



We're planning a better commute
on the 105.

Interpretation Introduction

- For those seeking Spanish translation:



Click the interpretation icon to choose your language

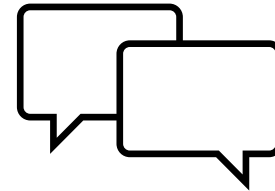
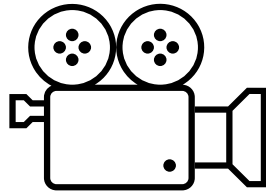
- Select your preferred language (Spanish translation)
- To hear the interpreted language only, click **Mute Original Audio** (Optional).

- Interpretación en español

- Haga click en el icono de "Interpretation"
- Eliga el idioma que le gustaria escuchar (español)

Housekeeping

- Today's meeting is being recorded
- Attendee cameras are off and microphones are muted. Caption services are available via Zoom
- During the meeting, please use the Q&A icon to submit any questions or comments for our team. There will be a dedicated time for Q & A t the end of the meeting.

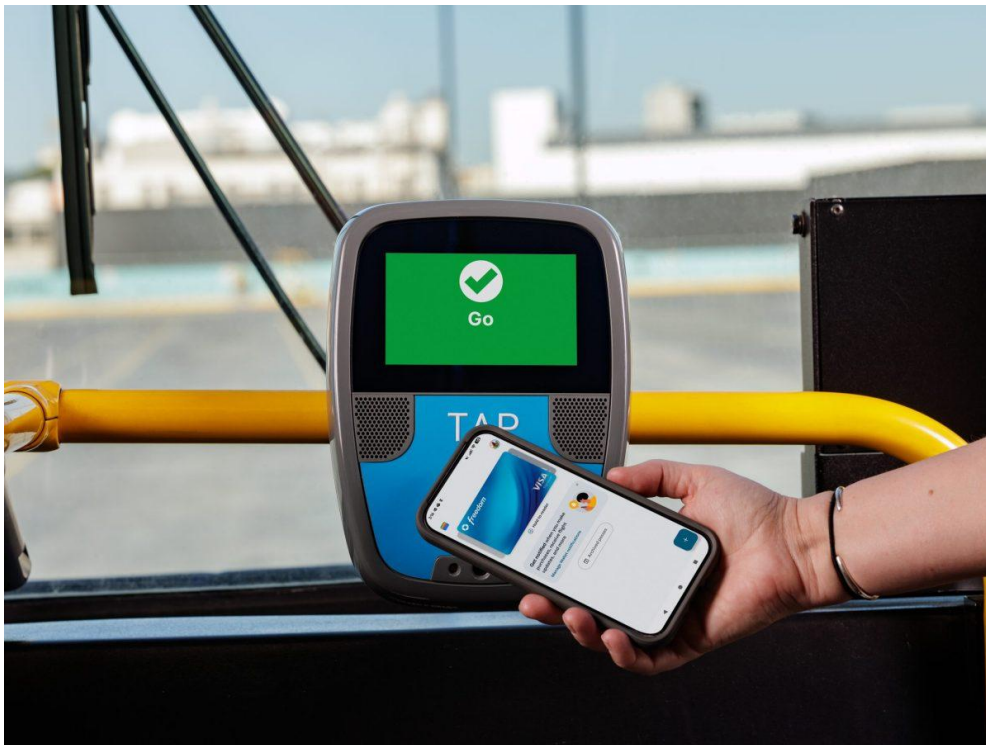


Code of Conduct

- Metro is committed to ensuring that all participants can fairly and clearly share ideas, comments and concerns about this project. To provide a safe and equitable process, we are asking for your help.
- **During this meeting, please**
 - Respect the format of the meeting and allow everyone an opportunity to comment
 - Treat fellow community members, agency representatives, Metro staff, and others with respect
 - Address all comments to Metro staff and consultants – not to other attendees

Riding Metro just got even easier

- Regular fare riders can now tap a credit or debit card, Apple Pay or Google Pay to ride Metro.
- Riders still receive two hours of free transfers and fare-capping benefits when using the same card or device.
- TAP cards remain available and should still be used by Reduced Fare and GoPass riders.
- Reduced Fare credit/debit payment is expected in 2027.



Metro Launches New Public Safety Hub and Dashboard

- Metro's new Public Safety Hub brings safety information, data and rider resources into one centralized location.
- The dashboard shares regularly updated safety metrics, including reported crime, security activity, ridership and other system trends.
- The hub supports Metro's broader public safety strategy: more visible safety presence, better system access control and stronger partnerships to address issues affecting riders.



Metro Transit Security Officers

Transit Security Officers are trained Metro employees who understand the unique needs of our system and our riders. These officers enforce the code of conduct and fare payment across the transit system, ensuring compliance and maintaining order.

Metro Transit Security Officers focus on:

- Patrolling the system regularly.
- De-escalating situations and maintain order and lawfulness on the system.
- Enforcing the Metro code of conduct and issuing citations.
- Communicating incidents directly with Metro Operations Centers, law enforcement partners, and emergency service providers.
- Fare checks and enforcement.

Meeting Agenda

- > Project Overview
- > Metro ExpressLanes Operations
- > Equity Assessment Process
- > Construction Update
 - Segment 1
 - Segments 2 & 3
- > Community Outreach and Engagement
- > Questions and Answers



Newly reconstructed soundwall – south of Crenshaw BI

Project Overview



Project Overview

- > Construction converting the existing, I-105 HOV lane to two ExpressLanes in each direction between I-405 and Studebaker Rd
- > Provides more options, access, and connections for all users of the I-105 corridor
- > Segment 1 - currently under construction
- > Segments 2 and 3 - construction anticipated to start mid-2026
- > **No residential Right-of-Way impacts**
- > Is among the projects and improvements of Measure M that was supported and approved by LA County voters including voters in the project area



Project Overview: Benefits

- > **Addresses speed degradation** in the existing HOV lane that is operating at less than 45 mph during peak periods.
- > **Enhances operations and improves trip reliability and travel times** within the corridor for all motorists including HOVs, vanpools, commuters and transit service to LAX.
- > **Enhances highway safety** by addressing an auxiliary lane gap closure and by reducing stop and go traffic conditions, which will in turn reduce rear-end collisions.
- > **Addresses freeway overflow and congestion on local streets** by shifting vehicles in local area streets back onto the freeway, **improving livability for corridor residents.**

I-105 Current and Forecast Performance

- Existing traffic data:
 - WB AM Peak GP lane end to end average travel time 36 minutes, average speed 26 MPH
 - WB AM Peak HOV lane end to end average travel time 30 minutes, average speed 32 MPH
 - EB PM Peak GP lane end to end average travel time 65 minutes, average speed 15 MPH
 - EB PM Peak HOV lane end to end average travel time 51 minutes, average speed 19 MPH
 - WB AM Peak period is between 6-9AM, EB PM Peak period 1-7PM
- **HOV lanes are classified as degraded per Federal standards**, defined as operating at below 45 miles per hour
- Project is expected to reduce general purpose travel times up to 10%, ExpressLanes speeds expected to be above 45 MPH and travel times reduced up to 50%

Safety Benefits

The I-105 ExpressLanes Project will provide the following safety benefits:

- > New auxiliary lanes between I-710 and Long Beach Bl to improve lane merging
- > Improve traffic flow that will:
 - Reduce stop and go traffic
 - Reduce rear-end collisions
- > Updated lane striping for enhanced visibility during nighttime driving.
- > Channelizers for the buffer zones between ExpressLanes and general purpose lanes reduces illegal traffic merge movements



LOCAL NEWS

Long Beach, South Bay area commute slowed by heavy traffic, accident on 105 Freeway



By GREG YEE | greg.yee@presstelegram.com
UPDATED: September 1, 2017 at 3:56 AM PST



Listen to this article

Long Beach area freeways are clogged and congested this morning.

710 Freeway: Northbound lanes are clear until the 105 Freeway where traffic into the 30s all the way to the I-5. Southbound lanes are mostly clear coming south of the I-5 and into Long Beach.

405 Freeway: Northbound lanes are showing typical slowing with traffic at a crawl from Orange County all the way through the South Bay. Southbound lanes are clear through the South Bay and Long Beach, but slow down into the teens at the Orange County line.

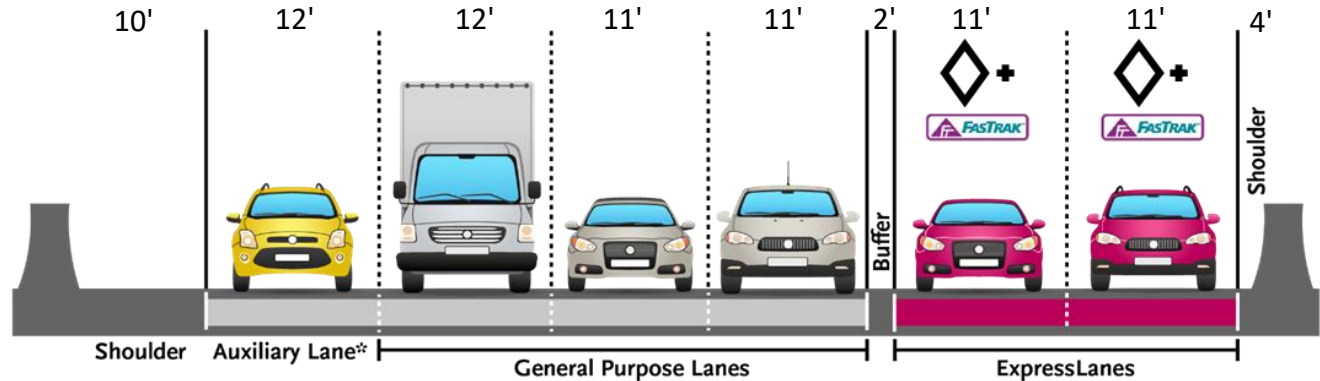
Additional Project Improvements

- > New and reconstructed soundwalls (most with increased height)
- > Seismic retrofit of the Alameda Viaduct
- > Multimodal Improvements:
 - The project will **provide funding for improvements at Harbor and Avalon C line stations**, such as lighting, wayfinding, and repair/rehabilitation projects
 - Future net toll **revenue will be used to fund active transportation, transit, and roadway projects** in the local community along the project alignment

I-105 Freeway New Lane Configuration and Dimensions

The project will utilize non-standard lane and shoulder widths:

- 11 ft. ExpressLanes
- two 11 ft. GP lanes, one 12 ft. GP lane
- 4 ft. left shoulder
- 2 ft buffer between ExpressLanes and GP lanes

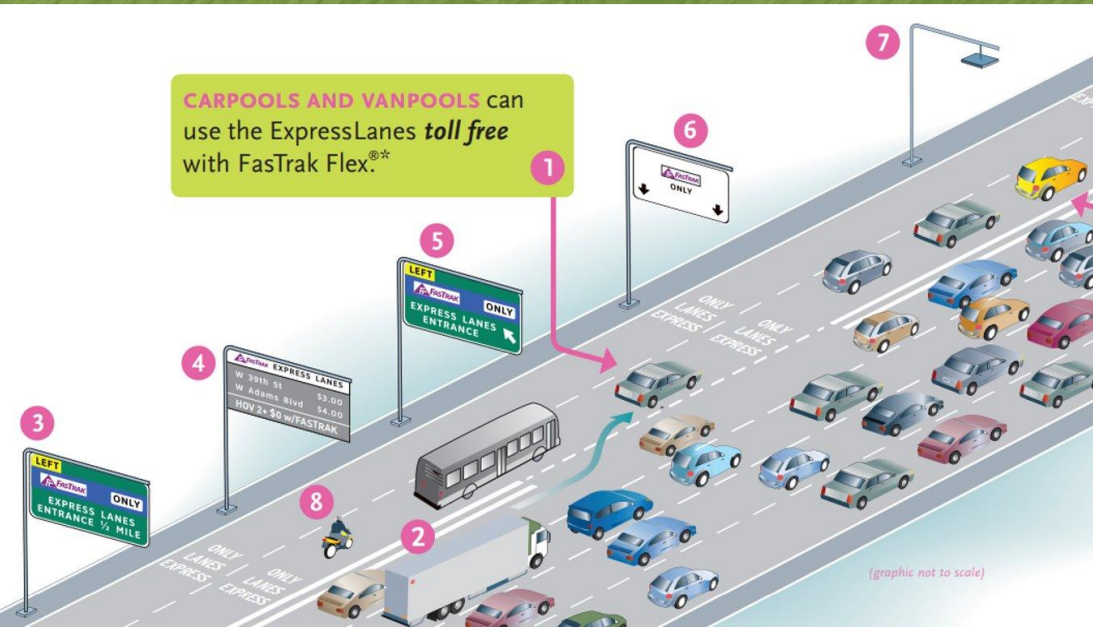


New lane dimensions in feet

Metro ExpressLanes

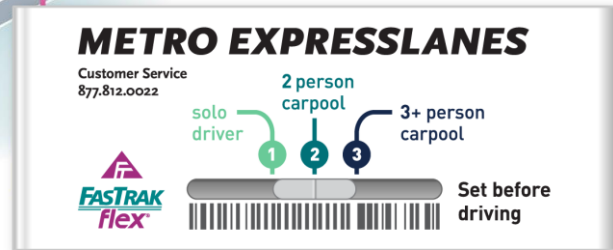


How ExpressLanes Work



Metro ExpressLanes program features:

- ✓ Transit Benefits/Rewards
- ✓ Low Income Assistance Plan
- ✓ Choices for Solo Drivers
- ✓ ExpressLanes revenue reinvestment
- ✓ For more information, please go to Metroexpresslanes.net



- ExpressLanes users enter/exit at designated locations
- Qualified carpools travel toll-free (with a transponder); switchable transponder must be used to receive carpool discount
- Vehicles can use the ExpressLanes without a transponder but pay \$9+toll

Equity Assessment Process

ExpressLanes Revenue Use

- > State law requires that toll revenues be reinvested back into its origin corridor.
- > Toll revenue is used for the following:

Operating
Costs

ExpressLanes
Construction
Costs

Transit
Subsidies

Net Toll
Revenue
Grants

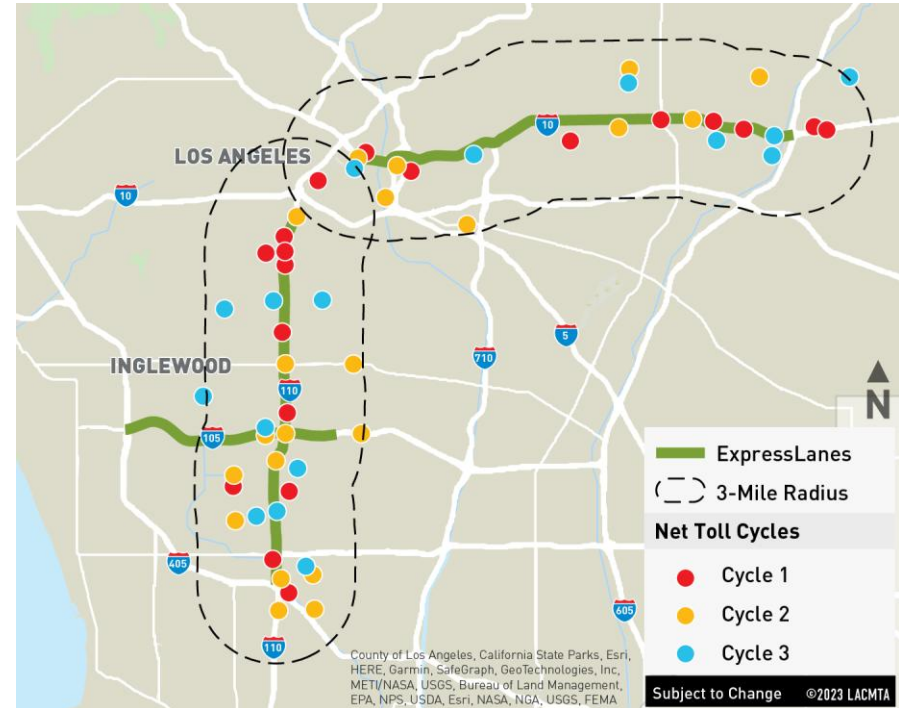
- The cost to operate and maintain the ExpressLanes is paid entirely by toll revenue; no funding from Metro is provided
- The majority of the cost to build the I-105 ExpressLanes will be funded by loans and debt that will be repaid using future toll revenue
- On the 10/110 ExpressLanes, net toll revenue funds enhanced transit service (Metro J line, Foothill, Gardena, and Torrance Transit)
- Net toll grants are also granted to local jurisdictions within 3 miles of 10/110



Net Toll Revenue Grant Program I-10 and I-110 ExpressLanes

Cycle	Date	Projects Funded	Total Cost
1	July 2014	20	\$19.3M
2	August 2016	21	\$27.9M
3	October 2023	16	\$64.9M

Net toll grants are granted on a competitive basis to projects that improve mobility and are within 3 miles of the I-10/110 ExpressLanes.



Examples of Net Toll Grant Funded Projects (I-110 Corridor)

	Sponsor	Project Name
Round 1 (2014)	City of Gardena	Line 1X-Expand Transit Bus Service on I-110 Freeway
	LA County	South Bay Arterial Performance Measurement Project
	LACTMA	Bikeshare - Downtown Los Angeles Project
	Long Beach Transit	Los Angeles Galaxy Shuttle Bus Service (Galaxy Express)
Round 2 (2016)	LACTMA	Bus Rapid Transit Freeway Station Sound Enclosure
	City of Carson	I-110 Freeway Arterial Improvements
	LA County	Vermont Green Line Intersection Improvement Project
Round 3 (2023)	LACTMA	Slauson Area Tree Canopy Project
	LA County	I-110 Corridor Traffic Signal Synchronization and Communication Project
	Torrance Transit	Line 1 Service Enhancement



34 Projects

\$69.3 Million Total

Examples of Net Toll Grant Funded Projects (I-10 Corridor)

	Sponsor	Project Name
Round 1 (2014)	Caltrans	Express Lanes Corridors Incident Management Improvements
	City of Baldwin Park	Baldwin Park Commuter Connector Express Line
	City of Baldwin Park	Frazier Street Pedestrian and Bicycle Safety Improvements
	City of El Monte	Santa Anita Avenue Active Transportation for El Monte Station and Downtown El Monte
	City of El Monte	I-10 Active Commute, Healthy Communities Project
Round 2 (2016)	Foothill Transit	Procurement of two Electric Double Decker Buses
	Access Services	Accessible CNG-Fueled Vehicles for Access Services
Round 3 (2023)	City of Baldwin Park	Los Angeles Street Complete Streets Improvement Project
	City of South El Monte	I-10 E-Bike Access Project
	City of El Monte	Traffic Calming for Parkway Dr/Denholm Dr

23 Projects

\$42.9 Million Total



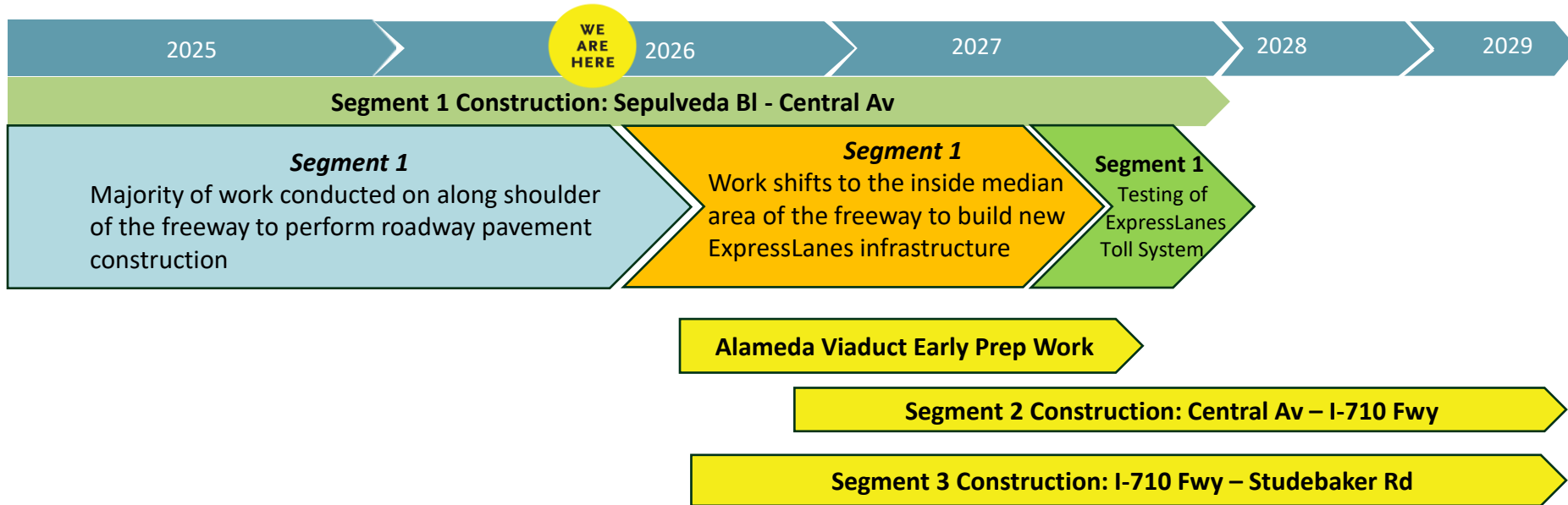
Equity Assessment

- Metro has prepared equity assessments for segment 1 and segment 2/3
- The equity assessments identified potential mobility improvements that could be funded with future I-105 ExpressLanes net toll revenue
 - > The projects are grouped into active transportation, transit, and roadway projects and prioritized into high, medium, and low
 - > Projects are within a three mile radius around I-105, consistent with I-10/I-110 ExpressLanes net toll grant guidelines
 - > Extensive input was provided by Community Based Organizations (CBOs) in the corridor
 - > The equity assessment final report and project list can be found at metro.net/105expresslanes in the Documents section

Construction Update



I-105 ExpressLanes Project – Anticipated Construction Schedule



Segment 1 Construction Work Activities

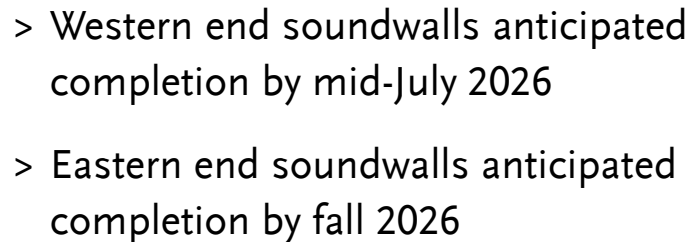
- > Roadway pavement construction along the shoulder and outer edges of freeway corridor
- > New and reconstructed soundwalls (most with increased height)
- > New retaining wall construction
- > Undercrossing/bridge widenings
- > ExpressLanes toll infrastructure, equipment, electrical systems, signage, & pavement markings
- > Landscape and tree removal and restoration



Westbound San Pedro undercrossing construction

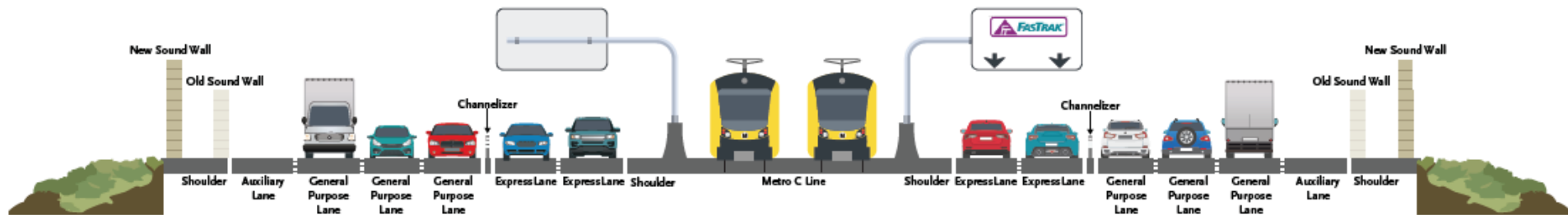
Segment 1

Soundwall Construction



Roadway Pavement/Soundwall Construction

I-105 EXPRESSLANES IMPROVEMENTS Typical Section of Higher I-105 Elevation (Portions of Segment 1 and Segment 2)



Segment 1 Undercrossing/Bridge Construction

- > Construction began May 2025
- > Anticipated completion fall 2026
- > Work activities include:
 - Drilled pile installation
 - Outer overhead barrier demolition
 - Excavation, bridge foundation and structure work
 - Falsework installation (bridge support structure)
 - Bridge deck installation
- > Work mostly conducted during daytime hours
- > Most work conducted behind k-rail (concrete barriers)
- > Occasional night work including city street closures at I-105 undercrossing in the City of LA

City of Los Angeles



City of Hawthorne and Inglewood
(No vehicle or pedestrian access)



Images are a rough approximation of work zone areas

Segment 1 Roadway Pavement/Retaining Wall Construction

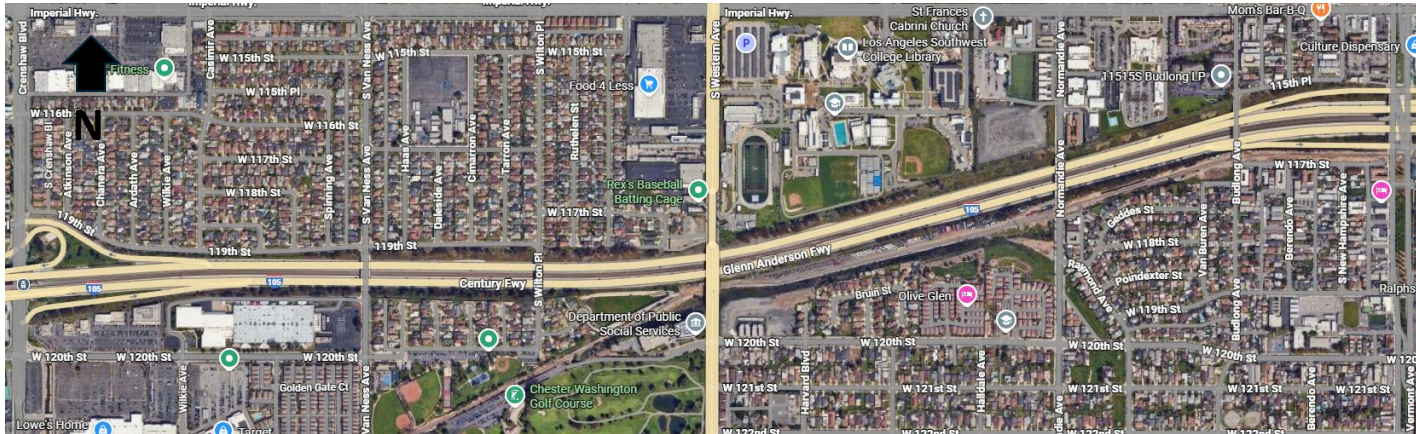
- > Construction began Spring 2025
- > Anticipated completion fall 2026
- > Construction at various locations along the corridor
- > Work activities include:
 - Retaining wall construction
 - Excavation, drilling, and grading
 - Roadway pavement construction
 - Landscape removal/restoration
- > Mostly daytime work, with some occasional nighttime work
- > Most work conducted behind k-rail (concrete barriers)



Retaining wall construction near WB Prairie off-ramp Av

Segment 1 Roadway Pavement/Retaining Wall Construction

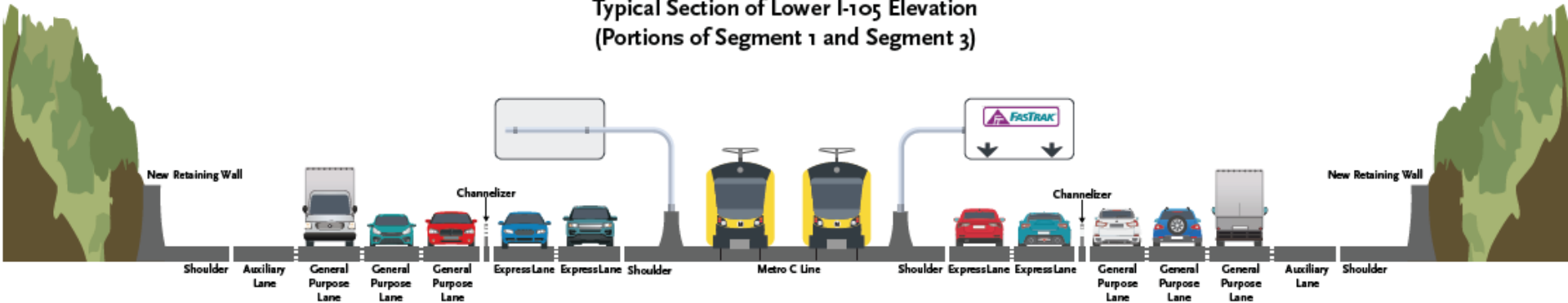
Typical I-105 retaining wall construction locations



Retaining wall construction area along EB and WB I-105 between Vermont Av to Crenshaw Bl

Roadway Pavement/Retaining Wall Construction

I-105 EXPRESSLANES IMPROVEMENTS Typical Section of Lower I-105 Elevation (Portions of Segment 1 and Segment 3)



Segment 1: Intermittent Freeway Traffic Control/Closures

- > Regular nightly I-105 traffic control to support work activities:
 - Freeway lane closures
 - Intermittent on & off ramp closures
 - Intermittent connector ramp closures



Avalon undercrossing wall rebar

Extended Weekend Freeway Lane Closures

Upcoming extended weekend lane closures

- Series of multiple closures for median sign structure work
- Inside/center 2 lane closures
- Implemented intermittently from spring 2026 to early 2027
 - August 1 – 2 (Tentative)
 - Eastbound closure near I-405
 - Westbound Willington Av
 - Additional dates anticipated in summer 2026



I-105 viaduct sign structure work near LAX

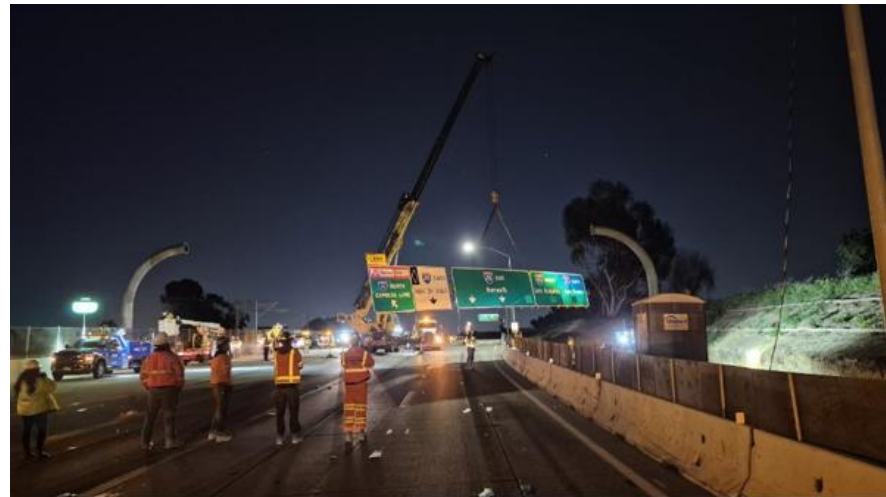
Segment 1: Full Directional Closures/Freeway Lanes Restriping

> Anticipated closures schedule

- Late Aug 2026 - Eastbound I-105 I-405 to I-110
- Late September 2026 - Westbound I-105 Central to I-110

> Closure details:

- Series of nighttime full directional closures
- Scheduled over multiple days between 11 PM – 5 AM
- Traffic detours implemented
- Advance signage in place to alert motorists
- Work zones and concrete barriers moved to center median



Segment 1: Overhead signage removal on the eastbound I-105 near Vermont Av

Segment 1: Upcoming Work Activities Recap

Segment 1 major work activities

- Roadway paving construction (ongoing until fall 2026)
- Eastern end soundwall construction (ongoing until fall 2026)
- Minor roadway restriping at select locations (mid-Late July)
- Intermittent extended weekend closures (early August 2026 to early 2027)
- Eastbound I-105 closures I-405 to I-110 (Late Aug 2026)
- Westbound I-105 closures Central to I-110 (Late September 2026)



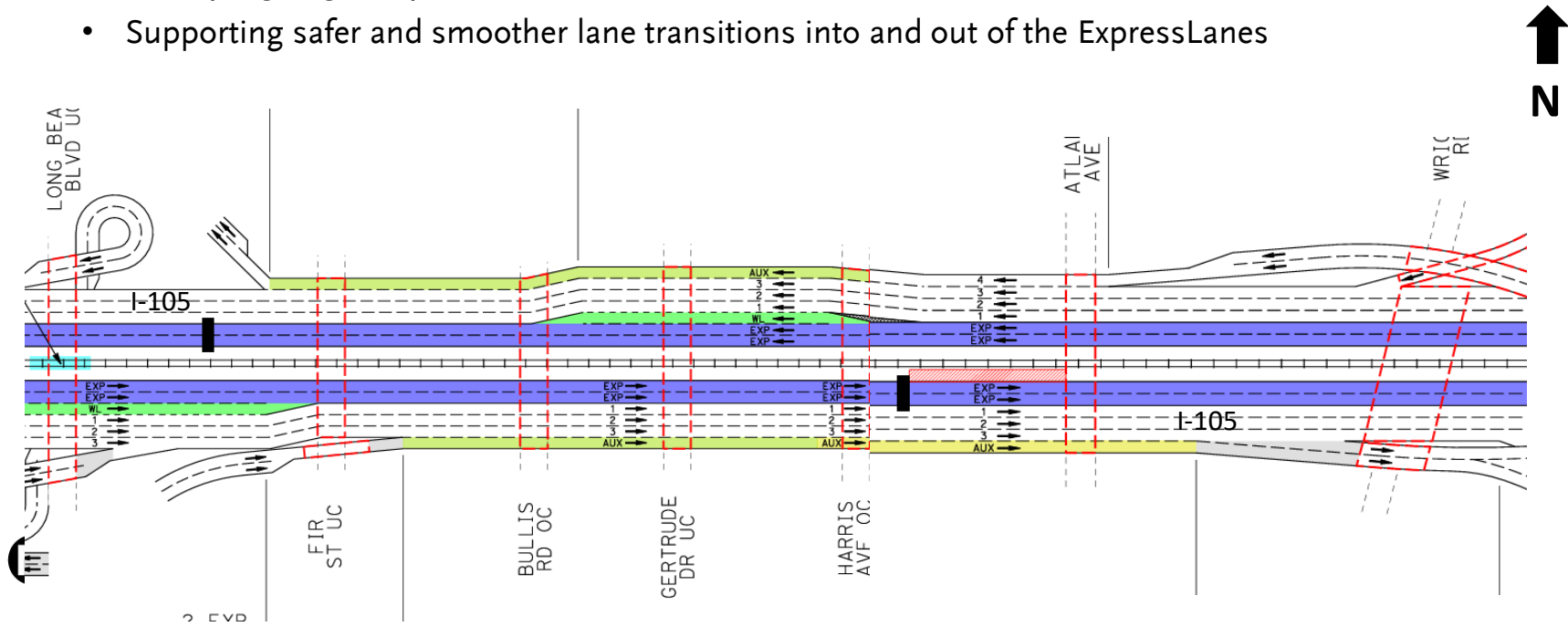
Roadway pavement construction near Vermont Av

Segments 2 and 3 Construction Work Activities

- > New roadway pavement construction throughout I-105 corridor
- > Construction of new soundwalls and reconstructed soundwalls (most with increased height) – Segment 2 from Central Av to Atlantic Av
- > Undercrossing/bridge widenings (total of 11) – Segment 2 from Success Av to Atlantic Av
- > New retaining wall construction – Segment 3 from I-710 to Studebaker Rd
- > ExpressLanes toll infrastructure, equipment, electrical systems, signage, & pavement markings
- > Landscape and tree removal

Segment 2 – New ExpressLanes Auxiliary and Weave Lanes

- > New auxiliary lanes from I-710 to Long Beach Bl in both directions (light green)
 - Supporting safer and smoother lane transitions
- > New ExpressLanes weave lanes between Long Beach Bl to Harris Av in each direction (bright green)
 - Supporting safer and smoother lane transitions into and out of the ExpressLanes



Segment 2 Project Improvements

City of LA/Willowbrook/Lynwood Area

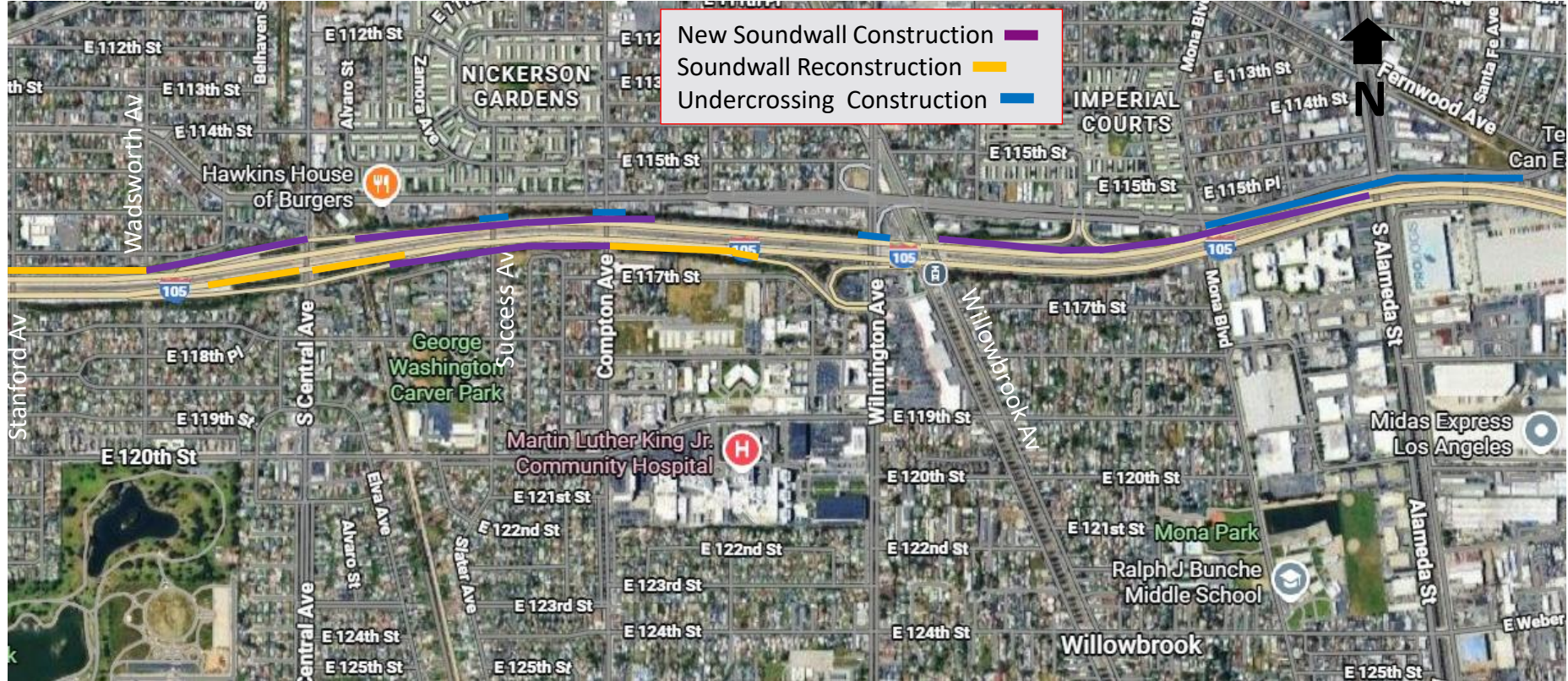
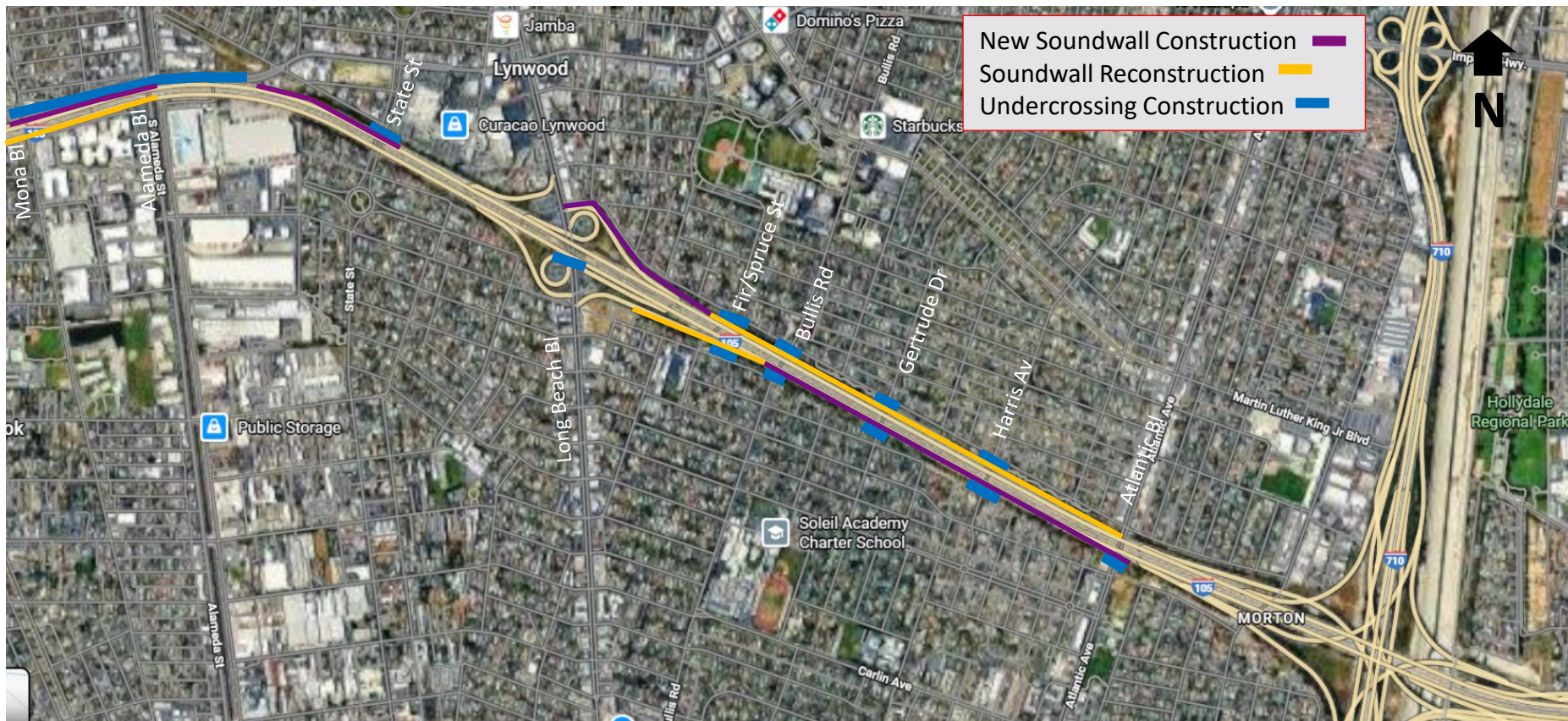


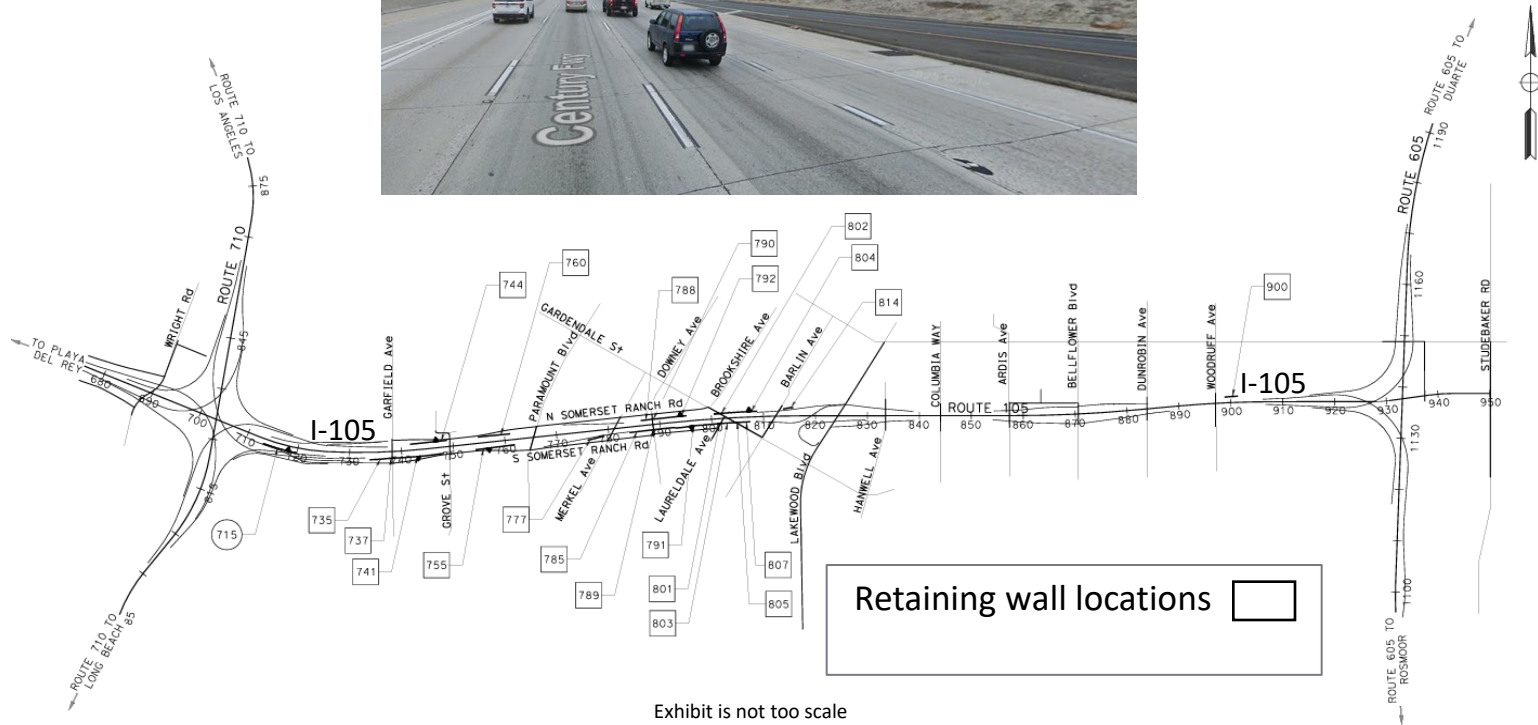
Image is a rough approximation of work zone areas

Segment 2 Project Improvements – City of Lynwood



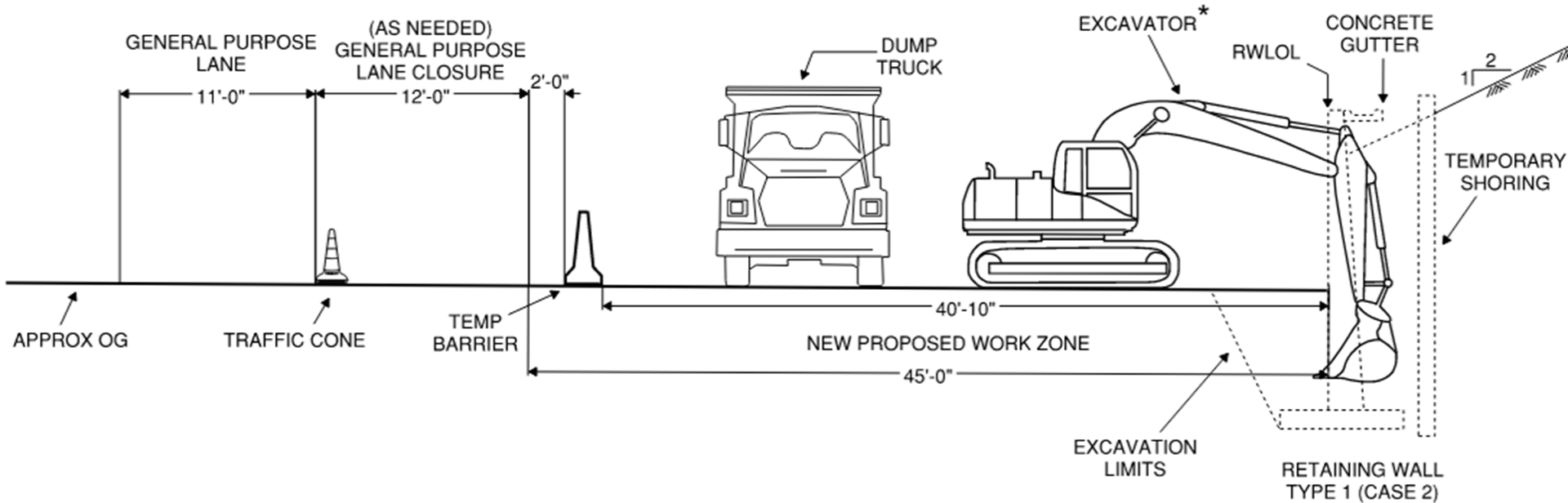
Segment 3 Retaining Wall Construction

Typical I-105 retaining wall construction location



Roadway Pavement/Retaining Wall Construction

Typical retaining wall construction method



Segment 3 Upcoming Construction Schedule (I-710 - Studebaker Rd)

- > Minor I-105 preconstruction activities (ongoing until July 2026)
 - Utility verification
 - Freeway field investigatory and surveying activities
 - Preconstruction surveys of local areas and properties

- > Temporary roadway pavement construction of Paramount and Lakewood ramps (August 2026)

- > Segment 3 freeway lanes restriping/Directional Closures (August 2026)

- > Landscape and tree removal (August 2026)

- > Segment 3 retaining wall and roadway pavement construction (September 2026)



Upcoming Segment 2 Construction Schedule (I-710 – Central Av)

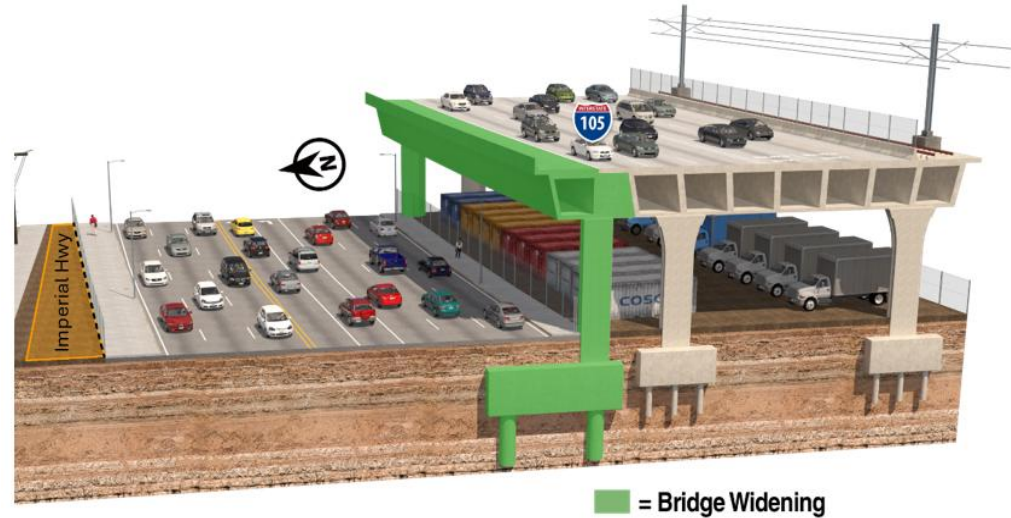
- > Minor I-105 preconstruction activities (ongoing until July 2026)
 - Utility verification
 - Freeway field investigatory and surveying activities
 - Preconstruction surveys of local areas and properties
- > Freeway lanes restriping (Fall 2026)
 - Directional closures
 - K-rail installation
 - Roadway grinding activities
- > Tree and vegetation removal (Fall 2026)
- > Freeway undercrossings and roadway pavement construction (late 2026)
- > Soundwall and roadway pavement construction anticipated to start (spring 2027)



Retaining wall construction near Wilton Av

Segment 2 Alameda/Imperial Hwy Viaduct Widening and Retrofit

- > Anticipated 2 ½ years construction
- > Imperial Hwy traffic reconfiguration
 - Long-term lane reductions (Mona Bl to Fernwood Av)
 - Anticipated late summer 2026
 - Truck detour routes
- > Work Activities:
 - Utility relocation (summer-fall 2026)
 - Viaduct/bridge widening (late 2026 - 2028)



Segment 2 and 3: Intermittent Freeway Traffic Control/Closures

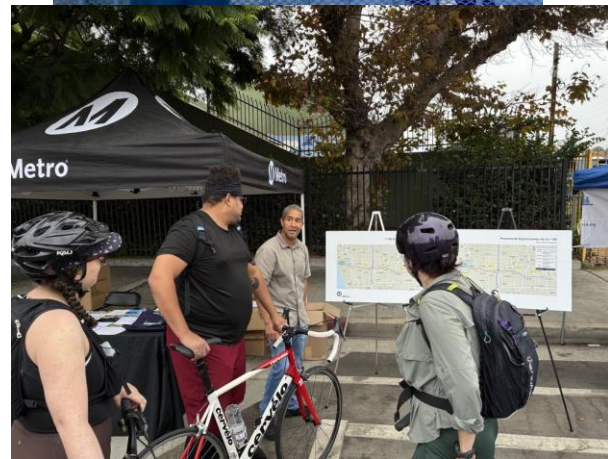
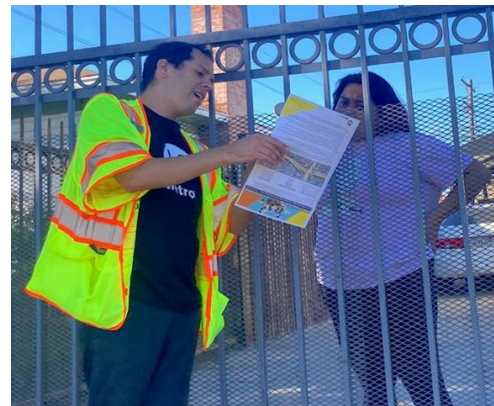
- > Regular nightly I-105 traffic control to support work activities:
 - Freeway lane closures
 - Intermittent on & off ramp closures
 - Intermittent connector ramp closures



Concrete paving machine

Community Outreach and Engagement

- Coordination with key stakeholders
- Targeted community group briefings
- Construction Update Community Meetings
- Construction Notices
 - Hard copy distribution
 - Email/Website/Social Media
 - Direct mail or door-to-door distribution
- Community Events
- Coordination with Metro Public Relations
- Media Buys
- Project hotline, email, and website
- Elected Official/City briefings
 - Project updates
 - Stakeholder coordination
 - City Council concurrence
 - Construction mitigation



Stay connected to this project.



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Metro.net/105expresslanes

Questions/Comments



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