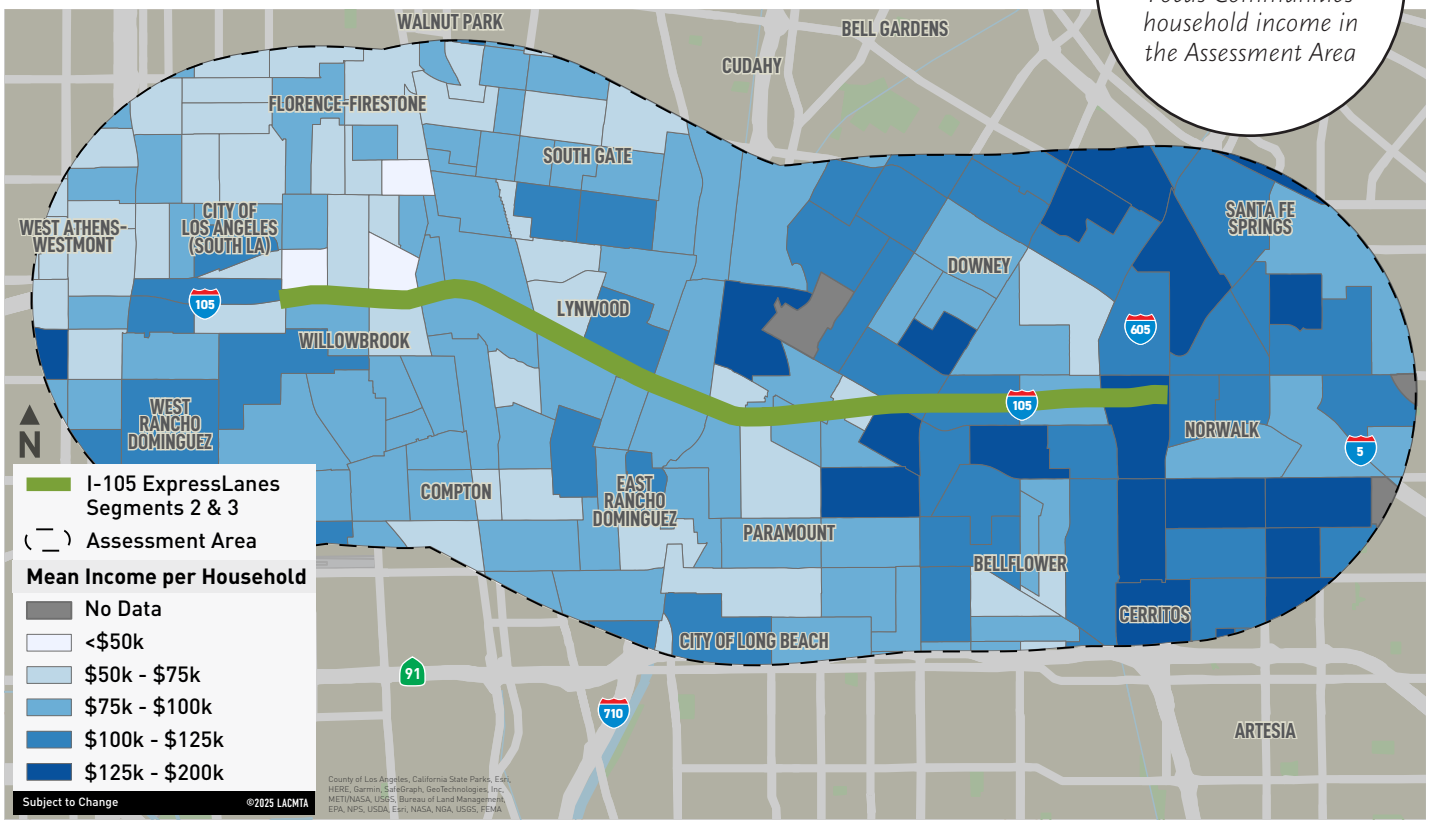
EFC DISPARITY RATIOS

1.6 I-105 EFC/ LA COUNTY

$80,400
is the mean Equity Focus Communities household income in the Assessment Area

Figure 16

Income per Household



Source: 2023 US Census Bureau American Community Survey 5-Year Data - S1901 Table

Housing Burden

Los Angeles County has one of the highest housing costs in the nation. As a result, 46% of Los Angeles County residents are housing burdened, and 47% of residents within the Assessment Area are housing burdened (see Figure 17), which is defined as spending 30% or more of their income on housing. Housing burdened households are even more concentrated in EFCs within the Assessment Area, at an average of 51%. Increased housing costs decrease spendable income, making it difficult for households to afford medical care, necessities, and healthy food. The Los Angeles County Department of Public Health has found that the high housing burden experienced by residents has led to greater racial and ethnic health disparities.

HOUSING BURDENED

32% U.S.

47% ASSESSMENT AREA

46% LA COUNTY

51% I-105 EFCS

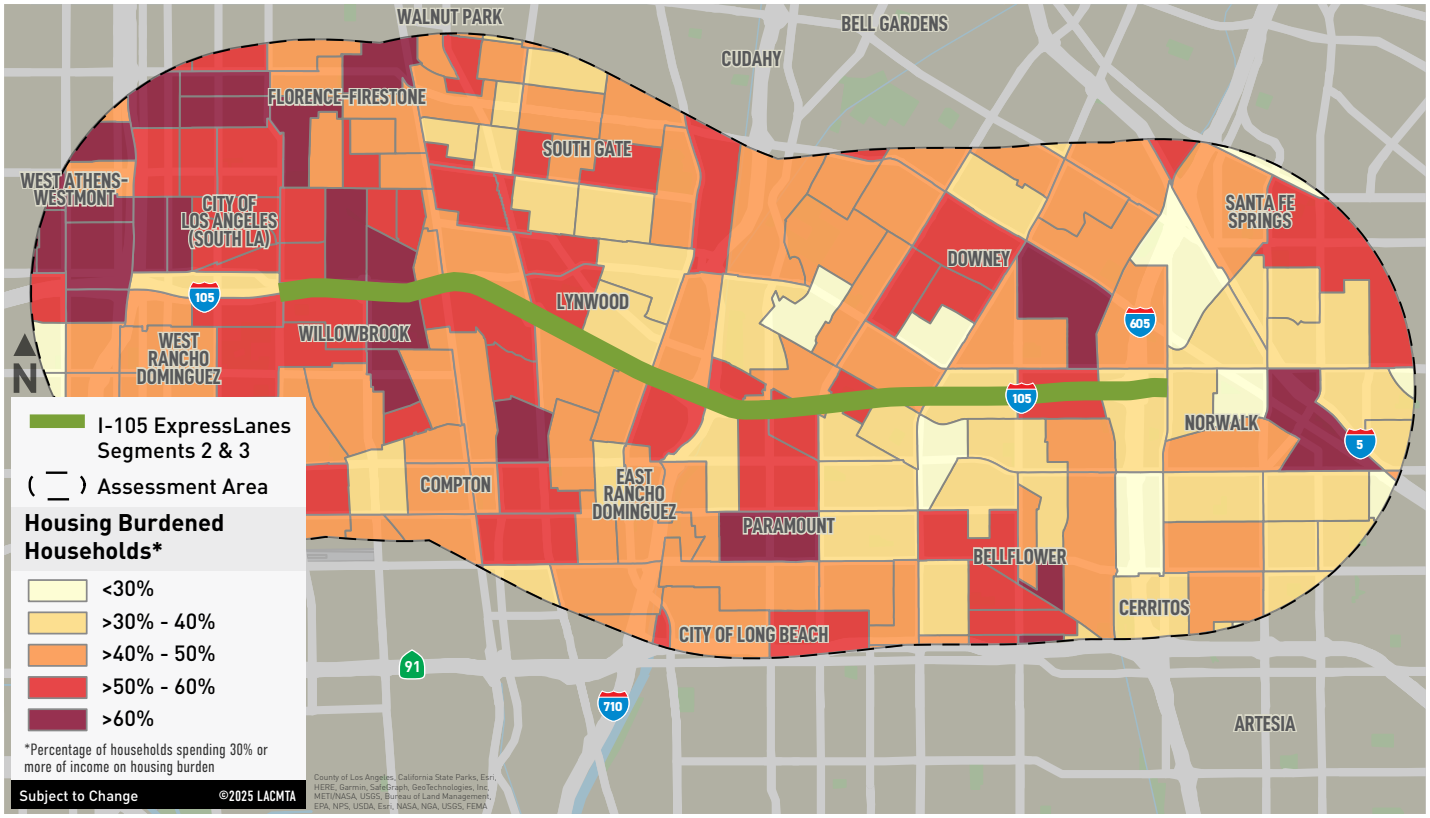
EFC DISPARITY RATIOS

1.6 I-105 EFC/ U.S.

1.1 I-105 EFC/ LA COUNTY

Figure 17

Housing Burdened Households



Source: 2023 US Census Bureau American Community Survey 5-Year Data - S2503 Table

Poverty Level

The federal poverty level for a one-person household is $15,650, which is based on the federal minimum wage of $7.25 per hour. For an employee working 40 hours per week, this equates to $15,080 annually. In Los Angeles County, the minimum wage is $17.81 per hour due to the significantly higher living costs residents face. This rate equates to a yearly salary of $37,044 for an employee working 40 hours per week. Within the Assessment Area, the greatest concentration of poverty is in the northwest, particularly in the South Los Angeles, Florence-Firestone, Willowbrook, Compton, and East Rancho Dominguez communities. Figure 18 shows the number of individuals living in poverty per census tract.

It should also be noted that one of the criteria used by Metro to define an EFC is a household income of $60,000 or less, which suggests that households in the County with incomes between $15,080 and $60,000 are very high need. Federal poverty estimates may underestimate the number of struggling households, so Metro uses a more expansive definition of low-income households.

POVERTY LEVEL

14% LA COUNTY

16% ASSESSMENT AREA

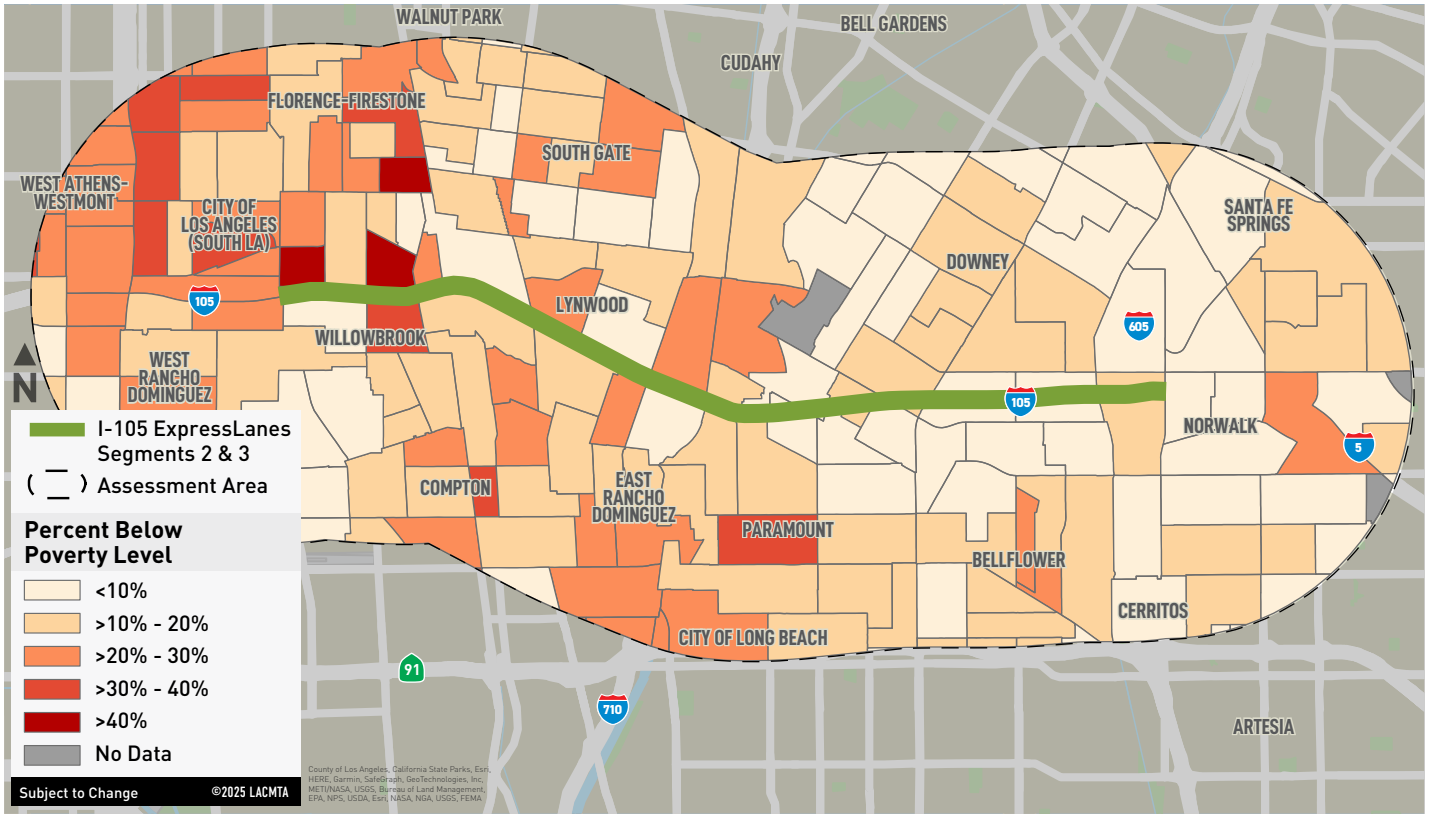
19% I-105 EFCS

EFC DISPARITY RATIOS

1.4 I-105 EFC/ LA COUNTY

Figure 18

Poverty Level



Source: 2023 US Census Bureau American Community Survey 5-Year Data - S1701 Table

Percentage of Individuals with Disability

Disabilities affect quality of life and vary significantly. People with a disability are likely to have reduced opportunities for employment and often have increased medical expenses. These individuals may also require care assistance from family members who may reduce their working hours to provide sufficient care, and therefore household income.

Within the Assessment Area, 11.5% of individuals have a disability and 11.7% of individuals within EFCs have a disability. While this rate is lower than the nationwide average of 13.6%, investments are still needed to ensure sufficient resources and infrastructure exists within the Assessment Area to afford all individuals mobility access and access to economic opportunities. Figure 19 shows the percentage of individuals with disabilities within the Assessment Area.

Compared to national demographics, the I-105 communities have a higher "under 18" population (25% within the Assessment Area versus 22% nationally) and a lower "65 and older" population (11% within the Assessment Area versus 17% nationally). A high concentration of youth indicates a need for Safe Routes for Schools (Figure 20). While there is a lower "65 and older" population overall, a higher concentration of individuals 65 and older occurs in Cerritos, Santa Fe Springs, and northeastern Norwalk. These areas would benefit from investments in programs such as Safe Routes for Seniors (Figure 21).

DISABILITIES

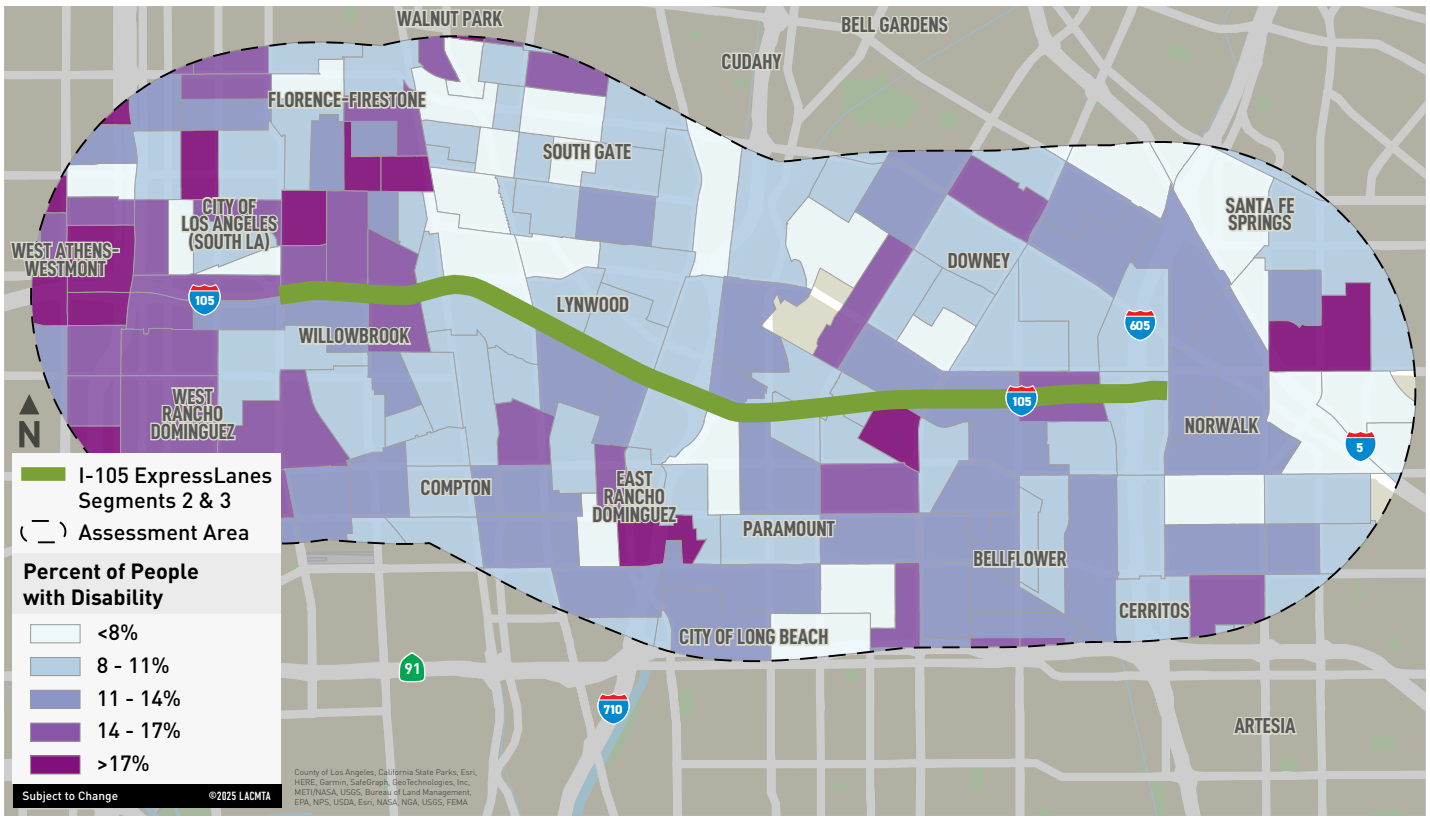
13.6% U.S.	**11.5%** ASSESSMENT AREA
10.9% LA COUNTY	**11.7%** I-105 EFCS

EFC DISPARITY RATIOS

1.2 I-105 EFC/ U.S.	**1.6** I-105 EFC/ LA COUNTY

Figure 19

Percent of People with Disability

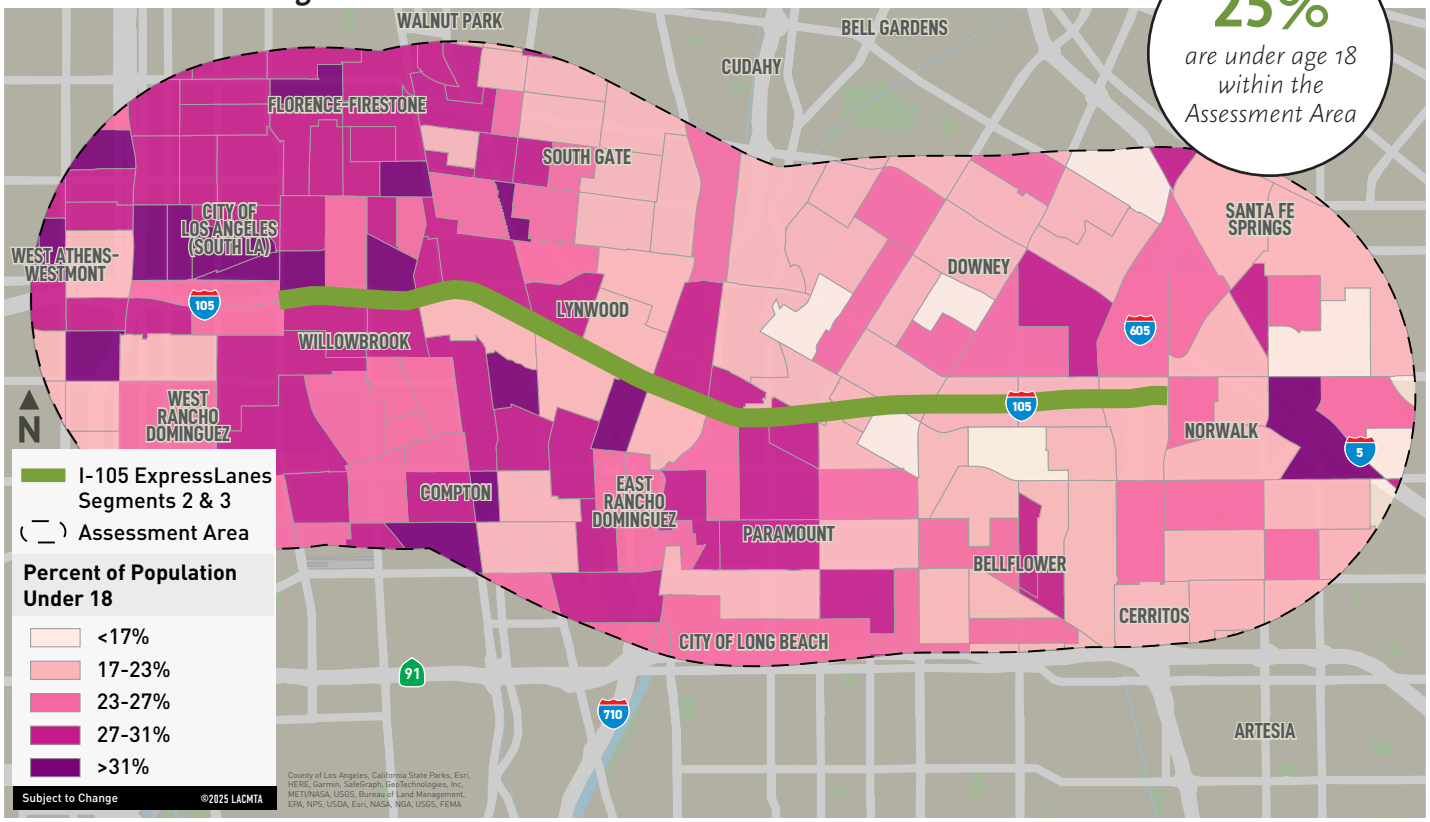


Source: 2023 US Census Bureau American Community Survey 5-Year Data - S1810 Table

Figure 20

Percent of Under 18 Age

25%
are under age 18 within the Assessment Area

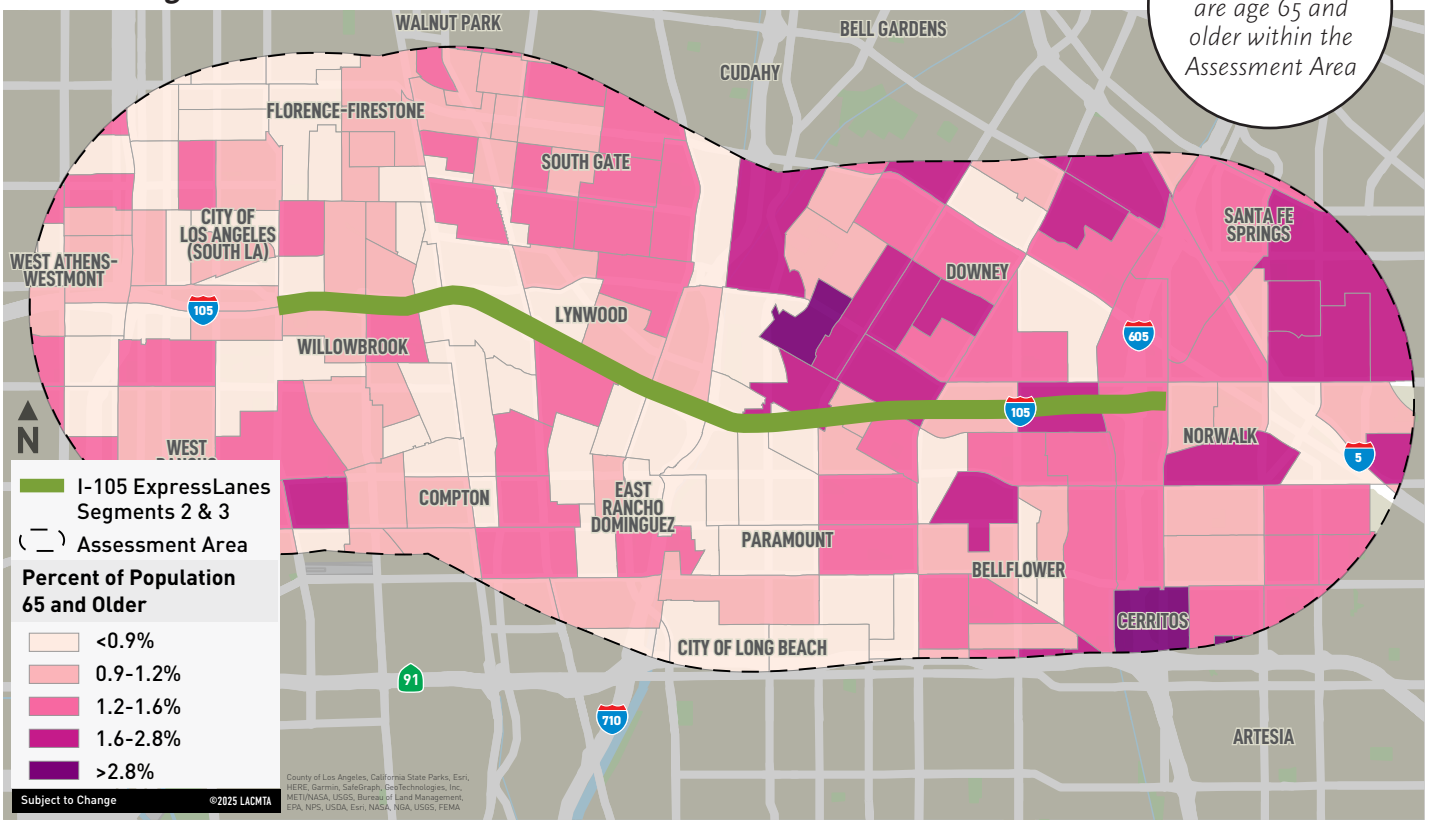


Source: 2023 US Census Bureau American Community Survey 5-Year Data - S0101 Table

Figure 21

Percent of Age 65 and Older

11%
are age 65 and older within the Assessment Area



Source: 2023 US Census Bureau American Community Survey 5-Year Data - S0101 Table

Environmental/Community Impacts

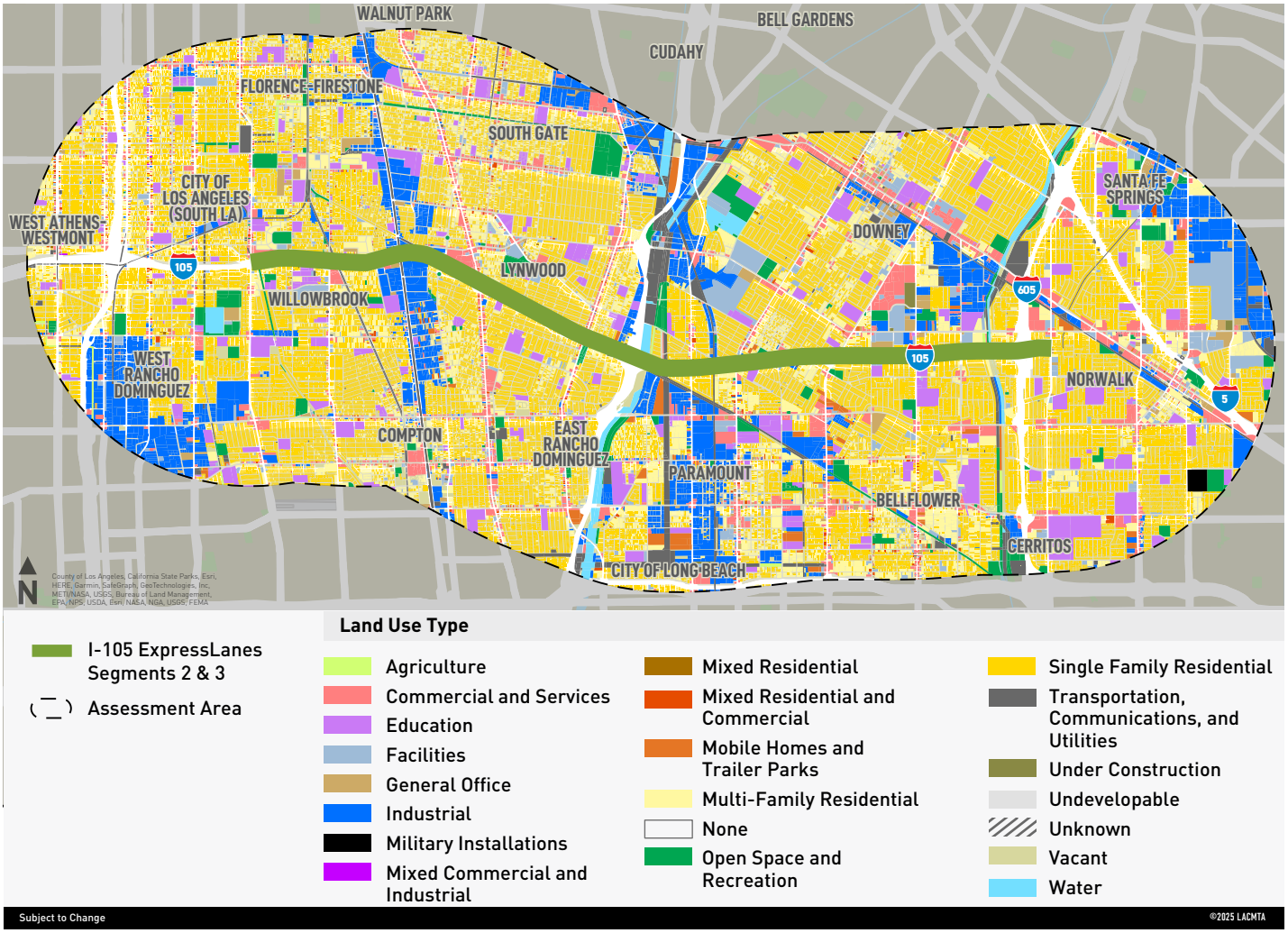
This section highlights key data points based on environmental and community issues, such as air quality and other environmental conditions, health outcomes, safety outcomes, and access to resources.

Land Use

Land use in the Assessment Area is primarily residential (89%) with some commercial (3%) and industrial (2%) (Figure 22). Approximately 70% of all parcels are single family residential and 19% are multifamily residential. Industrial land uses are concentrated along the Alameda corridor in the eastern portion of the Assessment Area as well as in West Rancho Dominguez, Paramount, and Santa Fe Springs.

Figure 22

Land Use



Source: SCAG

PM 2.5 Levels

Particulate matter (PM) is a complex mixture of aerosolized solid and liquid particles. The solid particles in PM are known as diesel particulate matter (DPM). The average level of fine inhalable particles with diameters that are generally 2.5 micrometers and smaller ($PM_{2.5}$) in the corridor is at the 81st percentile, surpassing 81% of communities within California. According to the California Air Resources Board, "short-term exposures...have been associated with premature mortality, increased hospital admissions for heart or lung causes, acute and chronic bronchitis, asthma attacks, emergency room visits, respiratory symptoms, and restricted activity days."

Levels of $PM_{2.5}$ are elevated in the communities of West Rancho Dominguez, Compton, and Downey (Figure 23), indicating that they exceed those in 85% or more of communities in California.

PM2.5 LEVELS (PERCENTILE)

71ST LA COUNTY

81ST ASSESSMENT AREA

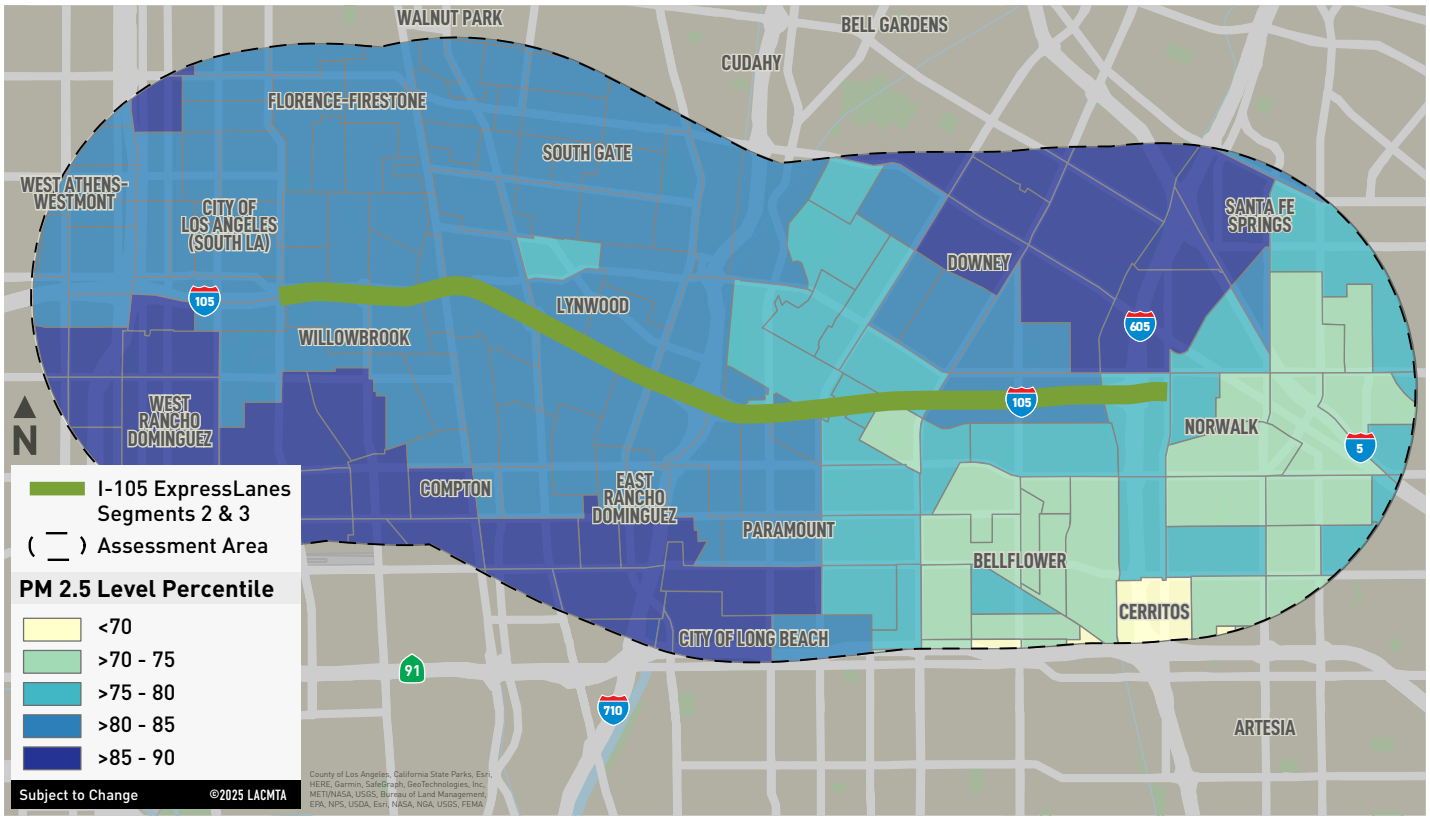
82ND I-105 EFCS

EFC DISPARITY RATIOS

1.2 I-105 EFC/ LA COUNTY

Figure 23

$PM_{2.5}$ Level Percentile



Source: Office of Environmental Health Hazard Assessment

Tree Canopy

Tree canopy is defined as the layer of foliage, branches, and stems that sit somewhere between the ground and sky. Tree canopy plays a vital role in contributing to the well-being of communities and people. Beyond its aesthetic contribution to streetscapes, a thriving tree canopy enhances the overall environment of urban areas by filtering air and water, contributes to traffic calming, and adds to community identity. Trees provide natural shade and reduce the heat absorbed by pavement. This cooling effect is particularly significant for pedestrians, especially older adults and those with limited mobility, and cyclists during the summer months.

Data from Loyola Marymount University was used to assess tree canopy coverage in Segments 2 and 3 (Figure 24). High-resolution imagery is used to analyze existing conditions and types of land coverage to produce this data. The average tree canopy in Los Angeles County is approximately 18%. However, much of the Assessment Area falls below this countywide average. The lowest levels of tree canopy coverage (3% to 7%) are concentrated in parts of West Rancho Dominguez and Florence-Firestone, as well as in unincorporated areas near South Gate and Downey. These areas are among the most tree-deficient in the county. Moderate canopy coverage (7% to 13%) exists in portions of Compton, Paramount, and Norwalk, while only a few small pockets—primarily in residential zones—approach or exceed the county average.

TREE CANOPY

18% LA COUNTY **13%** ASSESSMENT AREA

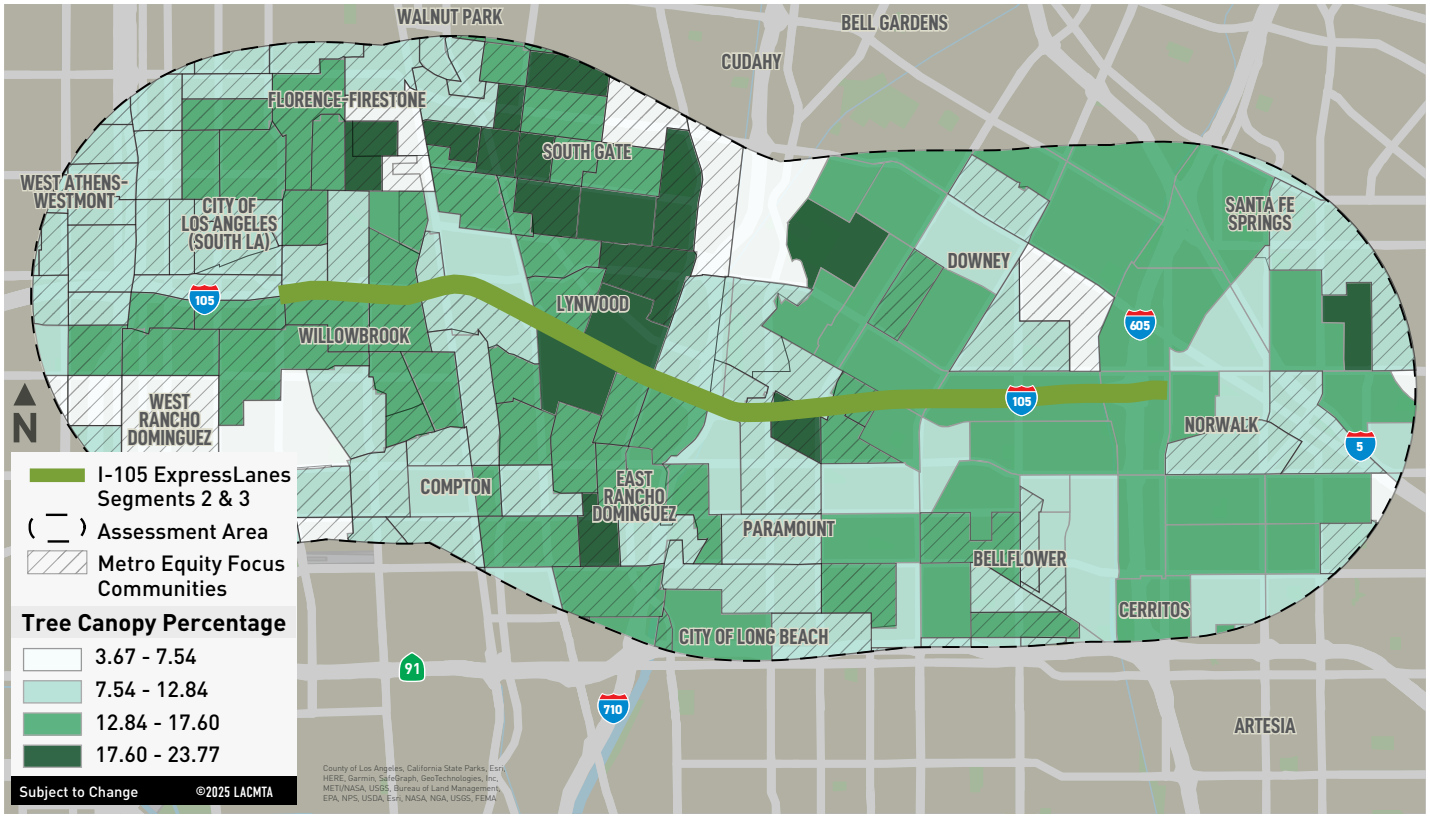
13% I-105 EFCS

EFC DISPARITY RATIOS

1.4 I-105 EFC/ LA COUNTY

Figure 24

Tree Canopy



Source: Loyola Marymount University and TreePeople

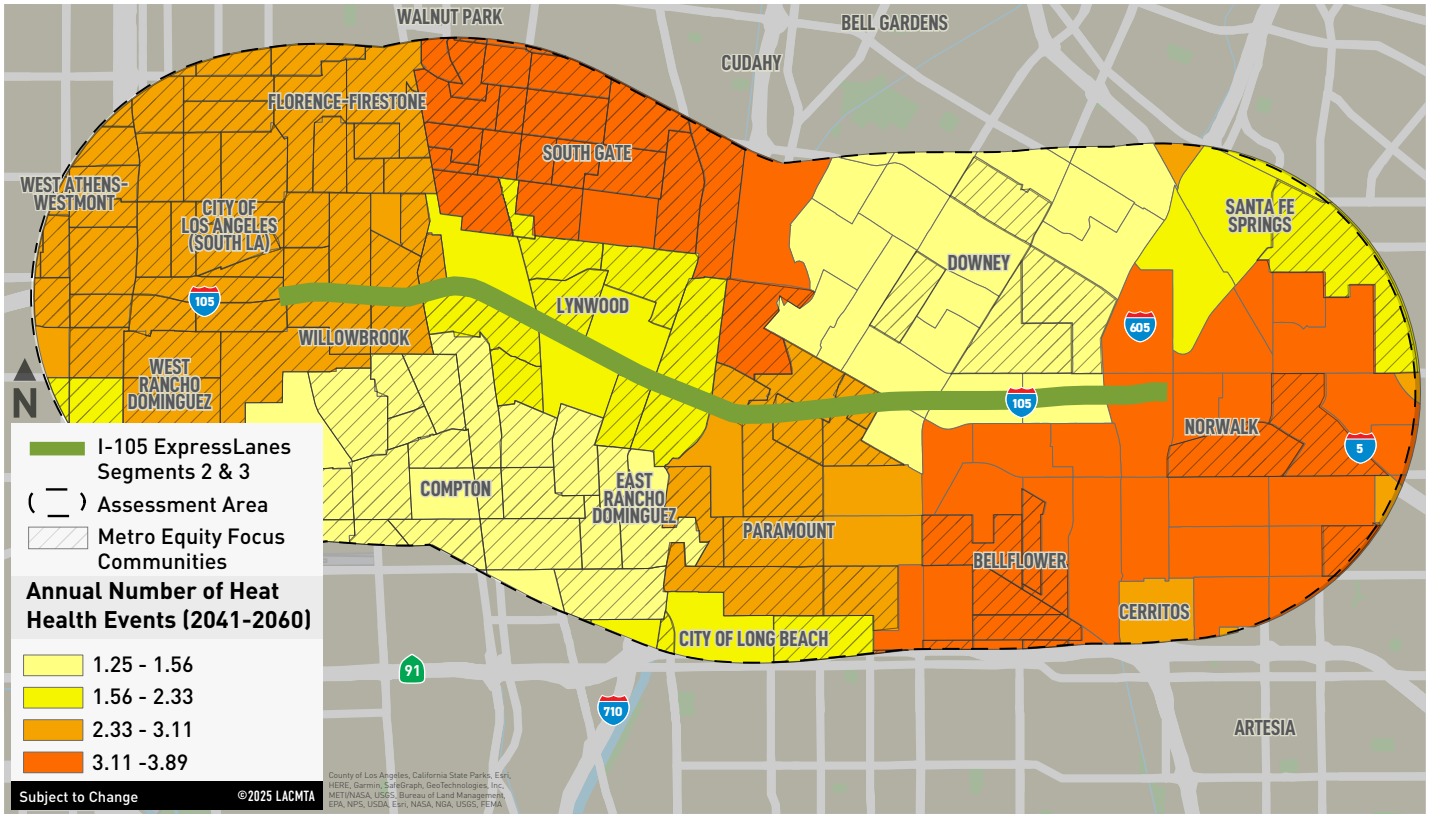
Urban Heat Island Effect

Urban areas have become "islands" of higher temperatures: up to 7°F degrees higher than temperatures in non-urban areas. Closer to the Pacific Ocean, the western portions of the Assessment Area tend to experience the urban heat island effect to a smaller extent than more inland areas (Guo et al. 2023). The California Heat Assessment Tool (CHAT)'s projections for 2041-2060 indicate that the frequency of heat health events will increase in the coming decades. CHAT defines heat health events as periods of extreme heat that result in negative public health impacts. The northwestern and southeastern portions of the Assessment Area (Figure 25) are projected to experience more days with heat health events than other parts of the corridor.

Rising temperatures discourage transit ridership as well as active mobility, especially in areas with low amounts of tree canopy cover. Bus stops that lack bus shelters are unable to provide shade for transit riders on hot days. Investments into tree canopy and shade structures reduce the impacts of extreme heat, making it more comfortable and encouraging non-vehicular mobility.

Figure 25

Extreme Heat Health Events



Source: California Heat Assessment Tool

Asthma Rate

A chronic condition that affects the lungs, asthma leads to inflamed and narrowed airways. High traffic volumes and associated tailpipe emissions, as well as harmful pollutants emitted from industrial facilities, cause poor air quality conditions along the I-105 corridor. Air pollution aggravates asthma, contributing to emergency department visits. Within the Assessment Area (Figure 26), 150,000 people live in places with high numbers of annual asthma emergency room visits. Asthma contributes to elevated medical costs and decreases quality of life, contributing to health and socioeconomic disparities in equity focus communities.

According to the Centers for Disease Control, 1 in 10 children have asthma (CDC 2011) and 1 in 5 individuals experiencing asthma cannot afford medication (CDC 2010). Improving air quality through mode shift to walking, biking, and transit will reduce greenhouse gas emissions. This would help reduce asthma rates, decreasing medical costs while improving the health of the population within the Assessment Area.

ASTHMA (PERCENTILE)

53RD LA COUNTY **77TH** ASSESSMENT AREA

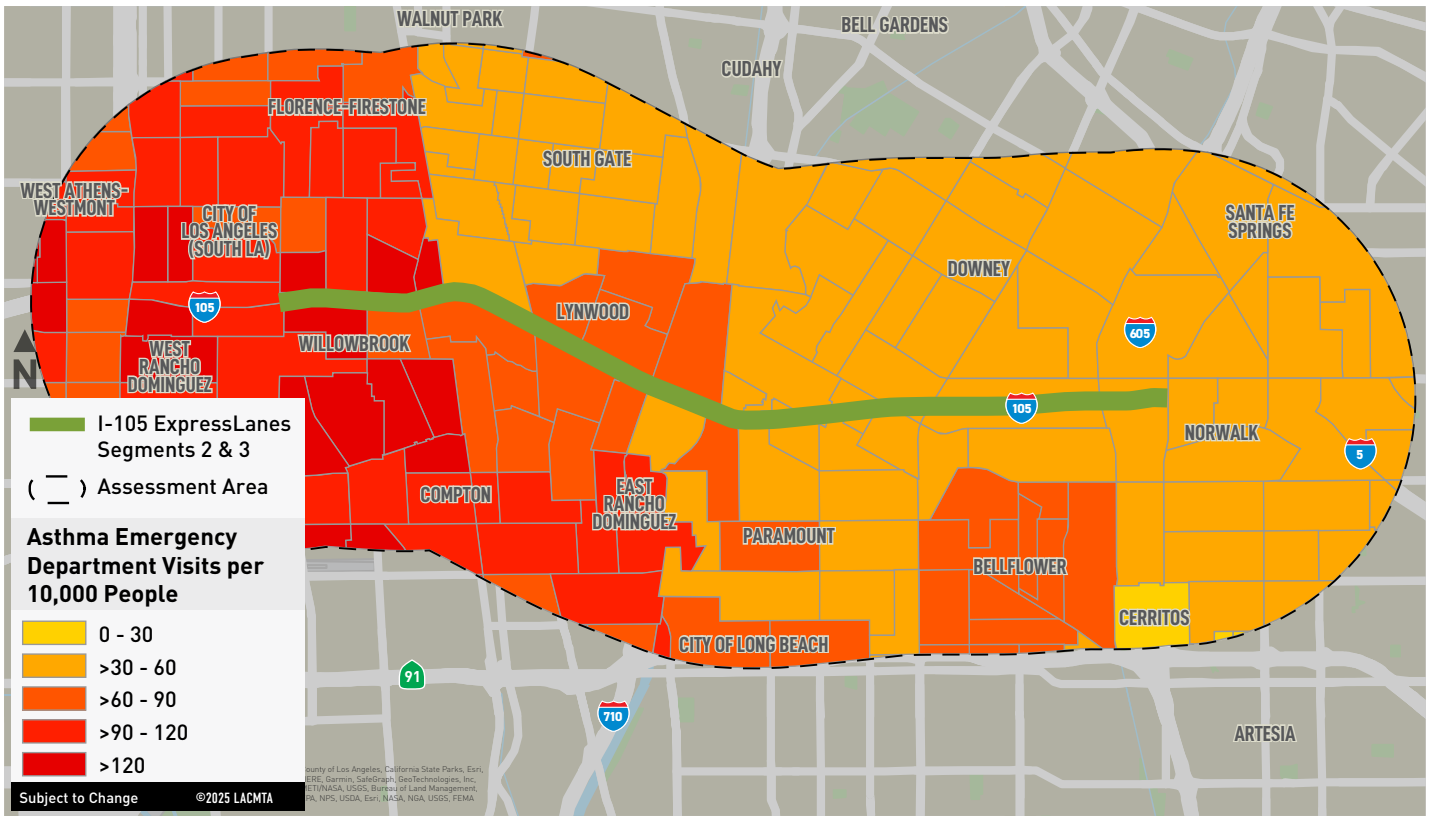
82ND I-105 EFCS

EFC DISPARITY RATIOS

1.5 I-105 EFC/ LA COUNTY

Figure 26

Asthma Emergency Department Visits per 10,000 People



Source: California Office of Environmental Health Hazard Assessment

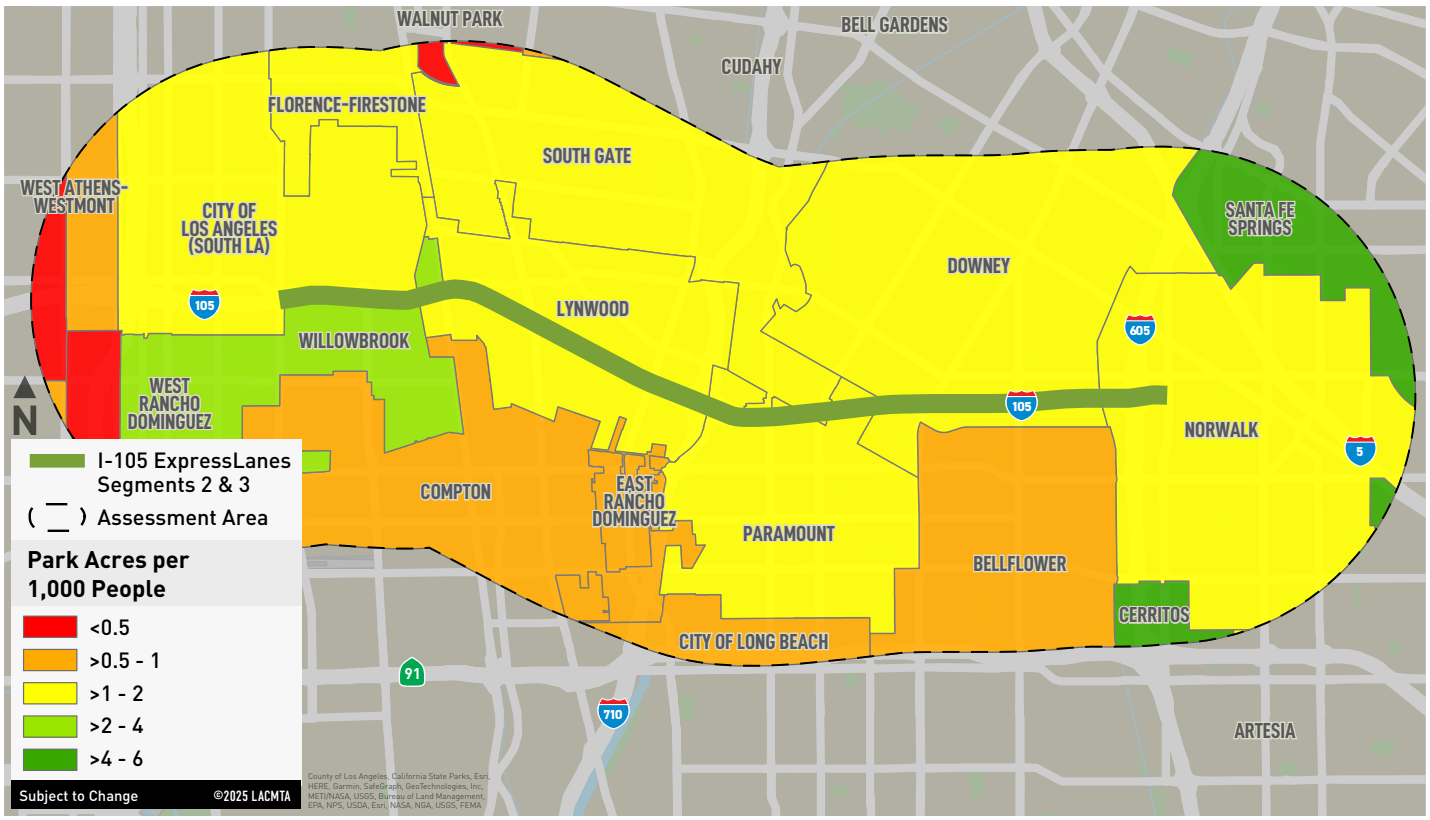
Park Acres

The Los Angeles County Department of Parks and Recreation prepared the Los Angeles Countywide Parks and Recreation Needs Assessment (PNA), a comprehensive study of the diverse parks and recreation facilities throughout Los Angeles County's cities and unincorporated communities. The PNA gathered data to determine the scope, scale, and location of park needs in Los Angeles County.

Figure 27 depicts the results of the PNA, showing where significant disparities exist across the corridor regarding accessibility to park spaces. Several communities—Compton, East Rancho Dominguez, Long Beach, and Bellflower—are park deserts where under 1 acre of park space exists per 1,000 residents. Access to parks and open spaces offers residents opportunities for recreation and exercise, which provide physical and mental health benefits. Furthermore, substantial research has found that green spaces offer both mental and physical health benefits.

Figure 27

Park Acres per 1,000 People



Source: Los Angeles County Department of Parks and Recreation

Transportation

Active Transportation

Active transportation consists of walking, biking, and rolling modes of transportation. It enhances the quality of life for those who live, work, and play in Los Angeles County. With active transportation options (Figure 28), transportation costs are reduced, GHG emissions and traffic congestion are decreased, and public health is promoted through more opportunities for physical activity.

SCAG conducted a collision analysis and found that 65% of all fatal and serious injuries occurred on 5.5% of the regional transportation network. Within the Assessment Area, approximately 250 miles of roadways are considered part of SCAG's high-injury network. Reductions in collisions along the high-injury network are crucial to improving the attractiveness of active transportation within the Assessment Area. The SCAG high-injury network and collision heat map are mapped and overlayed on Figure 29.

Within the I-105 Assessment Area, fatal and severe collisions involving pedestrians and bicyclists are concentrated in the west portion of the Assessment Area. Despite the existence of active transportation infrastructure within the Assessment Area, the concentration of collisions here underscores the need for investments to improve the existing infrastructure. Additional investments are likewise needed throughout the Assessment Area to ensure a contiguous and safe active transportation network.

ACTIVE TRANSPORTATION COLLISION DATA IN THE LAST 5 YEARS BY THE NUMBERS

915 BICYCLIST AND PEDESTRIAN COLLISIONS WITHIN THE ASSESSMENT AREA

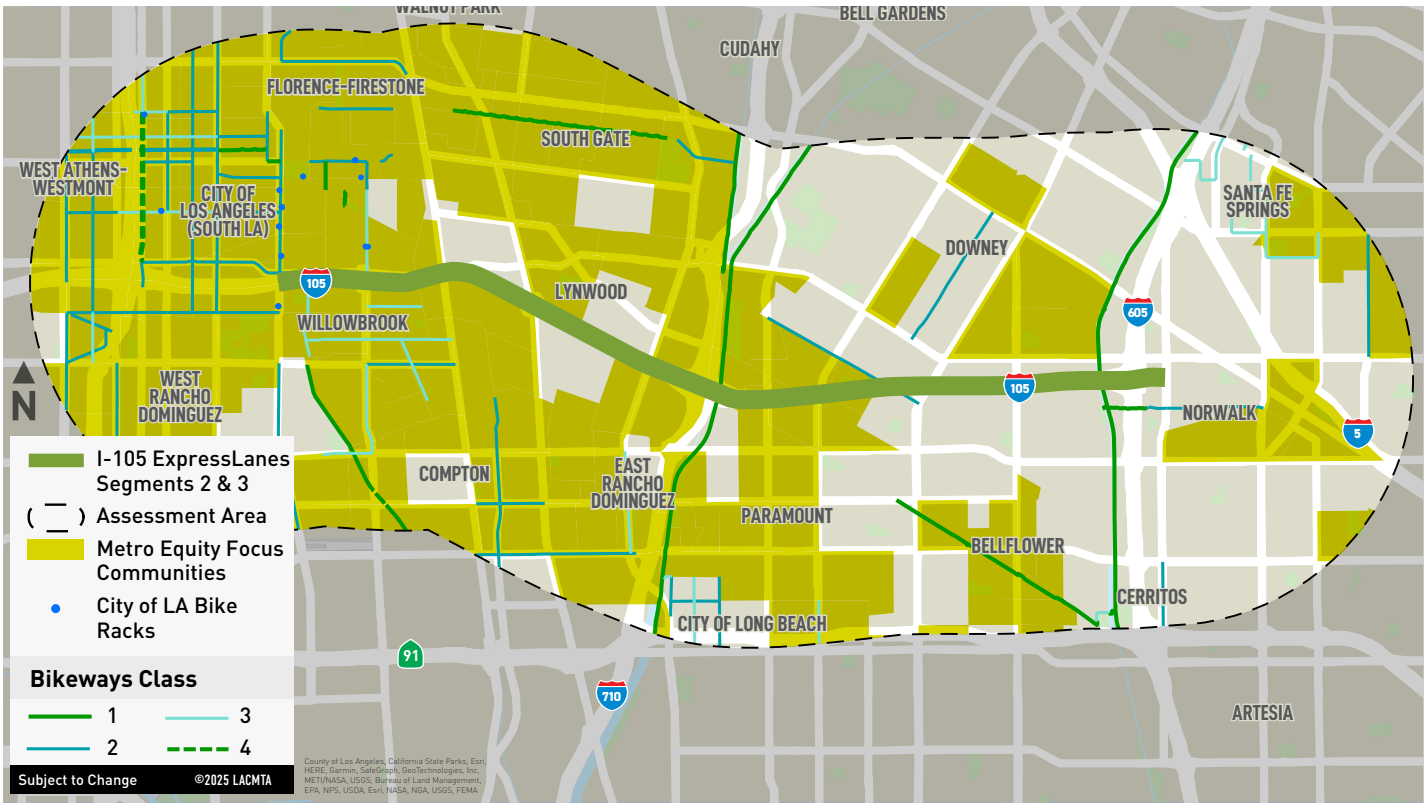
78% OCCUR WITHIN EFCS WITHIN THE ASSESSMENT AREA

80 PEDESTRIAN FATALITIES WITHIN THE ASSESSMENT AREA

3 BICYCLE FATALITIES WITHIN THE ASSESSMENT AREA

Figure 28

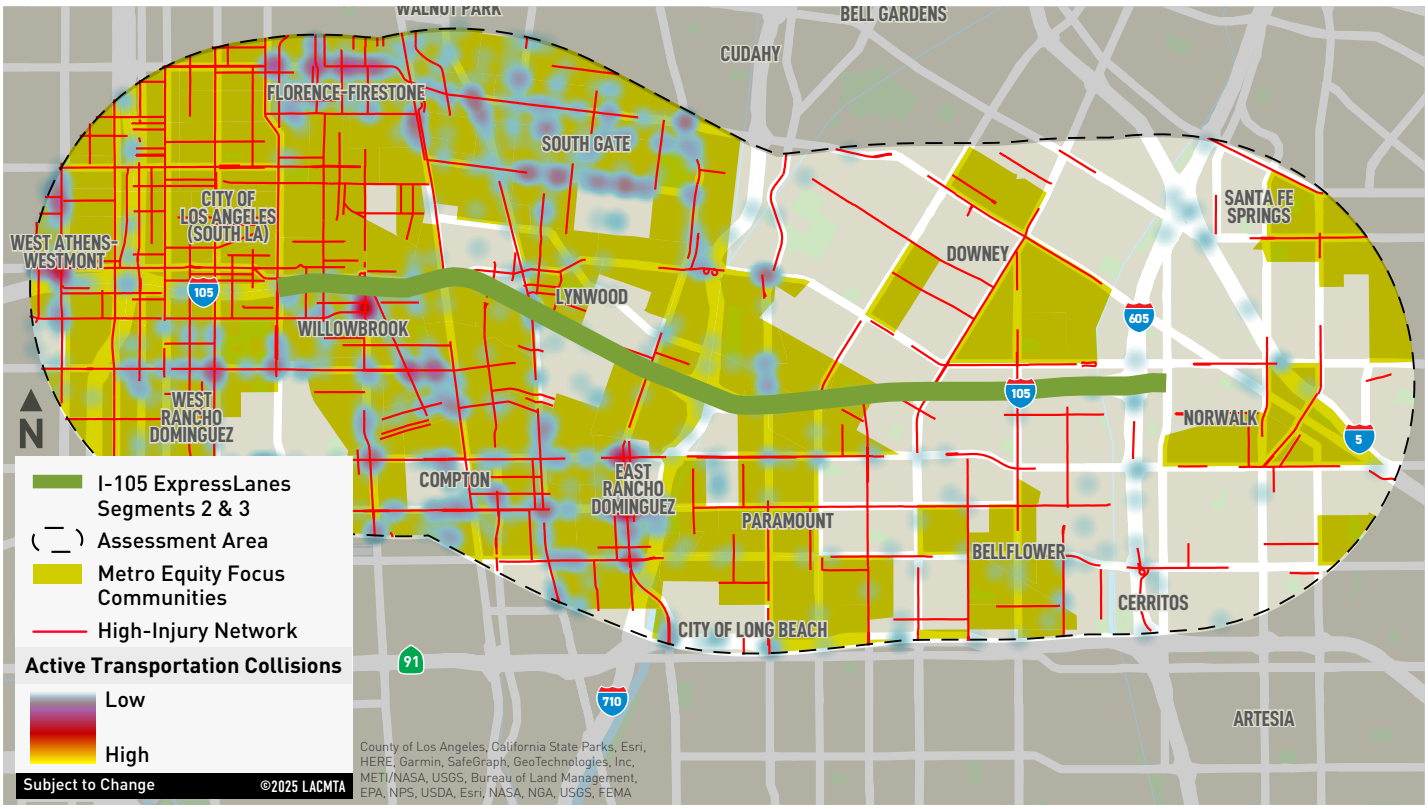
Bikeway Network



Source: Metro and City of Los Angeles
Note: The data represented in the map may be outdated and not reflect actual conditions.

Figure 29

High-Injury Network and Collisions Heat Map



Source: SCAG and University of California, Berkeley

Transit

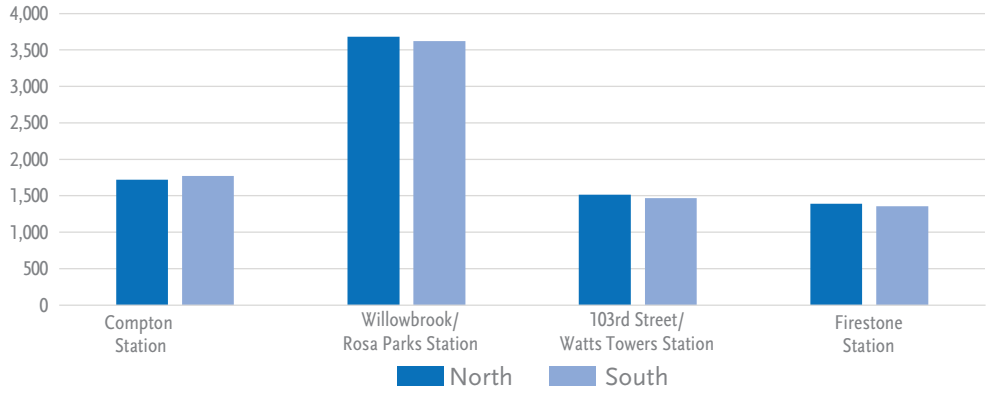
Transit service in the Assessment Area consists of rail and bus service. Bus service includes local and circulator buses, the Metro Rapid Line, freeway express bus lines, and the Metro J Line BRT with stations along I-110, which is partially funded through the I-110 ExpressLanes program. Rail service includes the Metro A and C Lines. All rail services and most bus services are provided by Metro. LADOT operates the Vermont/Main and Watts DASH service as well as Commuter Express in the Assessment Area.

Rail

The A Line has experienced a resurgence (Figure 30) because of the completed Regional Connector project in June 2023, which consolidated three of Metro's legacy rail lines, the A (Blue), E (Expo), and L (Gold) Lines, into two: the A Line, serving customers between Pomona and Long Beach; and the E Line, serving customers between East Los Angeles and Santa Monica. With the full opening of the K Line and LAX/Metro Transit Center Station segment that connects with the C Line (Figure 31), the Metro Rail system has become even more connected and seamless.

Figure 30

Metro A Line Average Weekday Boardings by Stop and Direction within Assessment Area



TOP 3 HIGHEST RIDERSHIP A LINE STATIONS

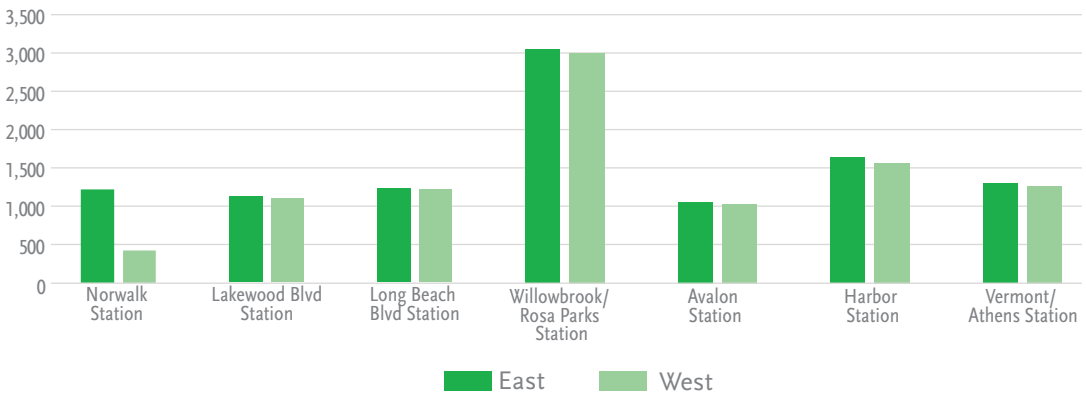
1. 7th St/Metro Center Station
2. Willowbrook/Rose Parks Station*
3. Union Station

** within assessment area*

Source: Metro, 2023

Figure 31

Metro C Line Average Weekday Boardings by Stop and Direction within Assessment Area



TOP 3 HIGHEST RIDERSHIP C LINE STATIONS

1. Willowbrook/Rosa Parks Station*
2. Aviation Station
3. Norwalk Station*

**within assessment area*

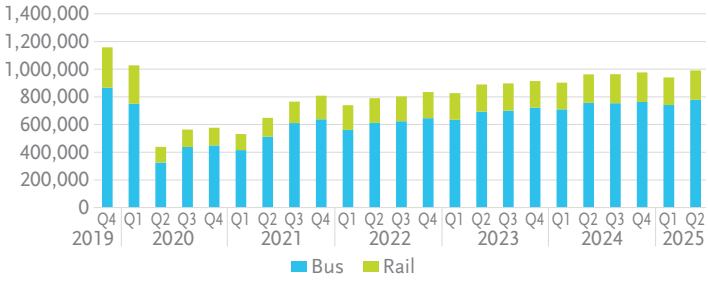
Source: Metro, 2023

Bus

Since the pandemic, bus ridership is recovering and trending upward. As of May 2025, bus ridership is at 83% of its levels in May 2019, before the pandemic. Figure 32 shows the average daily Metro ridership by quarter. The Metro bus lines running within and through the Assessment Area account for approximately 25% of Metro's total bus ridership. The J Line is one of two Metro BRT lines that run primarily along the I-110 Harbor Transitway. One J Line station in the Assessment Area, Harbor Freeway Station, is within the top five highest ridership stations for the J Line.

Figure 32

Metro Systemwide Average Weekday Ridership by Quarter



The available Metro data estimate that only 21% of bus stops served by Metro buses and other municipal transit operators in the Assessment Area have shelters, and only 36% have seating, exacerbating conditions for people with limited mobility and older adults. Systemwide, 26% of Metro bus stops have shelters. Figure 33 shows a general lack of bus shelters and benches in the Assessment Area. The lack of shelters is especially prevalent in the eastern half of the Assessment Area compared to the western half. Rosecrans Avenue has the highest number of bus shelters and bus benches within the Assessment Area, but it still has significant groups of stops with no shelters.

BUS SHELTERS WITHIN THE ASSESSMENT AREA

80% OF BUS SHELTERS ARE WITHIN EQUITY FOCUS COMMUNITIES

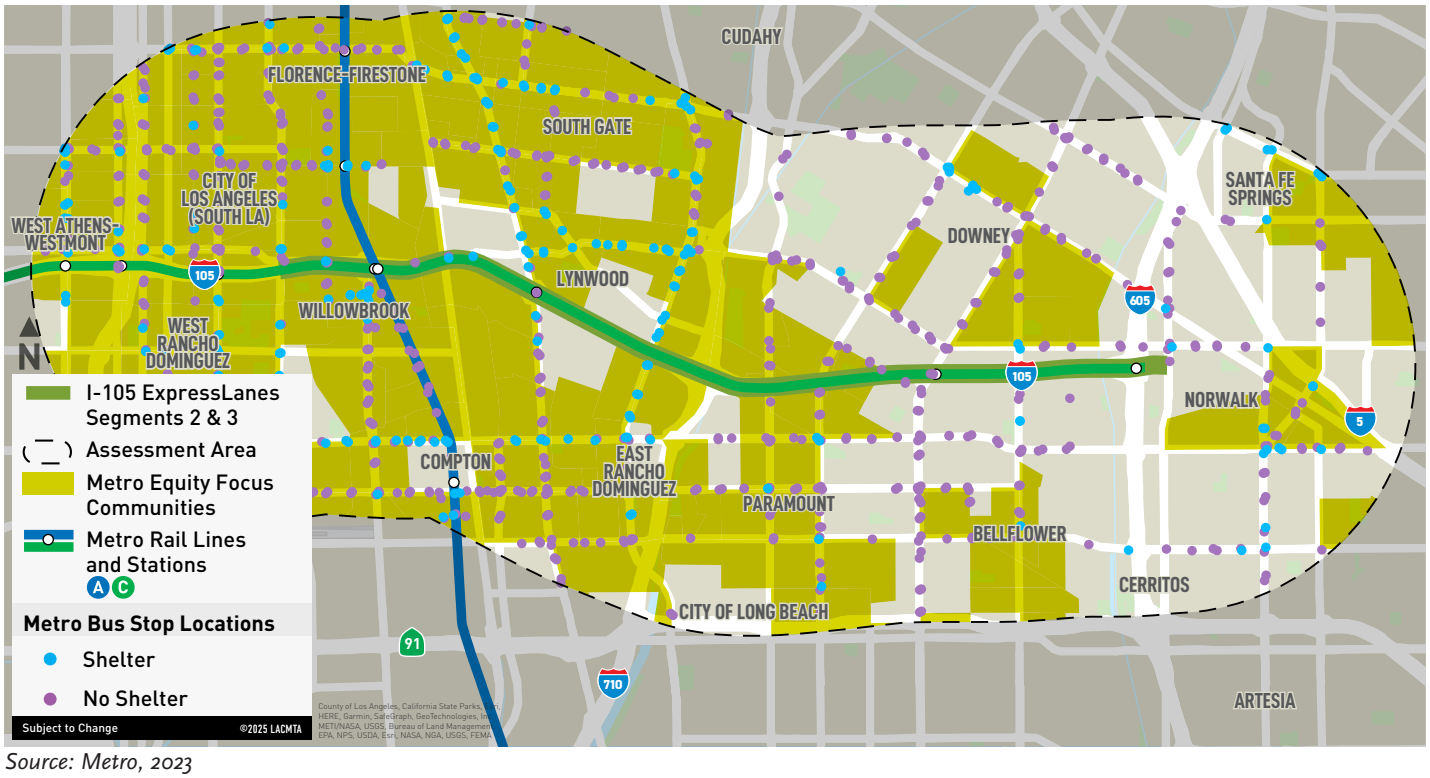
77% OF BUS BENCHES ARE WITHIN EQUITY FOCUS COMMUNITIES

TOP 3 CITIES HIGHEST PERCENTAGE OF BUS SHELTERS

LOS ANGELES, INGLEWOOD, COMPTON

Figure 33

Combined Map of Metro Rail Lines and Stations, and Amenities at Bus Stops/Stations



Source: Metro, 2023

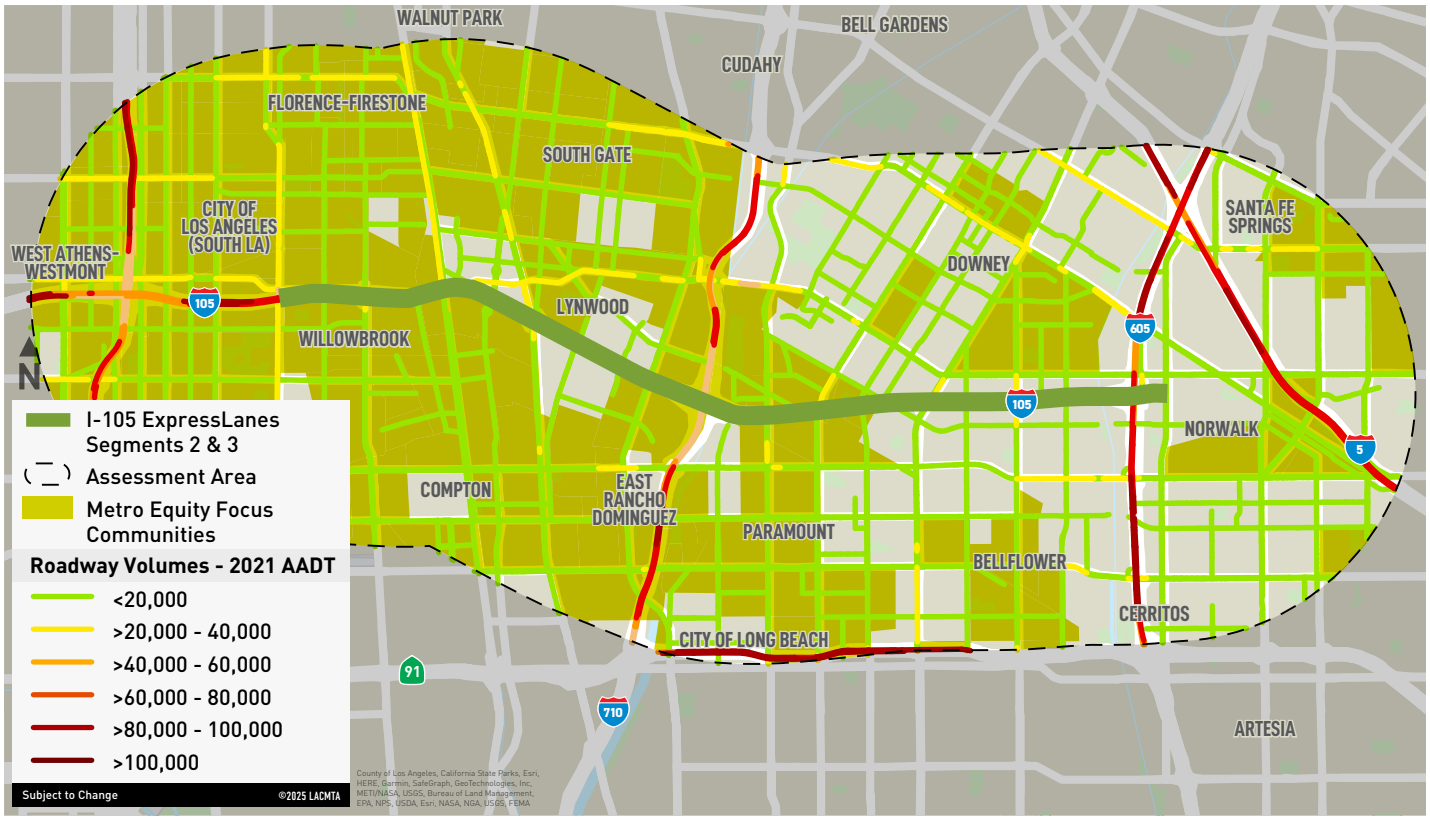
Roadway

Nearly all the major arterials in the Assessment Area are part of Metro's Countywide Significant Arterial Network (CSAN) and its Countywide Strategic Truck Arterial Network (CSTAN). Within the Assessment Area, ten major arterials are running with on-/off-ramp access to the I-105 freeway. Nearly all east-west major arterials have on-/off-ramp access to the I-110 and I-710 freeways. The arterial with the highest average annual daily traffic (AADT) is Imperial Highway, with the majority of its length in the Assessment Area having close to 40,000 AADT. Other major arterials with segments of roadway that range between 20,000 and 40,000 AADT include Florence Avenue, Central Avenue, Firestone Boulevard, Long Beach Boulevard, Alameda Street, Rosecrans Avenue, Century Boulevard, and El Segundo Boulevard. The segments of arterials with the highest AADT are concentrated north of I-105. Refer to Figure 34 for a map showing AADT in the Assessment Area.

Truck traffic along I-105 between I-110 and I-605 ranges from roughly 1,800 to 2,700 trucks per day depending on direction of travel (StreetLight, 2021). Segments 2 and 3 carry a high number of trucks due to the I-710 freeway and geographic proximity to the Ports of Los Angeles and Long Beach.

Figure 34

Roadway Volumes – Average Annual Daily Traffic



Source: StreetLight Data, 2023

ROADWAYS BY THE NUMBERS

FASTEST CORRIDORS

ALAMEDA STREET AND PARAMOUNT BOULEVARD ARE THE FASTEST CORRIDORS IN THE ASSESSMENT AREA WITH AN AVERAGE SPEED OF 29 MILES PER HOUR (MPH).

WIDEST CORRIDORS

BROADWAY AND VERMONT AVENUE ARE THE WIDEST CORRIDORS, REACHING UP TO 150 FEET WIDE.

HIGHEST CAPACITY CORRIDORS

VERMONT AVENUE, IMPERIAL HIGHWAY, FIRESTONE BOULEVARD, ROSECRANS BOULEVARD, ALONDRA BOULEVARD, AND EL SEGUNDO BOULEVARD HAVE SEGMENTS WITH UP TO SIX TRAVEL LANES.

SIGNALIZED CORRIDORS

MANCHESTER AVENUE AND HAWTHORNE BOULEVARD/LA BREA AVENUE HAVE THE MOST SIGNALIZED INTERSECTIONS PER MILE WITH SIX SIGNALIZED INTERSECTIONS PER MILE.

DANGEROUS CORRIDORS

MANCHESTER AVENUE AND CENTRAL AVENUE EXPERIENCE THE HIGHEST NUMBER OF COLLISIONS PER MILE.

I-105 HOV Data

I-105 HOV occupancy data are based on available data from Caltrans District 7's 2019 Managed Lanes Annual Report. The report is summarized in Table 2 and includes data for two locations along the I-105 freeway: Long Beach Boulevard and Lakewood Boulevard. The peak carpool volume along I-105 is nearly 1,400 vehicles per hour, which is equivalent to approximately 3,000 people per hour. Transit use of the HOV lane is limited to two routes—LADOT line 438 in the western portion of the Assessment Area and Metro line 460.

Table 2. Existing I-105 HOV Lanes Occupancy Data

DESCRIPTION	METRIC	WB I-105 AT LONG BEACH BLVD	EB I-105 AT LONG BEACH BLVD
Peak Hour Number and Percentage of Vehicles using HOV Lane	Carpools (vehicles with two to five occupants only)	71%	70%
	Vanpools/buses	1%	5%
	Motorcycles	5%	5%
	Exempt vehicles (decal vehicles)	9%	8%
	Violators (single-occupant vehicles)	14%	12%
Average Occupancy During Peak Hour	HOV lane average occupancy (people per vehicle)	1.9	2.1
	General purpose lane average occupancy (people per vehicle)	1.1	1.1

Source: 2019 Caltrans District 7 Managed Lanes Annual Report

Travel to Work Modal Split

The 2020 American Community Survey 5-Year Data provides insight into the modal split of how people travel to work, reflecting the availability and quality of multimodal infrastructure and user preferences. As a result of the pandemic, the percentage of work from home at the national and county levels has significantly increased. Within Los Angeles County, the data shows that driving alone and carpooling continue to be the predominant modes of transportation for people to get to work, indicating a strong dependency on private automobiles in the region.

Within the Assessment Area, 73% of people drive alone to work, 13% carpool to work, 4% take public transit to work, 1% walk to work, 0.3% bike to work, and 7% work from home. The existing mode split means the I-105 and arterial network carries high volumes of vehicles and suffers from the resulting congested conditions and traffic-related impacts. These conditions affect the quality of life of those traveling through and living in the Assessment Area. Reduced travel time on I-105 resulting from the ExpressLanes project is expected to shift traffic volume from arterials to I-105, which will benefit communities in the corridor.

Figures 35 and 36 display the transit to work mode share in the Assessment Area. The transit mode split within the Assessment Area is higher than in Los Angeles County, likely due to a high-EFC population and the two major Metro lines across the Assessment Area. Another notable difference is that the Assessment Area has a lower percentage of individuals who work from home than Los Angeles County. A significant portion of the four most prevalent job sectors for residents within the Assessment Area is generally blue-collar jobs that do not allow work from home. This factor likely contributes to a slightly higher percentage of people driving alone and carpooling to work than in the rest of Los Angeles County.

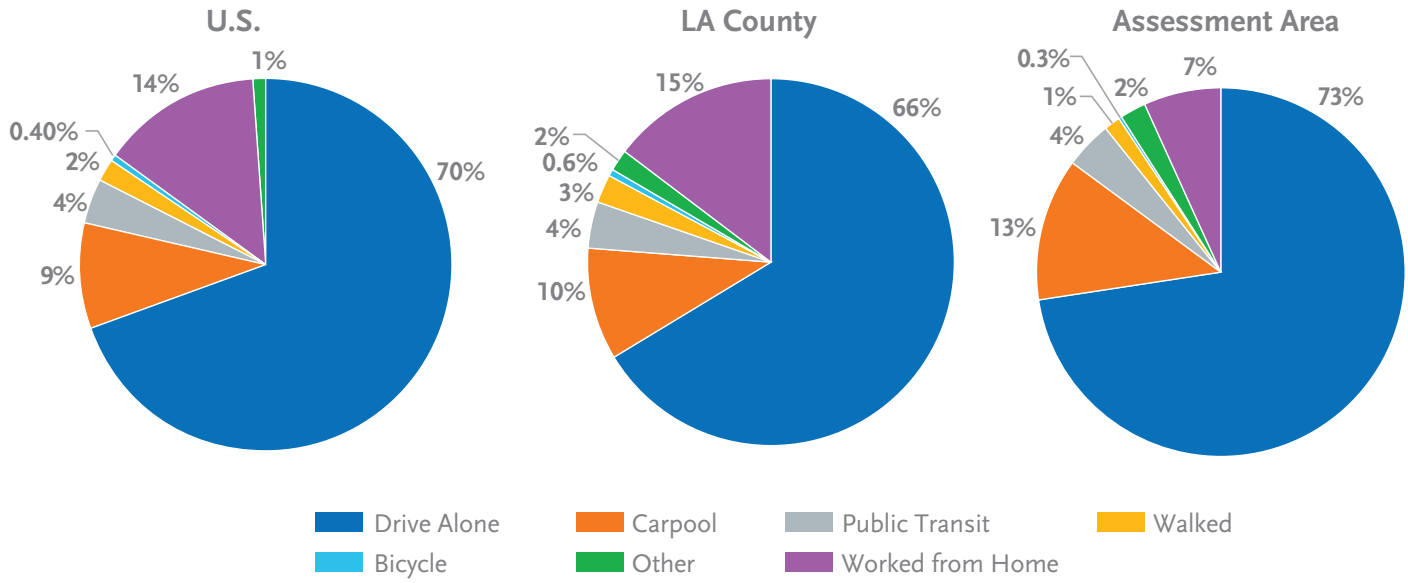
NUMBER OF FASTRAK ACCOUNTS WITHIN THE ASSESSMENT AREA

~79K OF FASTRAK ACCOUNTS ARE REGISTERED IN THE ASSESSMENT AREA

REPRESENTS 10% OF FASTRAK ACCOUNTS IN LA COUNTY

Figure 35

Travel to Work Modal Split Comparison



Source: 2023 US Census Bureau American Community Survey 5-Year Data - S0801 Table

Figure 36

Transit to Work Mode Split

Source: 2023 US Census Bureau American Community Survey 5-Year Data - S0801 Table

CHAPTER 4

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 assessment 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 process, the public has played an integral role by providing feedback through various avenues such contributing to surveys and engaging in community meetings and events, and also via partnerships with various local community-based, faith-based, and community-development-based organizations. The feedback received was ultimately used to identify project recommendations that best meet the needs and priorities of local communities.

Community-based Organization Partnerships

Community-based organizations (CBOs) are vital to the economy, social service networks, and communities Metro serves. Furthermore, they are key players in civic life, public policy, and public program provision. Following the best practices outlined in Metro's CBO Partnering Strategy, the agency partnered with CBOs in a variety of ways and for diverse purposes. The following describes the process and the CBOs that were engaged for this Assessment.

Establishing a comprehensive and representative list of up to 21 CBO partners was the priority from the onset of the Assessment. Metro reviewed past CBO engagement during the I-105 ExpressLanes Project Approval and Environmental Documentation (PA/ED) phase of the project. Then Metro augmented the list by examining the CBO Database, maintained by the Metro Office of Equity and Race (OER), which aims to centralize CBO contact information across multiple Metro departments to promote consistent communication and provide a platform to track CBO relationships and partnership opportunities. More than 80 organizations were identified as potential candidates for this effort who currently serve the cities of Compton, Lynwood, South Gate, Paramount, Downey, Santa Fe Springs, Bellflower, Norwalk, Cudahy, Cerritos, Artesia, La Mirada, Long Beach, and unincorporated areas of Los Angeles County within the I-105 ExpressLanes Segments 2 and 3. Interested CBOs were then assessed to identify those that best aligned with this project. This CBO assessment resulted in the selection of the following 21 CBOs:

1. **Abundant Housing LA** – focuses on land use and zoning reforms to advance racial and economic equity, environmental sustainability, and access to affordable housing across diverse communities.

2. **Car-Lite Long Beach** – promotes safe streets and alternative transportation by organizing community events like bike lane cleanups and advocating for pedestrian and cyclist-friendly infrastructure.

3. **Cerritos College** – provides high-quality instructional programs and support services through equity-minded pathways that helps students achieve their educational goals.

4. **Charles R. Drew University of Medicine and Science** – cultivates diverse health professional leaders with a focus on social justice and health equity for underserved populations.

5. **ELAC South Gate** – expands educational opportunities through accessible, high-quality academic and career education programs tailored to local community needs, especially for first-generation and underserved students.

COMMUNITY AND PUBLIC PARTICIPATION BY THE NUMBERS

4 POP-UPS/EVENTS WITHIN THE PROJECT AREA

10 CBO ROUNDTABLES MEETINGS

21 CBO PARTNERS

20 COMMUNITY MEMBERS PARTICIPATED IN THE WALK AUDIT

850+ RESPONSES TO THE TRAVEL SURVEY

920+ PEOPLE ENGAGED AT TRANSIT INTERCEPT SURVEYS

6. **Fathers and Mothers Who Care, Inc.** – a grassroots nonprofit organization dedicated to improving the lives of underserved communities in Los Angeles by addressing social, educational, and health needs.

7. **Florence-Firestone Community Organization** – enhances the quality of life in the Florence-Firestone area by providing free programs, food giveaways, advocacy, and educational resources.

8. **Hub Cities Consortium** – improves the economic well-being of Southeast Los Angeles by providing universal access to employment resources, empowering job seekers toward self-sufficiency, and supporting businesses in meeting their workforce needs.

9. **Kingdom Causes Bellflower** – mobilizes community members and local churches to address homelessness and poverty through collaborative outreach, housing solutions, and job training.

10. **Love La Mirada** – unites residents, churches, and organizations in city-wide service projects to foster civic pride and strengthen community bonds.

11. **Macedonia Baptist Church** – serves the Watts community with spiritual guidance, outreach programs, and development initiatives aimed at revitalizing lives and neighborhoods.

12. **Mujeres Unidas Sirviendo Activamente** – empowers women through education, civic engagement, and personal development programs to strengthen families and communities.

13. **Norwalk Unides Group** – advocates for housing justice, transportation equity, and environmental sustainability through grassroots organizing and community empowerment.

14. **On My Grind Re-Entry Services** – provides justice-involved individuals with career training, mental health support, and mentorship to promote successful reintegration and personal growth.

15. **Rancho Los Amigos National Rehabilitation Center** – offers comprehensive medical rehabilitation services to help individuals with life-altering injuries or disabilities regain independence and quality of life.

16. **RGE Cares** – supports youth in underserved communities through tutoring, mentorship, and college preparation to foster academic and personal success.

17. **Southeast Community Development Corporation (SCDC)** – promotes health, education, and economic development to improve living standards across Southeast Los Angeles County.

18. **Streets Are for Everyone** – Aims to improve the quality of life for pedestrians, bicyclists, and drivers by reducing traffic fatalities to zero. They focus on community planning, civic engagement, workforce development, and economic growth.

19. **Verbum Dei Jesuit High School** – Provides a college prep curriculum, corporate work experience, and faith formation for young men from supportive families of limited resources.

20. **Watts Gang Task Force** – Reduces gang violence and strengthens police-community relations by coordinating intervention efforts and fostering dialogue among stakeholders.

21. **Watts World Revival** – provides food, clothing, and support services to homeless and disadvantaged individuals in Watts to help them reintegrate into society.

CBO Roundtable Meetings

The project team hosted 10 monthly roundtable meetings to engage the project's 21 CBO partners. CBO partners not only represented their organizations, but also the diverse communities they serve. The goal of these meetings was to gain a better understanding of the community's unique needs, collaborate on a list of potential projects that the community in general would support, and finalize a prioritized project list to share with the community and Metro Board.

Roundtable meetings lasted approximately an hour and a half and took place on Tuesdays, with one to two meetings per month. During these meetings, the project team shared updates, explained the processes for preparing the proposed and prioritized lists, and provided opportunities for feedback from each of the CBOs. The Project Vision and Project Evaluation Criteria were developed through multiple discussions with the CBOs. The project team took detailed notes during each meeting to capture all feedback provided by CBO partners. Table 3 provides a summary of agenda topics for each monthly CBO roundtable.

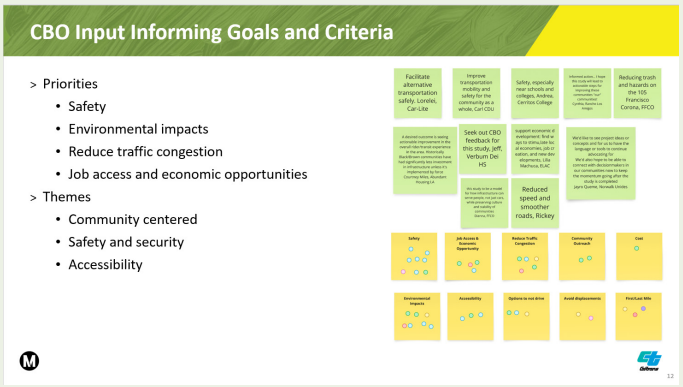


Table 3. Summary of CBO Roundtables

CBO ROUNDTABLE MEETING NO.	DATE	PRIMARY AGENDA TOPICS
1	April 8, 2025	Introduction, introduce the Equity Assessment Study, Review the Metro ExpressLanes Program, describe the CBO Partnership Structure
2	April 22, 2025	Updates on technical work, discuss goals and vision statement, review of the travel survey, upcoming mobility audits
3	May 6, 2025	Review vision and goals, prepare for mobility audits
4/5	June 25, 2025	Mobility audits to Magic "Earvin" Johnson Park (bike), Lynwood near Plaza Mexico (transit) and Hollydale Neighborhood (walk)
6	July 15, 2025	Review project identification and prioritization, upcoming community outreach
7	August 5, 2025	Project updates and schedule, draft project list, review project prioritization
8	August 19, 2025	Project updates and schedule, completed work, review project list
9	September 9, 2025	Review draft prioritized project list
10	October 29, 2025	Finalize prioritized project list, project report, and CBO feedback

Compensation

Consistent with Metro's Advisory Body Compensation (ABC) Policy, eligible CBO partners were compensated at a rate of $100 per meeting for attending CBO roundtable meetings. In support of the Equity Platform, the ABC Policy recognizes the expertise of community members and the value of their time, experience, and insights. Its use in the Assessment process yielded a high level of quality engagement and commitment from CBO partners.

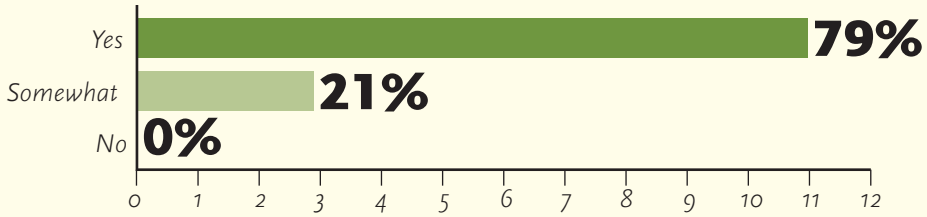
CBO Feedback

During the final roundtable meeting, the project team surveyed attendees on their experience serving as CBO partners on the project. In general, attendees were satisfied with the collaboration process and felt that their input mattered. Attendees listed the mobility audit as the most impactful part of the engagement process. Suggestions for encouraging participation from more community members included pop-ups at local events, multilingual focus groups, enhanced incentives, simplified surveys, meeting community members where they are during local events, and ensuring material is locally focused.

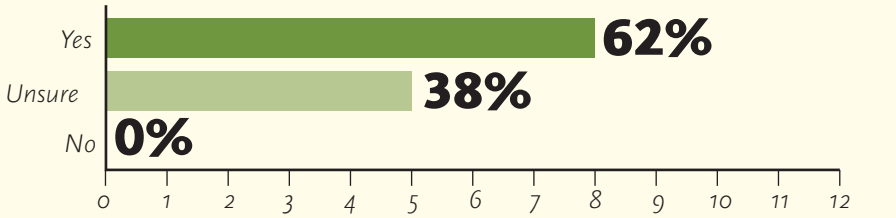
SURVEYED CBO PARTNERS

HOW SATISFIED ARE YOU WITH THE OVERALL COLLABORATION PROCESS?

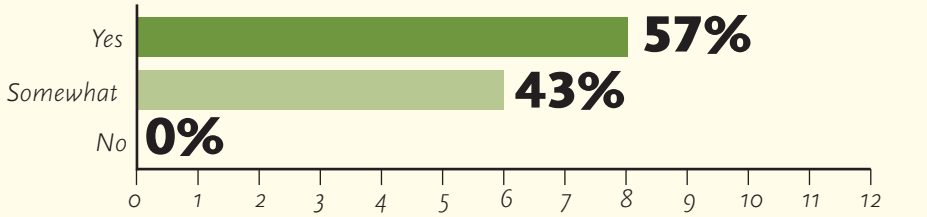
DID THE MIX OF VIRTUAL AND IN-PERSON MEETINGS WORK WELL FOR YOU?



DO FEEL YOUR FEEDBACK INFLUENCED THE PROJECT IN ANY WAY?



DID THIS COLLABORATION HELP INCREASE COMMUNITY AWARENESS OR INVOLVEMENT IN THE PROJECT?



WOULD YOU BE INTERESTED IN COLLABORATING AGAIN ON FUTURE COMMUNITY-BASED PROJECTS?

Mobility Audits

Metro and CBO partners met at the Metro Willowbrook/ Rosa Parks Station and then split into three groups to conduct a bike audit, a transit audit, and a walk audit in three different neighborhoods on June 25, 2025. These locations were selected based on data analysis, practicality of the route, and geographic representation of the 78-square-mile Assessment Area. The goal of the audit was to build a foundational understanding of the existing transportation system within the I-105 Assessment Area related to transit, active transportation, and roadway. The walk audits had three key objectives:

> Experience challenges and barriers to mobility within the corridor in person with the community

> Collect community members' expertise, insights, and qualitative feedback on existing conditions

> Inform the identification and assessment of the project list

CBO representatives and agency staff/partners were empowered to observe existing conditions and identify what they liked and what they did not like. Community members were also given an improvements toolkit to envision potential solutions and what the conditions could be like in the future to help identify potential projects.

The mobility audits began with a presentation on the project, audit and safety training, and logistics planning. From there, participants self-selected themselves into one of the three groups to conduct their respective audit: walk, bike, or transit.

> The walk audit group took the C Line to Lakewood Station and proceeded on the walk audit of the Hollydale neighborhood.

> The transit audit group took a Metro bus from Willowbrook/Rosa Parks Station to Plaza Mexico in Lynwood, walked to the Lynwood Station, and took the C Line back to Willowbrook/Rosa Park Station.

> The bike group rode their bicycles from the Willowbrook/ Rosa Parks Station to Magic "Earvin" Johnson Park via several streets.

The audits took approximately 90 minutes to complete. Following the audits, participants met back at Willowbrook/ Rosa Parks Station to discuss their observations and suggestions to improve the locations and travel experience. Table 4 provides a summary of the discussion, and Figures 37 and 38 share the details from the audit findings. Mobility audit participation counted as attending a CBO roundtable meeting.

ENGAGEMENT LESSONS LEARNED FROM SEGMENT 1

> Engage cities and community groups early on to inform and develop the project list

> Develop a more focused and condensed project list for better CBO engagement and insight

> Continue to use Community Spotlight Reports for data analysis

> Continue to engage CBOs through a combination of virtual meetings and in-person events like the mobility audits

Table 4. What We Heard and Potential Strategies Discussed with the CBOs

MODE	WHAT WE HEARD	POTENTIAL STRATEGY DISCUSSED WITH THE CBOs
Bike	> Mostly comfortable riding, shaded lanes appreciated (esp. through Magic Johnson Park) > Bike lanes exist but are inconsistent, creating safety gaps > Drivers more accustomed to cyclists now > Lots of existing infrastructure and potential for expansion	> Improve wayfinding signage > Remove obstructions (e.g., food trucks in lanes) > Enhance safety/security at Bike Hubs > Extend lanes with improved striping > Add protected or buffered bike lanes > Use green-painted bikeways near schools > Improve access to Magic Johnson Park and explore safer Compton Creek routes
Walk	> Poor or inconsistent lighting near stations and underpasses > Lack of crosswalks leads to jaywalking > Narrow, cracked, or obstructed sidewalks > Long blocks and unsafe crossings with high traffic speeds > Lack of shade/greenery > Accessibility issues (misaligned tactile pads, stroller conflicts, missing bike lanes on Imperial)	> Add pedestrian-scale lighting, close lighting gaps > Add mid-block crossings near stations > Repair/upgrade sidewalks > Add benches, shading, landscaping > Coordinate services for unhoused individuals > Improve crossings: leading pedestrian intervals (LPIs), audio signals, traffic calming > Ensure Americans with Disabilities Act (ADA) compliance (ramps, tactile pads, signals)
Transit	> Lynwood station dark, noisy, and unwelcoming > Willowbrook/Rosa Parks Station signage lacking/ outdated; emergency systems broken > Platforms narrow/crowded > Cleanliness issues: sticky floors, trash, restrooms lacking > Lack of greenery, shade, and seating (esp. for seniors) > Language barriers and ADA challenges (such as doors difficult for quadriplegic users) > Bus stops without shelters, lighting, or seating > Real-time data inconsistent or broken > Bus service sometimes fast but unreliable	> Improve lighting and reduce noise > Update signage and wayfinding (multilingual, clear instructions) > Repair safety systems (emergency call, crossing gates) > Expand/widen platforms; consider screen doors > Increase trash cans, restrooms, and ambassador presence > Add landscaping, beautification, and shade > Provide shelters, benches, and pedestrian lighting at bus stops > Maintain real-time data systems, clearer announcements > Improve bus service reliability and customer experience

Based on the findings from the mobility audits with CBO partners, the following strategies were prioritized for inclusion in the Equity Assessment project list: underpass improvements, pedestrian-scale lighting, new or improved sidewalks, public seating, wayfinding improvements, intersection safety treatments, cyclist separation from traffic, increased shade and bus shelters, and noise mitigation near the C Line.

Norwalk Field Visit

Metro hosted a field visit at Norwalk Station on August 21, 2025, to foster interagency coordination on Metro's Norwalk Mobility Hub and Reconnecting Communities projects and Caltrans' 1-105 safety improvements project. Metro and Caltrans staff led two groups on a walking tour around Norwalk Station and I-105, describing potential project elements including I-105 off-ramp safety improvements, increased lighting, bus platform and park-and-ride lot improvements at Norwalk Station, bike lanes on Hoxie Avenue, and a bike and pedestrian connection through Adoree Street. Twenty-seven people attended the field visit, including CBO partner representatives and staff from Metro, Caltrans, the City of Norwalk, the Gateway Cities Council of Governments, and LA County Supervisorial District 4.

Pop-Up Events

The outreach team hosted three pop-up events to spread awareness of the Assessment, promote the travel survey, encourage sign-ups for continued project updates, and promote the community meetings. The June event provided project information, sign-in sheets, flyers promoting the travel survey, printed surveys, and tablets or laptops to encourage online completion of the travel survey during the event. The events in September provided project information, sign-in sheets, and flyers promoting the community meetings. Details on the events staffed are provided below. More than 300 community members were engaged through these four pop-up events as shown in Table 5.

Table 5. List of Pop-Up Events

DATE	COMMUNITY	EVENT NAME	NO. OF ENGAGEMENTS
Thursday, June 26th, 2025	Bellflower	Bellflower Summer Streetfest	40
Friday, September 5th, 2025	Norwalk	Norwalk Movie Night	20
Sunday, September 14th, 2025	South LA	CicLAvia Historic South Central	250
		Total =	**310**

"We'd also hope to be able to connect with decisionmakers in our communities now to keep the momentum going after the study is completed."

"Support economic development: find ways to stimulate local economies, job creation, and new developments."

Transit Intercept

The outreach team conducted eight transit intercepts to engage existing transit riders within the project corridor. Intercepts were planned at some of the busiest bus and rail stations throughout the Segments 2 and 3 corridor during morning and afternoon peak hours between Mondays and Thursdays in May and June 2025. The goal of these intercepts was to encourage transit riders to participate in the travel survey and provide them with an overview of the Assessment. At each bus stop and rail station, staff provided flyers to riders and pedestrians and encouraged them to complete the survey while they waited for their bus or train to arrive or during their ride. For each of the bus stops, staff moved to each corner of the intersection that had a bus stop to maximize engagement. Four hundred eighty-five community members were engaged through these eight transit intercepts as listed in Table 6.

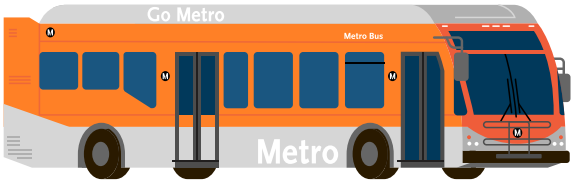
Table 6. List of Transit Intercepts

DATE	COMMUNITY	INTERCEPT LOCATION	NO. OF ENGAGEMENTS
Wednesday, May 21, 2025	Norwalk	Bus stops: Alondra / Studebaker	45
Wednesday, May 28, 2025	Downey	Bus stops: Firestone / Lakewood	60
Wednesday, May 28, 2025	South Gate	Bus stops: Long Beach / Tweedy	40
Monday, June 2, 2025	Willowbrook	Train: Willowbrook / Rosa Parks Station	205
Wednesday, June 4, 2025	Norwalk	Bus stops: Norwalk / Imperial	25
Thursday, June 5, 2025	Norwalk	Train: Norwalk Station	40
Monday, June 16, 2025	Willowbrook	Bus stops: Avalon / El Segundo	40
Monday, June 30, 2025	Compton	Bus stops: Long Beach / Rosecrans	30
		Total	**485**

" I hope for less, ideally zero, fatalities and loss of lives from traffic collisions in the areas around the I-105."

"A desired outcome is seeing actionable improvement in the overall rider/transit experience in the area. Historically Black/Brown communities have had significantly less investment in infrastructure unless it's implemented by force."

"My hope for the outcome is for the study to be a model of how infrastructure can serve people and not just cars while preserving the culture and stability of our communities."



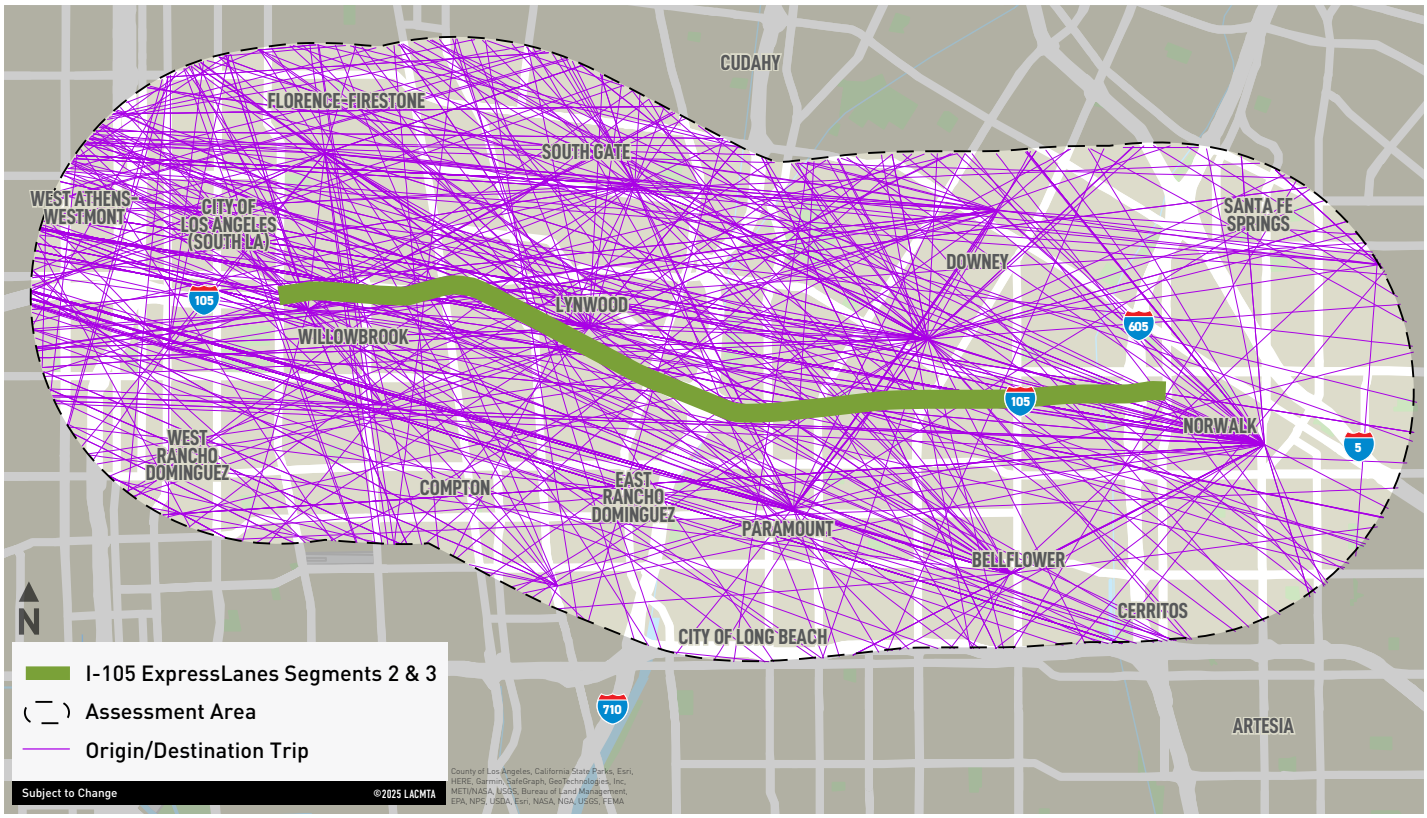
Travel Survey

Metro conducted a comprehensive outreach campaign to promote the travel survey, which included a pop-up event, social media advertising, e-blasts, CBO partnerships, and intercept surveys at Metro rail stations and bus stops. In total, Metro directly engaged approximately 1,570 people in person between May and August 2025 to promote the travel survey.

The Assessment Travel Survey was launched in Mid-May 2025 and closed on August 15, 2025. A total of 963 English responses and 47 Spanish responses were received for a total of 1,010 responses. The survey consisted of 10 questions in the form of multiple choice, yes/no, and open-ended. Questions focused on origins and destinations, travel behaviors regarding type of trips and mode choice, and demographic information. Results are summarized in a map and pie charts of the travel survey responses (Figures 37 - 42). The survey was used to obtain feedback from corridor users but is not intended to be statistically significant.

Figure 37

Travel Survey Origin-Destination Trips



Key Findings

PURPOSE OF TRIPS

65% RESPONDENTS USE THE I-105 TO COMMUTE TO WORK

8% *English survey respondents* USE IT TO COMMUTE TO SCHOOL

7% *Spanish survey respondents* USE IT TO ACCESS HEALTHCARE

7% *English survey respondents*

7% *Spanish survey respondents*

USE IT TO VISIT FAMILY OR FRIENDS

6% *English survey respondents* USE IT TO RUN ERRANDS

7% *Spanish survey respondents* USE IT TO COMMUTE TO SCHOOL

TYPICAL MODE OF TRANSPORTATION

81% *English survey respondents*

82% *Spanish survey respondents*

TYPICALLY USE A CAR

26% *English survey respondents*

22% *Spanish survey respondents*

TYPICALLY USE THE BUS

23% *English survey respondents*

13% *Spanish survey respondents*

TYPICALLY USE LIGHT RAIL/SUBWAY

Figure 38

What is the purpose of your typical trip?

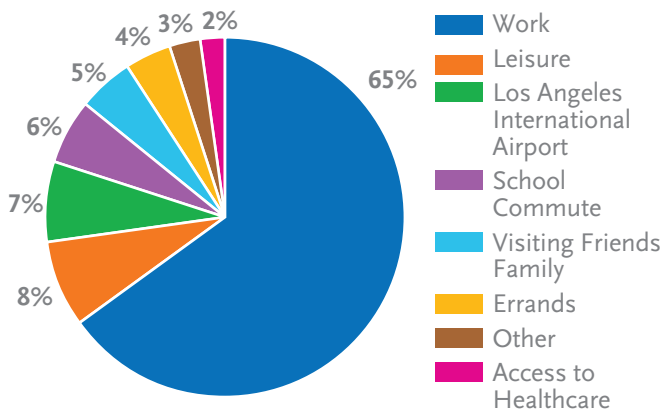
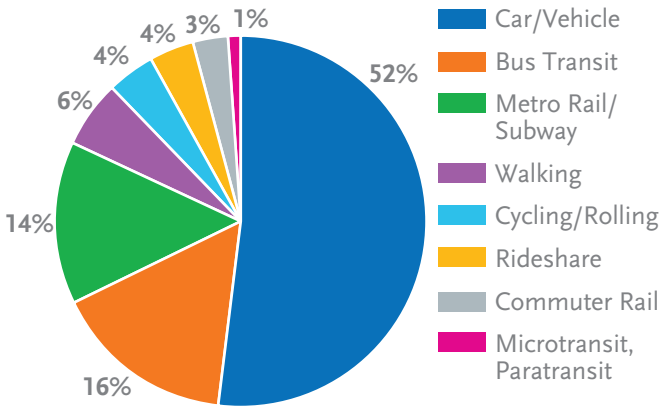


Figure 39

What modes of transportation do you typically use? (Select all that apply)



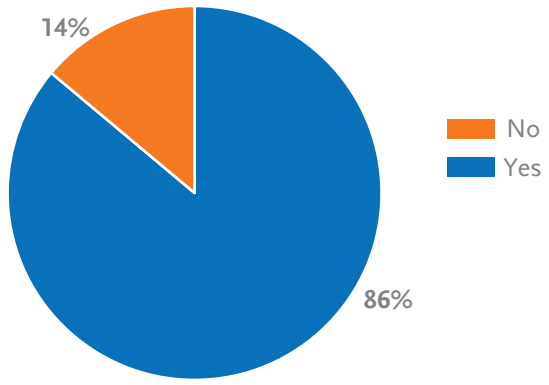
CAR/VEHICLE ACCESS

86% *English survey respondents*
82% *Spanish survey respondents*
HAVE ACCESS TO A RELIABLE CAR

14% *English survey respondents*
16% *Spanish survey respondents*
DO NOT HAVE ACCESS TO A RELIABLE CAR

Figure 40

Do you have access to a reliable car/vehicle to make your trip?



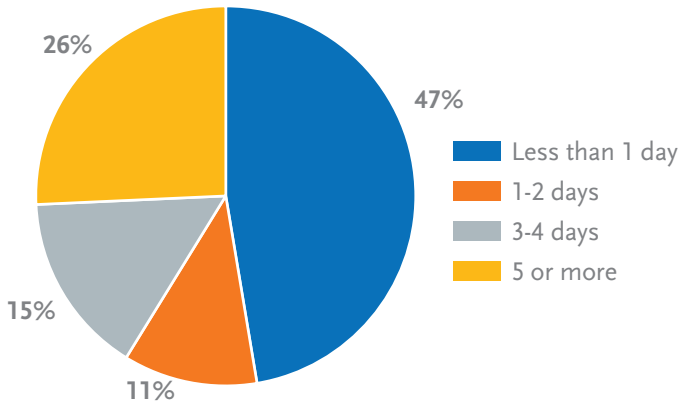
PUBLIC TRANSIT USAGE

48% *English survey respondents*
24% *Spanish survey respondents*
PUBLIC TRANSPORTATION LESS THAN ONCE PER WEEK

25% *English survey respondents*
44% *Spanish survey respondents*
USE IT 5 DAYS OR MORE PER WEEK

Figure 41

How many days a week do you usually ride public transportation?



RESPONDENT DEMOGRAPHICS

ENGLISH SURVEY RESPONDENTS IDENTIFY AS

45% *Hispanic/ Latino*

13% *Black/African American*

25% *White/ Caucasian*

12% *Asian*

5% *other ethnicities*

SPANISH SURVEY RESPONDENTS IDENTIFY AS

98% *Hispanic/Latino*

2% *other ethnicities*

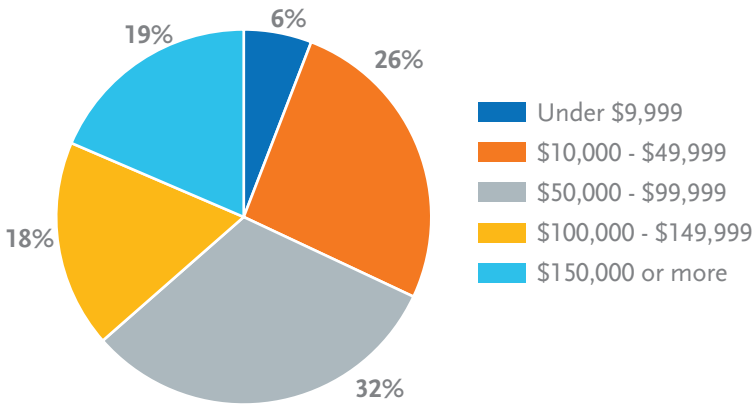
30% *English survey respondents*

83% *Spanish survey respondents*

ANNUAL HOUSEHOLD INCOMES BELOW $50,000

Figure 42

What is your household's total annual income?



Community Meetings

Four community meetings were held in September through October 2025 to inform the public about the Assessment, collect feedback on the draft project list, encourage feedback on the draft prioritized project list, and answer questions. Three meetings were held in person and one meeting was held virtually on Zoom to expand options for public participation. A total of 31 community members and 10 of the project's CBO partners attended the meetings. Table 7 provides the meeting details for the virtual and in-person meetings.

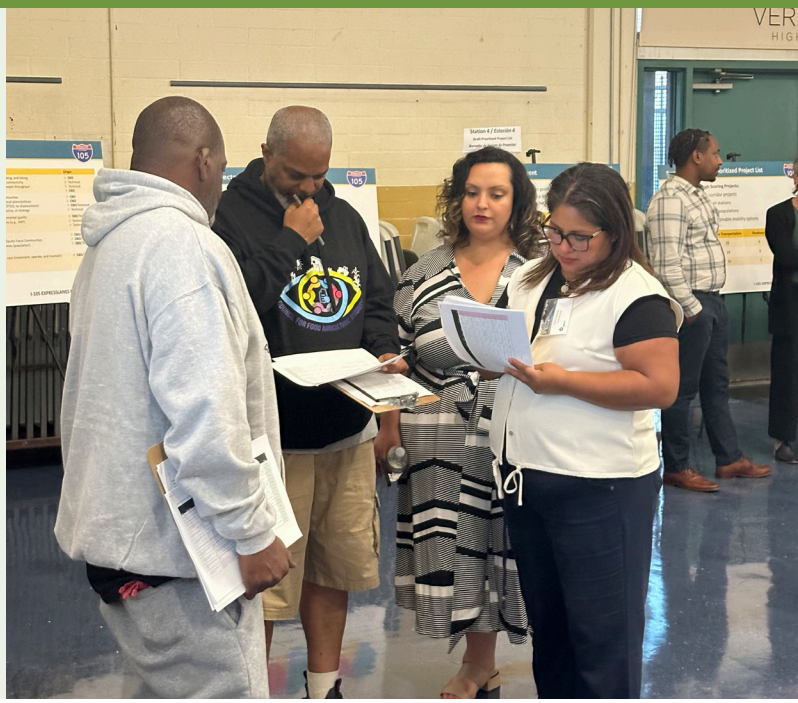


Table 7. List of Community Meetings

DATE	LOCATION
Monday, September 23, 2025	Zoom
Wednesday, September 24, 20254	Bateman Hall 11331 Ernestine Av, Lynwood, CA 9026211330 Bullis Rd, Lynwood, CA 90262
Saturday, September 27, 2025	Rich Rehearsal Hall 13200 Clarkdale Ave., Norwalk, CA 90650
Wednesday, October 1, 2025	Verbum Dei Jesuit High School 11100 S Central Ave, Los Angeles, CA 90059

Attendees included:

> Charles Drew University (CBO Partner)

> East Side Riders Bike Club (CBO Partner)

> LA South Chambers (CBO Partner)

> LA Walks (CBO Partner)

> New Mount Pleasant Missionary Baptist Church (CBO Partner)

> Sisters of Watts (CBO Partner)

> Verbum Dei Jesuit High School (CBO Partner)

> Willowbrook Inclusion Network (CBO Partner)

> Caltrans District 7

> Office of Congresswoman Maxine Waters

Several categories of key comments emerged during the meetings:

> **Maintenance and upkeep**

- Maintenance and upkeep of the projects should be a factor (for example, bus shelters)

> **Public safety**

- Safety needs to be made a priority and is an important factor in all projects

> **Toll rates and low-income program**

- Clarity on the toll rates/carpool rules
- Clarity on the qualification level for the low-income program is needed
- The ExpressLanes tolls seem high

> **Funding and Construction**

- Confusion on Segments 2 and 3 funding
- Concern over property acquisitions
- Confusion over the lane configuration and any changes to general use lanes
- Support for onsite construction noticing
- Clarification needed on where the Segments start and end

> **Other**

- Questions about whether previous studies and projects were consulted
- Confusion on what CBO stands for and what it means
- Question on possibility of future soundwalls at C Line stations

Metro led notifications with support from CBO partners. Postcards were mailed to 460 stakeholder contacts who provided mailing addresses. Flyers were also provided in support of CBO partners for distribution to their members, and to libraries and city halls within Segments 2 and 3 communities. E-blasts were distributed to the contact list composed of stakeholders engaged during the PA/ED process and I-105 ExpressLanes Segment 1 Equity Assessment Study, elected offices, and new contacts acquired during the Assessment. A digital toolkit (containing shareable images, social media post templates, and newsletter and email templates) was developed and distributed to CBO partners, cities, elected offices, and other key organizations within Segments 2 and 3 to support promotion of the community meetings. Additionally, the outreach team coordinated updates to Metro's official I-105 ExpressLanes project website, which included a link to project fact sheets, details for all community meetings, and links to the presentation slide deck and meeting recording, which were posted publicly following the conclusion of the meeting series.

Chapter 5

Identification and Evaluation of Projects

Generation of net toll revenues from the future I-105 ExpressLanes Segments 2 and 3 project offers a unique opportunity to fund multimodal projects for a more equitable and sustainable transportation system in the Assessment Area. Using an equity lens and input from CBOs, Metro conducted a comprehensive and robust process to identify and evaluate potential projects. This Assessment was a multistep technical process of establishing evaluation criteria, project identification, and scoring to recommend the most valuable and equitable projects for future net toll revenue funding. This section describes the process in detail and sets the stage for the recommended projects.

Criteria

At the heart of the project identification process was alignment with the Metro ExpressLanes Net Toll Revenue Reinvestment Grant Program's mission to increase mobility and person throughput through a series of integrated strategies. This started with reviewing the goals for Metro's most recent round of ExpressLanes Net Toll Revenue Reinvestment grants. The Grant Program's three goals are connect people and places, create community value, and conserve resources.

With input from CBOs and a perspective of equity, the Assessment goals were expanded to include a fourth goal (prioritizing EFCs). Next, evaluation criteria were established for each goal. Criteria are either quantitative or qualitative and measure how well each project performs in achieving the stated goal. Table 8 lists the goals with their evaluation criteria used for the Assessment.

Table 8. 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

Project Identification

With the goals and evaluation criteria set, Metro set out to identify potential projects for each of the three project categories (transit, active transportation, and roadway) listed in the Metro ExpressLanes Net Toll Revenue Reinvestment Grant Program.

Each project identified in this effort is an "equity opportunity" that represents a decision to identify transportation projects that enhance positive impacts or reduce negative impacts for historically marginalized communities or others facing disparities in access to opportunities. The following three-step process was used to identify projects and equity opportunities for evaluation.

Feedback from the earlier Segment 1 project identification process indicated that results were challenging to review. The amount of information exceeded 130 potential projects, included very detailed information, and were unfamiliar to reviewers. In response, the Segments 2 and 3 project identification process has been simplified in several ways to ease review:

- Bundling similar types of projects
- Inclusion of plans/programs to increase flexibility, accommodate evolving conditions, and align with future projects
- Framework alignment with the Metro ExpressLanes Net Toll Revenue Reinvestment Grant Program Framework to help scope future potential project.

Step 1: Identify Universe of Projects

Gather, analyze, and develop the universe of potential projects informed by the following (in no particular order):

- CBO engagement and agency input
- Feedback from Metro departments and local jurisdictions
- Walk audits
- Community input through surveys
- Previous studies and plans
- Socioeconomic and land use data
- Existing transportation system analysis
- Field visits by the project team

The purpose of this step is to develop a comprehensive universe of project ideas based on technical analysis and community input.

Step 2: Address Equity Outcomes

Address each of the following questions to determine whether the identified project is an equity opportunity:

> What areas of opportunity or concern can the project improve?

> What disparities are being addressed?

> Who is most likely to benefit from the proposed project?

This step serves as an initial screening by considering whether the project is a good and equitable idea.

Step 2 helped to create effective community results and proposed outcomes that take guidance from Government Alliance on Race and Equity's methodology for preparing equity action plans (Figure 43). This process ensures that project identification does not result in residential or business displacements.

Step 3: Project Bundling for Streamlined Scoring

Based on lessons learned from Segment 1, Metro evaluated and assessed individual projects that could be combined to have a condensed project list for focused CBO engagement. The bundling of projects was based on the following:

> Geography and jurisdiction

> Project characteristics

> Equity

> Existing programs or plans

Figure 43

Equity Outcomes

Project List

The project list consists of 51 projects and is provided in Appendix B, Project List and Scoring Results.

The included projects vary in development because some are specific and more advanced, but others are new ideas that will need further study.

The project list includes project information such as a detailed description, jurisdiction, cost, duration, funding status, lead agency, origin, percent located with an EFC, and responses to the three equity questions previously described.

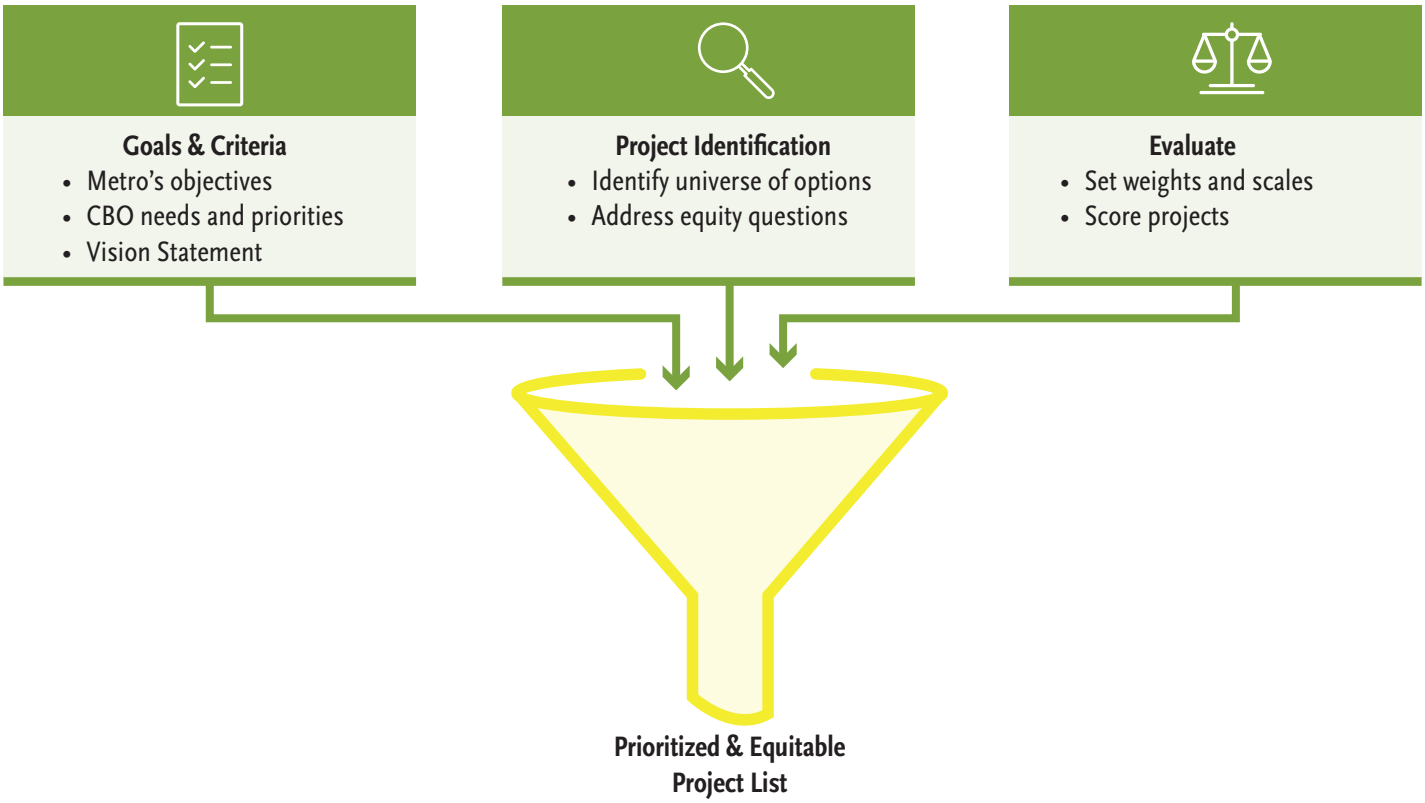
Figure 44 illustrates how the goals and evaluation criteria, project identification, and evaluation process are filtered to create a prioritized project list focused on equitable outcomes.

PROJECT LIST BY THE NUMBERS

51	**PROJECTS IDENTIFIED**
39%	**ACTIVE TRANSPORTATION PROJECTS**
37%	**TRANSIT PROJECTS**
24%	**ROADWAY PROJECTS**
8	**IDENTIFIED BY THE CBOS**
24	**GATHERED FROM EXISTING PLANS, STUDIES, AND PROJECTS**

Figure 44

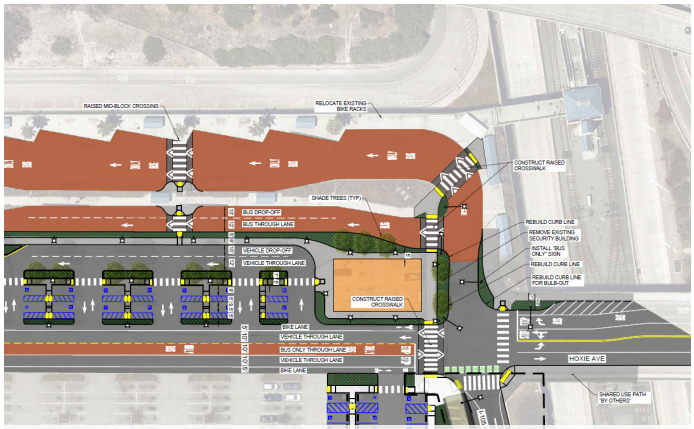
Prioritized and Equitable Project List



EXAMPLE HIGH-PRIORITY ACTIVE TRANSPORTATION PROJECTS

	SPECIFIC PROJECTS IDENTIFIED
> Corridor Cities Active Transportation Projects	
> Gateway Cities Complete Streets	• South Gate State Street Complete Streets Project
	• Pedestrian Connections to Atlantic Avenue
> Southeast Gateway Line FLM Improvements	
> Safe Routes to School	• West Rancho Dominguez Walks
	• South Downey Safe Routes to School Phase III Project
> Long Beach-East LA Corridor Complete Streets	

CBO-IDENTIFIED PROJECT:
118th Street Promenade/Charles Drew University Project
(Courtesy of Charles Drew University)



CITY-IDENTIFIED PROJECT:
Norwalk Station Mobility Hub
(Source: Metro Rail Network Intergration Study)

EXAMPLE HIGH-PRIORITY TRANSIT PROJECTS

	SPECIFIC PROJECTS IDENTIFIED
> Bus Stop Shelters/ Amenities	
> BRT Corridors	• Metro BRT (Atlantic, Broadway, Vermont)
	• Rose-Wood BRT
> LB-ELA Corridor Transit Priority Projects	
> C Line Station Improvements	• State of Good Repair
	• Sound Enclosures/Lighting

EXAMPLE HIGH-PRIORITY ROADWAY PROJECTS

	SPECIFIC PROJECTS IDENTIFIED
> Freeway Underpass Improvements	
> Intersection Safety Improvements	• Imperial Highway
	• Rosecrans Avenue
> Multi-Jurisdictional Signal Synchronization	
> Regional Integration of Intelligent Transportation (RIITS) Program	

MOBILITY AUDIT-IDENTIFIED PROJECT:
Intersection Safety Improvements

Active Transportation

Projects identified for active transportation include infrastructure enhancements promoting a variety of walking and cycling needs. These improvements aim to foster safer, more accessible, and more appealing environments for pedestrians and cyclists, ultimately inducing more people to use active transportation options. Table 9 identifies the types of projects and examples identified for active transportation.

Table 9. Active Transportation Project Types

PROJECT TYPE	EXAMPLES
First/Last Mile	Improve first/last mile access to high need A Line / C Line / J Line stops; improve underpasses, enhance lighting, add trees
Bikeway	Address gaps in bike lane/path network
Pedestrian Improvements	Add curb extensions, pedestrian refuge islands, high-visibility crosswalks, increased lighting, signals, and Safe Routes to School

Roadway

Projects identified for roadways encompass enhancements and improvements to arterial roads that improve their traffic flow, safety, efficiency, and overall effectiveness for all road users. These roadway improvements serve as vital transportation arteries, managing substantial traffic volumes and connecting diverse neighborhoods within a city or linking cities together. Table 10 summarizes the project types and examples for roadways.

Table 10. Roadway Project Types and Examples

PROJECT TYPE	EXAMPLES
Traffic Signals	Signal synchronization, smart technology, intersection improvements
Safety	Additional lighting at freeway undercrossings, safety enhancements at high-collision arterials and intersections
Ramp/Interchange Enhancement	Improve lighting, crosswalks, sidewalks at freeway onramps and ramp termini such as Lakewood Boulevard and Central Avenue
Beautification	Landscaping improvements

Transit

Transit improvements range from operations to infrastructure for bus and rail. The objectives of these enhancements are to improve service quality, expand accessibility, and boost overall mobility for commuters and other travelers. By making public transit more attractive, convenient, and rapid, these improvements are intended to improve travel for existing transit users and promote a shift to public transportation as a viable and sustainable alternative to using private vehicles. Table 11 identifies the types of projects and examples identified for transit.

Table 11. Transit Project Types and Examples

PROJECT TYPE	EXAMPLES
BRT	Transit signal prioritization, bus priority lanes, bus stop bulb-outs, bus stop and layover improvements
Station improvements	Platform sound enclosures, additional lighting, signage
Mobility hubs	Improve/enhance park-and-ride facilities including lighting, wayfinding and parking policy signage, and microtransit/active transportation infrastructure
Bus infrastructure	New/improved bus shelters
Bus service	Service enhancements on arterial bus routes/feeders supporting the ExpressLanes
Zero-emissions	Electric bus purchases, electric vehicle chargers at C Line stations

Scoring and Prioritization

The vision statement described in Chapter 1 and equity considerations outlined in Chapter 2 provided the foundation for the evaluation process, which led to the methodology described below related to weighting and then scoring using qualitative and quantitative data (Chapter 3).

Weighting

With 4 different goals and 13 evaluation criteria, several factors need consideration when scoring the project list. Therefore, weights were assigned to each goal and evaluation criteria. Weighting is a method to determine what is most important and creates a structured approach for evaluation that reflects Metro's priorities and community values.

Workshops on weighting were held separately with Metro's project team and the CBO Roundtable Partners. The workshops asked participants to prioritize the evaluation criteria based on what is most important to them. For transparency, the results were averaged and are summarized in Figure 45. This process resulted in the following weights – Connect People and Places, 30%; Prioritize Equity, 26%; Create Community Value, 24%; and Conserve Resources, 20%; demonstrating strong alignment between Metro and the CBO partners on importance and priorities. Although the Segment 1 Equity Assessment goals and evaluation criteria included cost effectiveness, this criteria was not included in the Segments 2 and 3 Equity Assessment due to the broadening of project descriptions and resulting lack of project cost information needed to accurately evaluate projects.

Measurement Scales

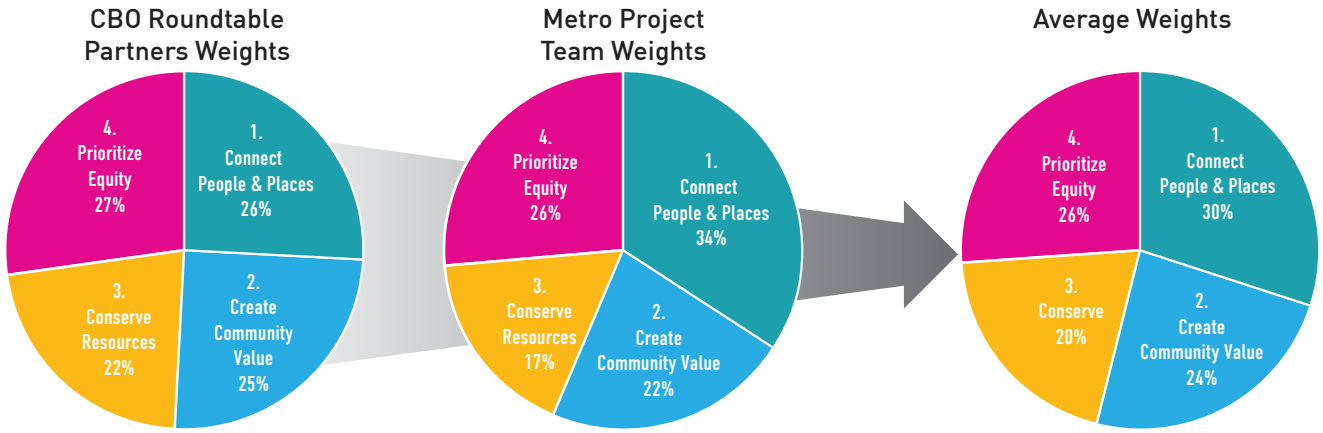
Scoring measurement scales were developed for each of the metrics to define how they would be applied to assess the potential performance of each project in addressing that metric. For each of the evaluation criteria listed in Table 8 (see Chapter 5), a project received a score from 1 to 5, with 5 being the best outcome or highest benefits (Figure 46). In cases where quantitative data was not available for a particular evaluation criterion, the scores are a qualitative assessment based on professional judgment of the project team.

Figure 46

Scoring Scales

Figure 45

Results of Weighting Exercise to Score Project List



Scoring

Scoring for quantitative criteria was done using data (for example, number of jobs within a 1-mile radius of the project) and normalized to fairly compare projects. The scoring for qualitative metrics was based on professional expertise by subject matter experts, literature on expected benefits, potential adverse impacts related to project types, and stated features of the project or program based on available information. Scoring results are presented in Appendix B.

Prioritization and Tiering

The last step was to prioritize the projects and categorize them into tiers based on the evaluation criteria, which allowed the project team and CBO partners to see a ranking of the projects. Thresholds were set based on the evaluation scoring to identify similar high-performing, medium-performing, or low-performing projects. Thresholds were set to draw distinctions between projects with statistically significant variation, but not to draw differentiation between similar results. Projects were next grouped into three categories (active transportation, transit, and roadway improvements) consistent with the existing I-10/I-110 ExpressLanes net toll grant programs, then tiered as high, medium, or low based on the evaluation criteria.

The tiered project lists were presented to the CBO Roundtable Partners, at the community meetings in September and October 2025, and to key stakeholders, including the corridor cities. The feedback received supported the project list and prioritization and is presented in the next chapter.

Chapter 6

Prioritized Project List and Recommended Actions

As a strategic planning document, the Assessment establishes an overarching vision and identifies equitable projects that could be funded with future net toll revenue from the I-105 ExpressLanes. Improving both equity and mobility along the I-105 requires a focused implementation approach. No single project or mode can do it alone. Actualizing these goals includes near-, mid-, and long-term projects and actions that integrate all modes of transportation and community input across the I-105 Assessment Area. The following summary of recommendations shows how they correspond with the vision outlined in the Assessment.

Prioritized Project List

The evaluation and prioritization process described in Chapter 5 resulted in prioritized lists of potential projects recommended for consideration when net toll revenue funding becomes available from the I-105 ExpressLanes. These high-scoring projects represent meaningful steps toward using the I-105 ExpressLanes Project as a catalyst to enhance equity in multimodal transportation planning within some of the most disadvantaged communities in Los Angeles County.

The following summaries provide tables and maps of the prioritized projects by mode. Of the 51 projects identified, approximately 53% are categorized as high tier, 41% as medium tier, and 6% as low tier.

Characteristics of high-scoring projects include Assessment Area—wide or corridor projects, projects near Metro rail/BRT stations, projects within high-EFC populations, and projects focused on sustainable mobility options.

Figure 47 breaks down the numbers and percentages of each tier by mode. Tables 12, 13, and 14 list the prioritized projects for active transportation, roadway, and transit projects, respectively.

TIERING BY THE NUMBERS

53% HIGH

41% MEDIUM

6% LOW

HIGH-PRIORITY PROJECTS BY MODE

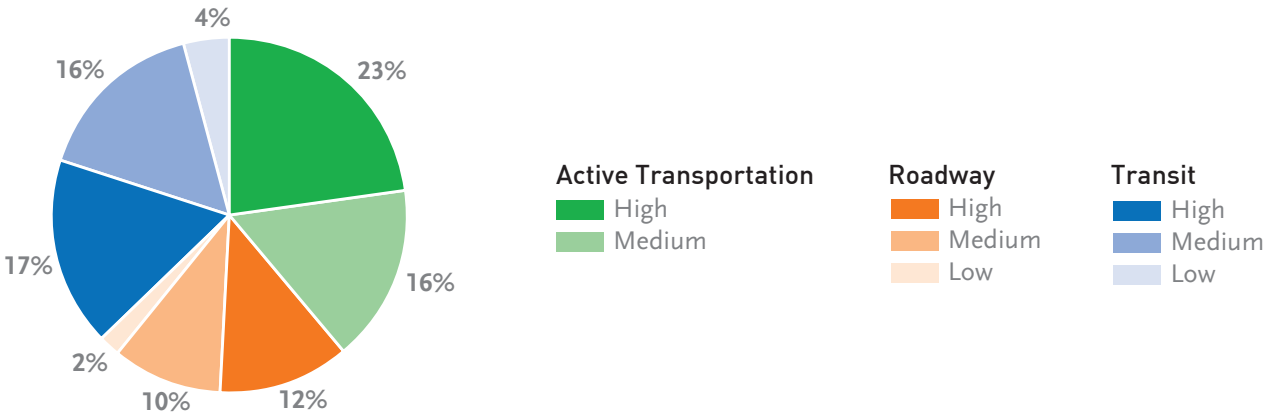
12 ACTIVE TRANSPORTATION PROJECTS

6 ROADWAY PROJECTS

9 TRANSIT PROJECTS

Figure 47

Breakdown of Projects by Mode and Tier



Active Transportation

Expanding the active transportation network will provide people with more options for using non-motorized modes for local trips in the Assessment Area—particularly short trips under 5 miles. Active transportation includes walking, biking, scooters, skateboarding, and other human-powered modes. Active transportation projects can reduce car trips and emissions.

However, the existing active transportation infrastructure along I-105 has significant gaps and limitations. Where infrastructure does exist, it is often disconnected and unprotected; for example, bike lanes without a buffer from high-speed vehicular traffic, and bike lanes that end at city boundaries and are not coordinated between jurisdictions or even throughout a subregion.

The list of potential active transportation projects, shown in Table 12 and Figure 48, aims to provide equitable infrastructure for pedestrians and bicyclists with protected, safe, and continuous networks across the Assessment Area.

Table 12. List of Potential Active Transportation Projects

UNIQUE ID	PROJECT NAME	DESCRIPTION	JURISDICTION	PROJECT 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 ATP, Santa Fe Springs ATP, Artesia ATP.	Multi-Jurisdictional	Technical Team	High
3	Gateway Cities Complete Streets	Establish Complete Street Corridors on Florence Ave, Atlantic Ave, and Lakewood-Rosemead that include 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.	Multi-Jurisdictional	Gateway Cities COG	High
6	Metro A Line FLM Improvements	Implement active transportation infrastructure improvements within 1 mile of 103rd St/Watts Towers, Willowbrook/Rosa Parks, and Compton Stations and enhance transfer/station experience. Fill gaps in bike and pedestrian networks to improve access.	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.	Multi-Jurisdictional	Existing Plan	High
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.	Multi-Jurisdictional	Existing Plan	High
10	Metro C Line FLM Improvements	Implement active transportation infrastructure improvements within 1 mile of Vermont/Athens, Harbor Freeway, Avalon, Willowbrook/Rosa Parks, Lynwood, Lakewood Blvd, and Norwalk Stations and enhance transfer/station experience. Fill gaps in bike and pedestrian networks to improve access.	Multi-Jurisdictional	CBO; Technical Team	High

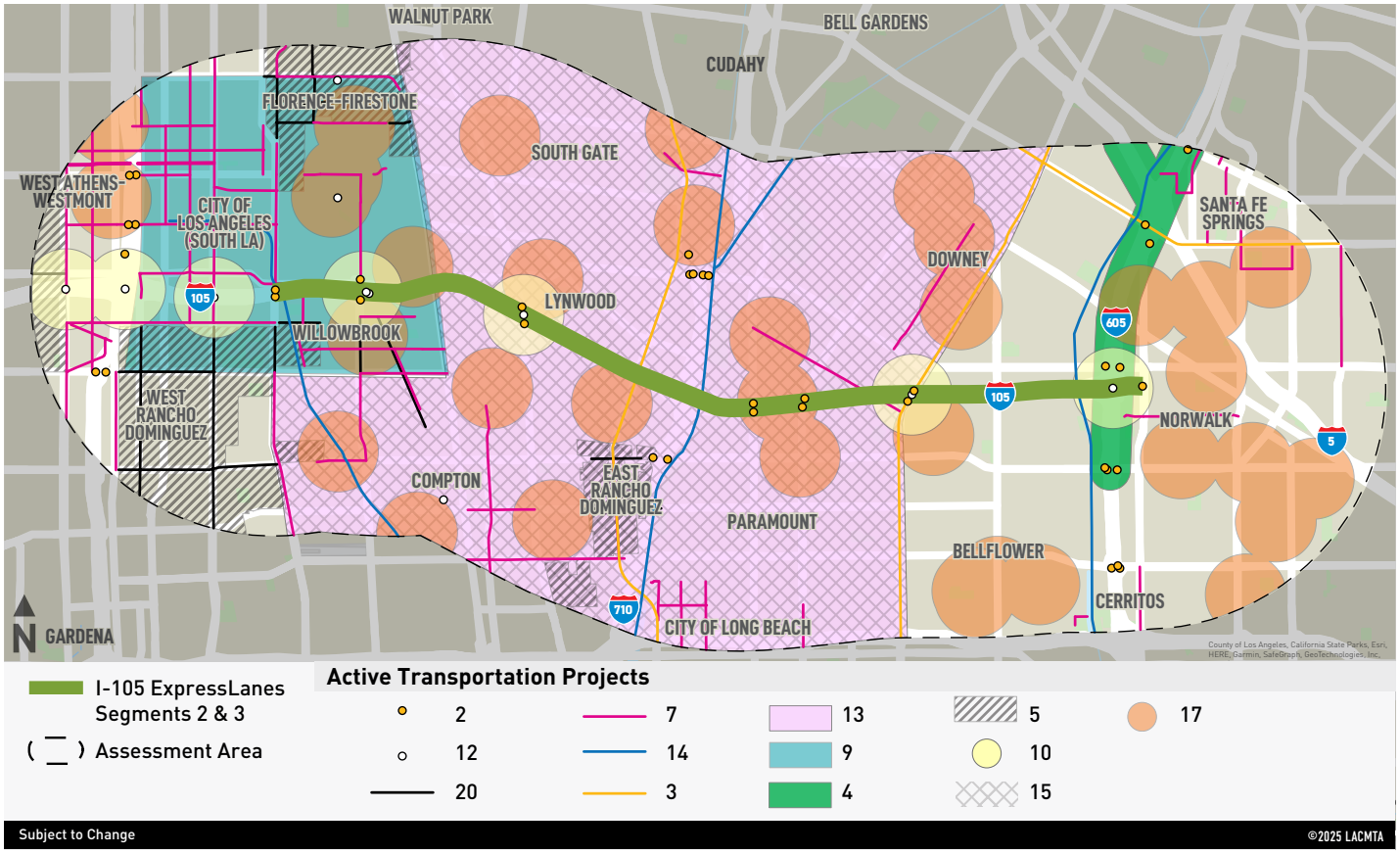
UNIQUE ID	PROJECT NAME	DESCRIPTION	JURISDICTION	PROJECT ORIGIN	TIER
12	Multimodal Mobility Hubs at Metro A, C, and J Line Stations	Improve multimodal connectivity and transportation options at Metro A, C, and J Line Stations.	Multi-Jurisdictional	Technical Team	High
13	Long Beach-East LA Corridor Complete 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, RRFBs, and LPIs at traffic signals.	Multi-Jurisdictional	Existing Plan	High
16	Safe Routes to Schools	Add high-visibility crosswalks, pedestrian refuge islands, trees, curb extensions, and LPIs near schools to improve safety.	Multi-Jurisdictional	CBO; Technical Team	High
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.	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, and similar ride services.	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.	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 pedestrian push buttons, and signage to improve pedestrian visibility at freeway exits and entrances within the Assessment Area.	Multi-Jurisdictional	Technical Team	Medium

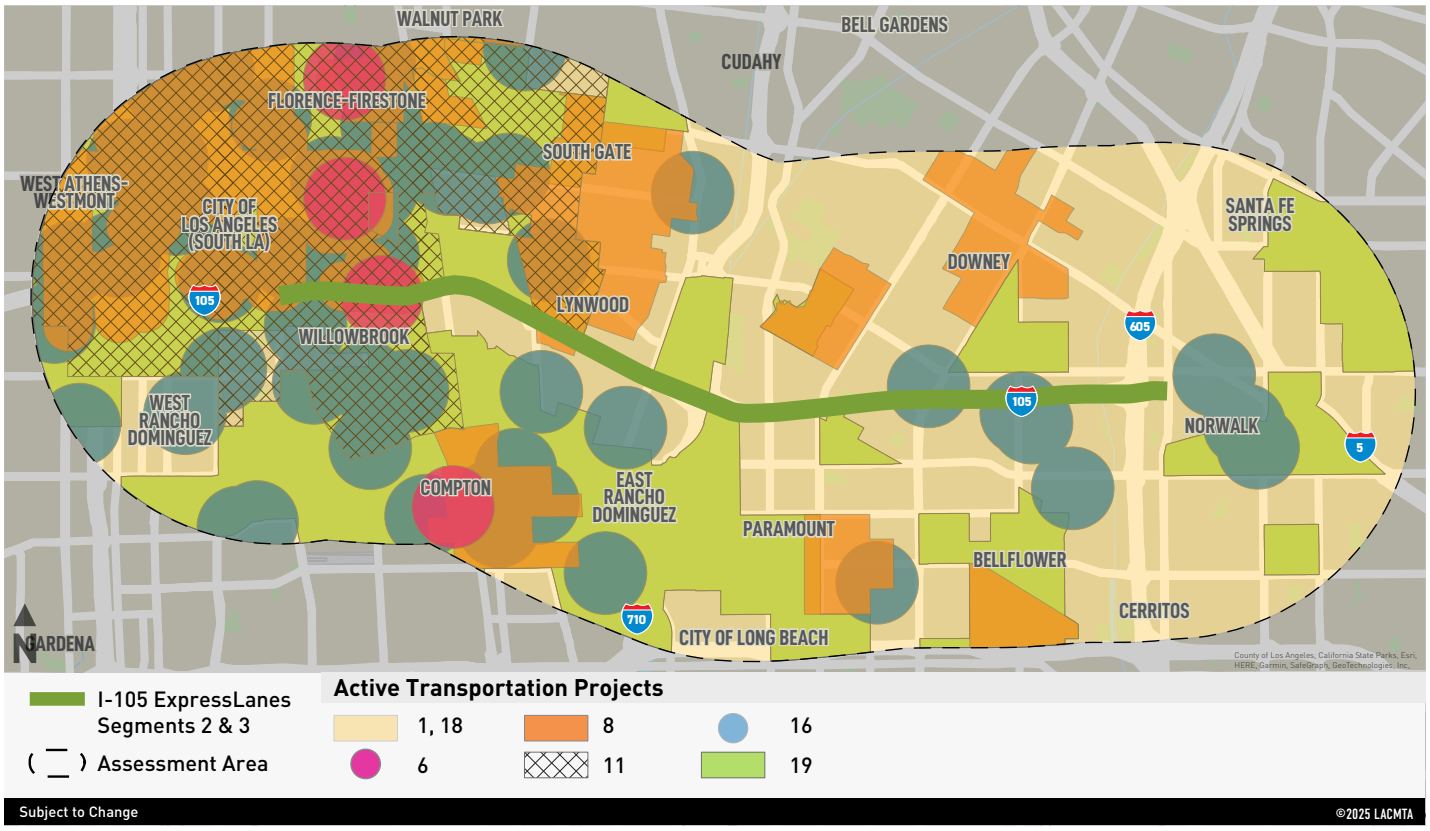
UNIQUE ID	PROJECT NAME	DESCRIPTION	JURISDICTION	PROJECT ORIGIN	TIER
4	I-605 Corridor Complete Street and Multimodal Improvements	Pedestrian, bike, and bus improvements on Rosecrans Ave, Foster Road, Hoxie Ave, Imperial Hwy, Downey Norwalk Road, Firestone Blvd, Ceceila St, Studebaker Ave, and Florence Ave. Recommended elements include lighting upgrades, ADA curb ramps, sidewalk improvements, bus stop improvements, high-visibility crosswalks, improved signage, pedestrian-activated traffic control devices, RRFBs, and LPIs at traffic signals; San Gabriel River Pedestrian/Equestrian Trail along the north side of the creek.	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.	Multi-Jurisdictional	CBO	Medium
14	Pedestrian/ Bicycle/ Equestrian Trails Along Flood Channels	Pedestrian/bicycle/equestrian trails along flood channels such as the LA River, Rio Hondo, San Gabriel River, and Compton Creek.	Multi-Jurisdictional	Technical Team	Medium
15	Safe Routes for Seniors	Implement safety and pedestrian access improvements near senior housing.	Multi-Jurisdictional	Technical Team	Medium
20	Los Angeles County Bicycle Master Plan Projects	Bicycle infrastructure improvements in unincorporated communities.	Multi-Jurisdictional	Existing Plan	Medium
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.	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.	Multi-Jurisdictional	Technical Team	Medium

ADA: Americans with Disabilities Act
ATP: active transportation plan
ATSAC: Advanced Transportation System and Coordination
ATSP: active transportation strategic plan
COG: Council of Governments
FLM: first/last mile
LADOT: City of Los Angeles Department of Transportation
LB-ELA: Long Beach East Los Angeles
LPI: leading pedestrian interval
RRFB: rectangular rapid flashing beacons

Figure 48

Maps of Potential Active Transportation Projects



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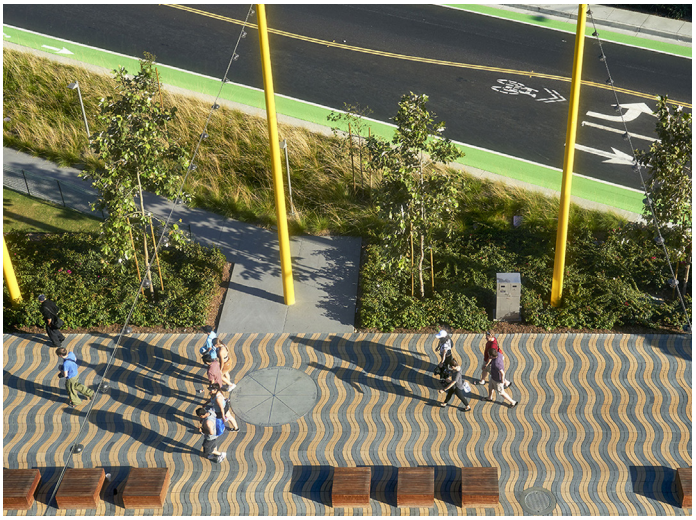


M
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Roadway

The list of potential roadway projects is intended to increase safety and the efficiency of the roadway network by moving more people in fewer vehicles within the existing roadway footprint. Safety enhancements can include intersection improvements (project 26) and freeway underpass improvements (project 22). Further, optimizing the existing roadway network creates opportunities to move the transit services that operate on those facilities more efficiently and create safer conditions for all users. Projects to enhance landscaping and beautification of the roadway network are also included. The list of potential roadway projects, shown in Table 13 and Figure 49, aims to provide equitable improvements to increase people's safety and comfort along the roadway network within the Assessment Area.

Table 13. List of Potential Roadway Projects

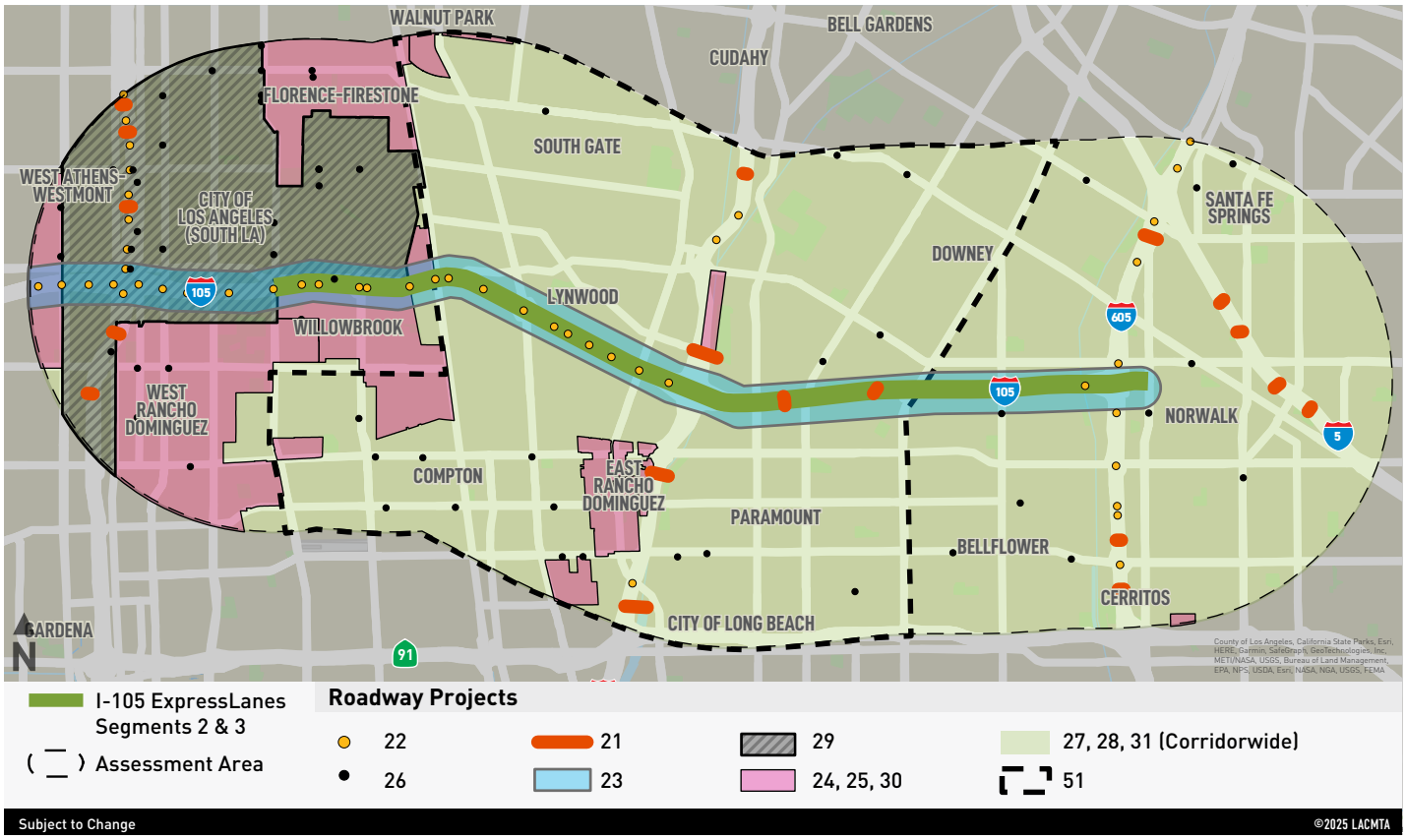
UNIQUE ID	PROJECT NAME	DESCRIPTION	JURISDICTION	PROJECT ORIGIN	TIER
51	Long Beach-East LA Corridor Roadway Improvements	Improvements to improve traffic flow, safety, efficiency, and overall effectiveness of arterials roads. Strategies include complete streets treatments, traffic calming measures, signal coordination, transportation systems management (TSM), intelligent transportation systems (ITS), and general roadway upgrades.	Multi-Jurisdictional	Existing Plan	High
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.	Multi-Jurisdictional	CBO	High
28	Multi-jurisdictional Signal Synchronization	Align timing of traffic signals along major corridors that span across different cities and jurisdictions.	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.	Multi-Jurisdictional	LADOT	High
31	Regional Integration of Intelligent Transportation Systems (RIITS) Program	Upgrade RIITS communication connection to local agencies adjacent to the I-105 corridor, implement a regional video distribution system for video sharing among local agencies in the I-105 corridor, and upgrade ATSAC SPAT and Enhanced IEN XML Interfaces to support TMDD standards.	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.	Multi-Jurisdictional	CBO	High
21	Freeway Pedestrian Bridges	New pedestrian bridges crossing the I-105, I-110, I-710, and I-605 freeways.	Multi-Jurisdictional	Technical Team	Medium
23	I-105 Corridor Signal Performance Measures	Implement signal performance measures at intersections adjacent to the I-105 corridor.	Multi-Jurisdictional	Technical Team	Medium
24	LA County Fiber Optics and CCTV	Improve communications on roads within LA County DPW jurisdiction.	Unincorporated LA County	LA County DPW	Medium

UNIQUE ID	PROJECT NAME	DESCRIPTION	JURISDICTION	PROJECT ORIGIN	TIER
25	LA County Traffic Signal Synchronization Program	Improve traffic flow on roads within LA County DPW jurisdiction and upgrade to MUTCD standards.	Unincorporated LA County	LA County DPW	Medium
30	County-owned Advanced Controller Upgrade	Upgrade approximately 22 controllers in unincorporated LA County.	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.	Multi-Jurisdictional	Technical Team	Low

ATSAC: Advanced Transportation System and Coordination
ATSP: active transportation strategic plan
CCTV: closed-circuit television
FLM: first/last mile
LB-ELA CMIP: Long Beach East Los Angeles Corridor Mobility Investment Plan
LPI: leading pedestrian interval
RIITS: Regional Integration of Intelligent Transportation
RRFB: rectangular rapid flashing beacons
SPAT: Signal Phase and Timing (SPaT)
TSM: transportation systems management
ITS: intelligent transportation systems
TMMD: Traffic Management Data Dictionary

Figure 49

Map of Potential Roadway Projects




blink
Electric Car Sharing
blueLA
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mobility


Crenshaw Bl
DOG LOVERS
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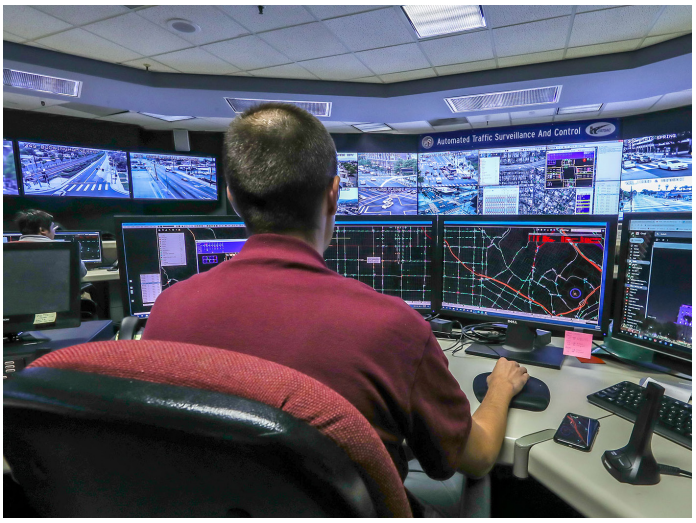
Automated Traffic Surveillance And Control


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Transit

Investing in high-quality transit will advance the reach of the transportation system by expanding access to and options for traveling to numerous destinations within and beyond the I-105 communities. High-quality transit means transit that is frequent, reliable, fast, safe, and affordable, and that is pleasant to ride. Expanding service coverage will be just as important as improving existing routes and services.

Emphasis on improving the transit user experience includes adding bus shelters to provide riders with protection from the elements.

The list of potential transit projects shown in Table 14 and Figure 50, provides better service for existing transit users and makes new transit trips possible, expanding options for the traveling public and encouraging more people to use transit.

Table 14. List of Potential Transit Projects

UNIQUE ID	PROJECT NAME	DESCRIPTION	JURISDICTION	PROJECT ORIGIN	TIER
34	BRT Corridors	Funding for BRT on corridors within the project area including Atlantic, Broadway, Lakewood, and Vermont.	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 and Firestone/Manchester Blvd.	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.	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. 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.	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.	Multi-Jurisdictional	Existing Plan	High
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.	Multi-Jurisdictional	CBO	High
46	Metro Bus Electrification	Electrification of Metro buses.	Multi-Jurisdictional	Existing Plan	High

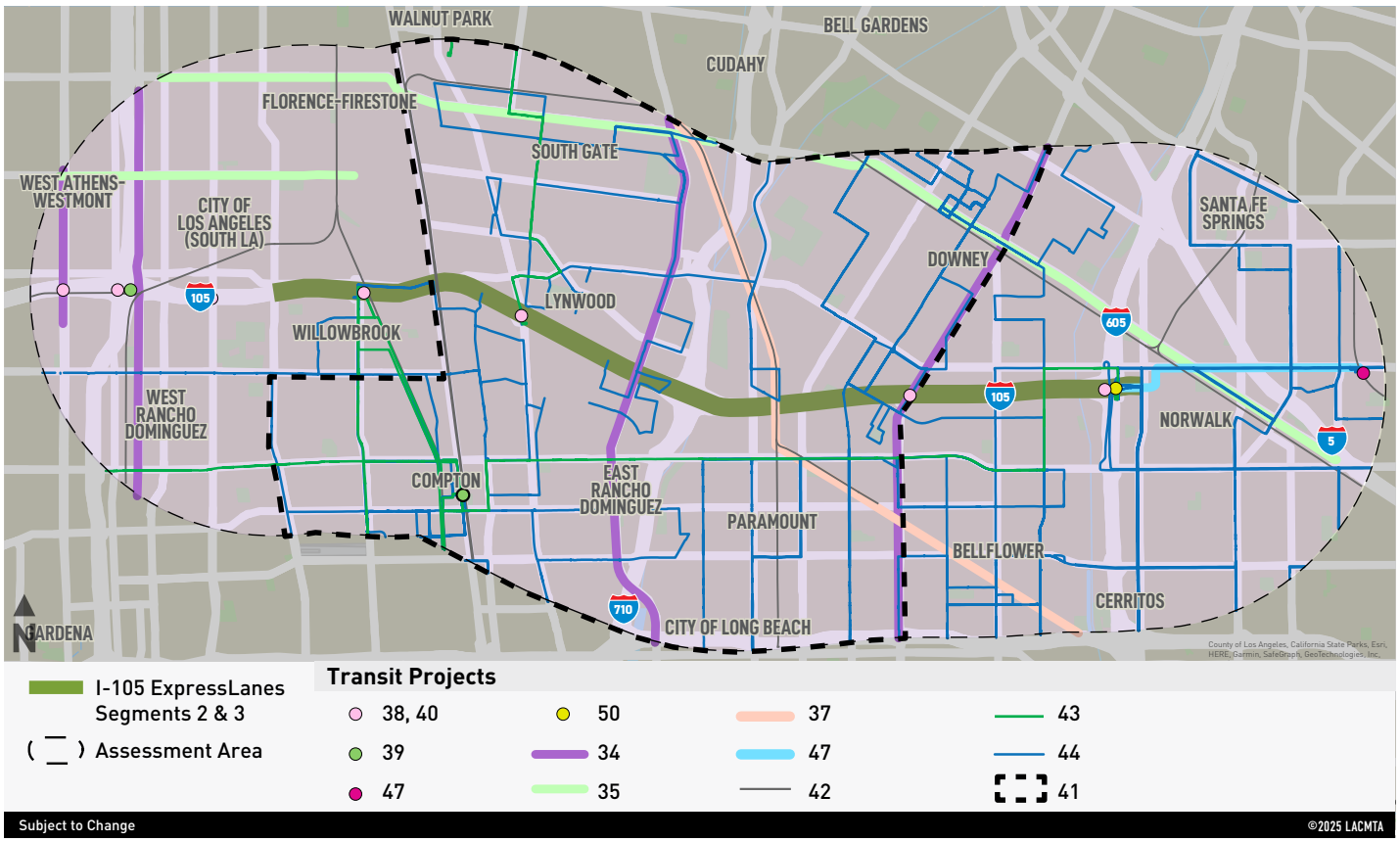
UNIQUE ID	PROJECT NAME	DESCRIPTION	JURISDICTION	PROJECT ORIGIN	TIER
48	Southeast Gateway Line Transit Corridor	Funding for Southeast Gateway Line.	Multi-Jurisdictional	Existing Plan	High
49	Zero-Emission Bus Infrastructure and Charging	Install electric bus fast-charging stations for Metro, Long Beach Transit, Norwalk Transit, and other bus operators in the Assessment Area.	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.	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.	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.	Multi-Jurisdictional	Technical Team	Medium
44	Local and Municipal Bus Service Frequency Improvements	Increase bus frequency for high-priority bus routes provided by local and municipal transit agencies.	Multi-Jurisdictional	Technical Team	Medium
47	Metrolink Norwalk/Santa Fe Springs Station Improvements	Improve station amenities to better serve Metrolink riders.	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.	Norwalk	Existing Plan	Medium
32	Access Services Cutaway Paratransit Vehicle Electrification	Replace cutaway paratransit buses with zero-emissions vehicles.	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.	Multi-Jurisdictional	Existing Plan	Medium

UNIQUE ID	PROJECT NAME	DESCRIPTION	JURISDICTION	PROJECT ORIGIN	TIER
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.	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.	Multi-Jurisdictional	Existing Plan	Low

ATSAC:
ATSP: active transportation strategic plan
FLM: first/last mile
LB-ELA CMIP: Long Beach East Los Angeles
LPI: leading pedestrian interval
RRFB: rectangular rapid flashing beacons

Figure 50

Map of Potential Transit Projects



LIVING PLAN

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.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Recommended Actions

Addressing equity and the mobility challenges along I-105 and future ExpressLanes requires a focused implementation approach. Staying on track to achieving our goals for greater accessibility, equity, economic vitality, sustainability, and safety means we must continue to do more. The recommendations summarized in Table 15 are designed to ensure that equity is at the forefront of decisions relative to the next steps of the I-105 ExpressLanes project.

Incorporate Equity Solutions into the I-105 ExpressLanes Construction Contract

The timing of this Study provides a rare opportunity to implement cost-effective projects from the prioritized project list and realize their benefits sooner. For example, as part of the ExpressLanes construction project, lighting enhancements can be incorporated at the freeway undercrossing where widening is planned. Figure 51 illustrates lighting enhancements at the I-105/San Pedro Street undercrossing that can be made at other undercrossings that currently lack sufficient lighting. This improvement would enhance safety and encourage active transportation in the corridor. In addition, Metro intends to implement lighting at key freeway undercrossings and at the Metro C Line Norwalk Station as part of the ExpressLanes project. Incorporating these improvements into the construction contract will reduce the cost of implementation and ensure greater equity outcomes from the outset of project development.

Figure 51

Example of Lighting Enhancements at the I-105/San Pedro Street Undercrossing

Modify Net Toll Revenue Guideline's Evaluation Criteria and Application Process

While the current evaluation criteria approved by the Metro Board of Directors address equity as an element in scoring, the guidelines can be further enhanced and updated to include the following key finding from this assessment:

> Give priority to projects recommended as high or medium in this Equity Assessment by awarding points to these projects in the evaluation criteria.

Advance Project Development

Metro should encourage the identified lead agencies to advance the projects prioritized as high or medium to begin or continue project development, including environmental, design, right-of-way, and cost estimating. Advancing the development of these prioritized projects in preparation of the Metro ExpressLanes Net Toll Revenue Reinvestment Grant Program will increase the project's readiness score, thus increasing the probability of the project receiving funding and accelerating implementation. Local jurisdictions may also benefit from working with their respective subregional Councils of Government to advance projects that cross city or county boundaries. Metro can also encourage potential applicants to seek project funding such as the Measure M Multi-Year Subregional Program (where available), federal/state funding opportunities, and/or other local funding opportunities as a project with a higher local match will receive more points. 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.

Monitoring and Reporting

This Assessment provides an opportunity to determine if our actions are achieving the desired outcomes. Ongoing monitoring and reporting will allow for the reassessment, refinement, and possible realignment of objectives, to further inform strategies for future rounds of the Metro ExpressLanes Net Toll Revenue Reinvestment Grant Program funding. The current guidelines require applicants to collect before and after data including pedestrian and bicycle counts, transit ridership, vehicle throughput, speed, and volumes. Metro can develop and prepare an ExpressLanes Net Toll Revenue Reinvestment Grant Program progress report to enable a process that will allow for the results of the plan's monitoring and to be reported to guide future ExpressLanes Net Toll Revenue Reinvestment grant funding.

Continue Community Engagement

This Assessment cannot be the end of community engagement. The CBO partners and communities are invested in the future of their communities as attested by their time and resource commitment to this study. Metro must continue engaging them at every step to leverage their pulse on community needs and networks. Continued engagement by the CBOs is critical to ensure support for the prioritized projects in the future. One way Metro will continue community engagement is through I-105 ExpressLanes construction outreach meetings and digital engagement, which will occur throughout the construction phase.

Additionally, the prioritized project list is meant to be a living list that evolves to focus on current and future disparities. Combined with the previous recommendation, Metro can build trust and provide transparency by regularly updating the community on key metrics and reporting.

Table 15. Summary of Recommendations with Timeline and Relation to Goals

RECOMMENDATIONS	NEAR-TERM	MEDIUM-TERM	LONG-TERM	CONNECT PEOPLE & PLACES	CREATE COMMUNITY VALUE	CONSERVE RESOURCES	PRIORITIZE EQUITY
Incorporate undercrossing and C Line improvements into the I-105 ExpressLanes project	X	X		X	X	X	X
Give priority to projects recommended as high or medium in this Equity Assessment		X		X	X	X	X
Advance project development of prioritized projects	X	X	X	X	X		X
Monitor and report on key equity metrics on projects funded through the Net Toll Revenue Program			X	X	X	X	X
Continue to engage the community and CBOs along the I-105	X	X	X	X	X		X

Conclusion

This Equity Assessment is just the starting point—the beginning of a collaborative process where agencies, jurisdictions, CBOs, and the public continue working together to reimagine the I-105 corridor through the implementation of the ExpressLanes project and reinvestment of net toll revenue in the surrounding communities, of which 66% of the Segments 2 and 3 corridor population lives in EFCs. The investment of net toll revenue provides a tangible way to implement Metro's equity platform that seeks to evaluate and address disparities in mobility access while providing opportunities for upward social and economic mobility. Equity continues to be an area of focus for Metro, and the prioritized list of 51 projects that can be funded through future net toll revenue is key to advancing Metro's equity goals. Using the project list as a roadmap, Metro and partners can get to work on these improvements that will not only meet the demands of today and those anticipated in the future, but also achieve a more equitable, sustainable, efficient, and connected I-105 ExpressLanes corridor.


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APPENDIX A

I-105 ExpressLanes Segment 2 & 3 Community Spotlight Profiles

APPENDIX B

Project List and Scoring Results

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