



## We're planning a better commute on the 105.

### Overview

Metro is working to ease traffic on the I-105 Freeway through the conversion of the existing High Occupancy Vehicle (HOV) lane, or carpool lane, into an ExpressLane and will be adding a second ExpressLane in each direction. The goal is to improve traffic flow, trip reliability and travel times. Construction will be phased into three segments:

- > **Segment 1:** Sepulveda Bl to Central Av
- > **Segment 2:** Central Av to I-710
- > **Segment 3:** I-710 to Studebaker Rd

Segment 1 construction began in January 2025 and is scheduled to open to traffic in 2028. Segments 2 and 3 are scheduled to begin construction in 2026.

Per state law, net toll revenues generated from the ExpressLanes program are required to be reinvested into the corridor, which is defined as three miles around the freeway. Metro's current Net Toll Revenue Grant Reinvestment Grant Program for the I-10/I-110 ExpressLanes has granted over \$74 million for increased transit service and over \$112 million to local jurisdictions since 2014 for the following types of projects:

- > Active Transportation
- > Transit
- > Roadway

To plan how to equitably invest the future net toll revenue, Metro is continuing a unique and first-of-its-kind Equity Assessment Study (Study) for the I-105 corridor. This Study will identify transportation projects that will further enhance mobility, accessibility, and connectivity for all users of the I-105 corridor in the area three miles around Segment 2 and 3 of the I-105 ExpressLanes. With input from local jurisdictions and members of community-based organizations (CBOs) in the area, projects will be prioritized as high, medium, or low by considering equity, demographic factors, transportation data, existing conditions, and community and environmental benefits.

The Equity Assessment for Segment 1 was completed in 2024, which resulted in a prioritized list of projects that can later be funded through net toll revenue grants. Approximately 50% of the projects are classified as high priority, 46% as medium priority, and 4% as low priority. The characteristics of high-scoring projects include corridor-wide projects or projects spanning a large portion of Segment 1, projects within Equity Focus Communities (EFC), projects near Metro rail or bus rapid transit stations, and projects focused on sustainable mobility options. It is important to note that net toll grant funds are awarded on a competitive basis and only to a local jurisdiction that submits an application for a project on the approved list. With assistance and input from community stakeholders, Metro is currently developing an Equity Assessment for Segments 2 and 3. This effort will be similar to the Segment 1 Equity Assessment and will identify and prioritize projects within Segments 2 and 3 that could be funded with future net toll revenue. The findings will be presented to the Metro Board in late 2025 to early 2026.

## Community Involvement

Metro is working with CBOs that work in and represent the various communities in Segments 2 and 3 along the I-105 corridor. Metro meets with these organizations monthly to gain a better understanding of each community's unique needs and recommendations. Additionally, the outreach team is organizing a variety of engagement opportunities including attendance at various community events to interact with local residents and stakeholders, launching a travel survey aimed at collecting data on travel behaviors, and hosting public meetings to collect input on potential projects. Please contact the Project Team if you would like to receive project updates.

## About ExpressLanes

The Metro ExpressLanes are special freeway lanes on the I-10 and I-110 freeways, similar to HOV (High Occupancy Vehicle, or carpool) lanes, that allow qualified carpools to travel toll-free while also giving solo drivers the option of using them by paying a toll. They are designed to manage congestion,

encourage carpooling and transit ridership, improve traffic flow, and provide additional travel options in Los Angeles County. Tolls on the Metro ExpressLanes vary depending on the level of congestion and can range from \$0.10-\$2.90 per mile. Toll-free rides are available for carpools or vanpools meeting occupancy requirements (more than 2 or 3 passengers depending on the freeway and time of day). Traveling toll free in the ExpressLanes requires a FasTrak Flex switchable transponder, which allows drivers to indicate the number of passengers in their vehicle and pay the respective toll. Drivers can also use a non-switchable FasTrak transponder, but tolls will apply regardless of occupancy. Owners of vehicles without a FasTrak transponder can use the ExpressLanes but will be charged \$8 plus tolls. Metro ExpressLanes also offer discounts to low-income residents through the Low-Income Assistance Plan and transit rewards which awards a \$5 toll credit for taking 16 one-way trips on transit routes operating on the I-10/I-110 ExpressLanes. Currently, ExpressLanes operate on the I-10 and I-110 freeways in Los Angeles County. Learn more at [metroexpresslanes.net](http://metroexpresslanes.net).

## PROJECT MAP



## CONTACT US

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