

I-105 ExpressLanes Equity Assessment Final Report - Executive Summary

TASK 6 – FINAL REPORT | SEPTEMBER 2025



Metro®

Executive Summary

Introduction

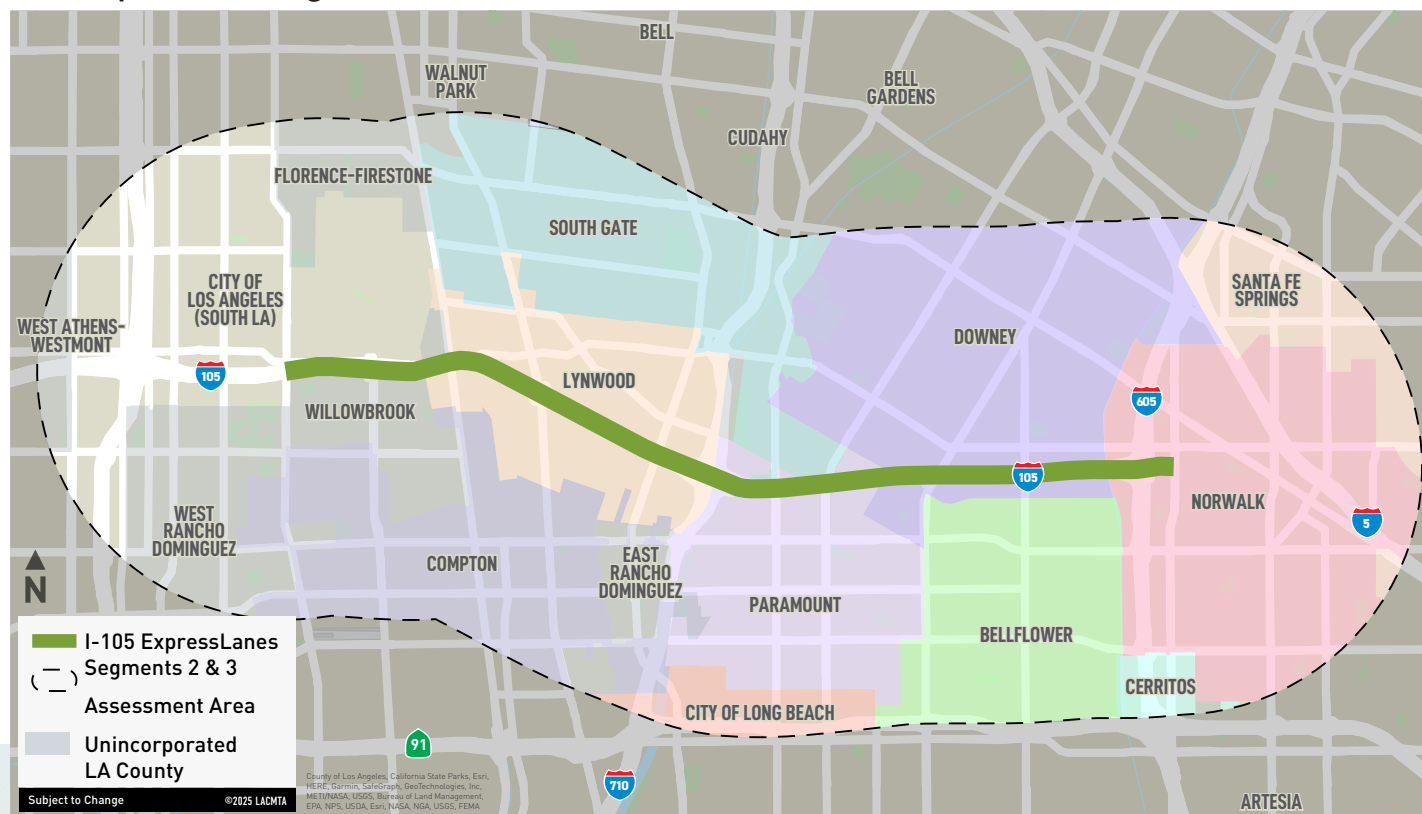
Metro is planning to ease traffic on Interstate (I)-105 by converting the existing high-occupancy vehicle (HOV) lane into an ExpressLane and constructing a second ExpressLane, resulting in two ExpressLanes in each direction. The goal of the I-105 ExpressLanes Project is to improve traffic flow, trip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

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



Figure ES-1

I-105 ExpressLanes Segments 2 and 3 Assessment Area



Equity

To improve access and opportunity for all, infrastructure, programs, and service investments must be focused toward those with the greatest mobility needs. This I-105 ExpressLanes Segments 2 and 3 Equity Assessment provides valuable information that can guide the use of net toll revenue from the future ExpressLanes as a catalyst to positively affect the I-105 corridor communities, with particular focus on Equity Focus Communities.

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

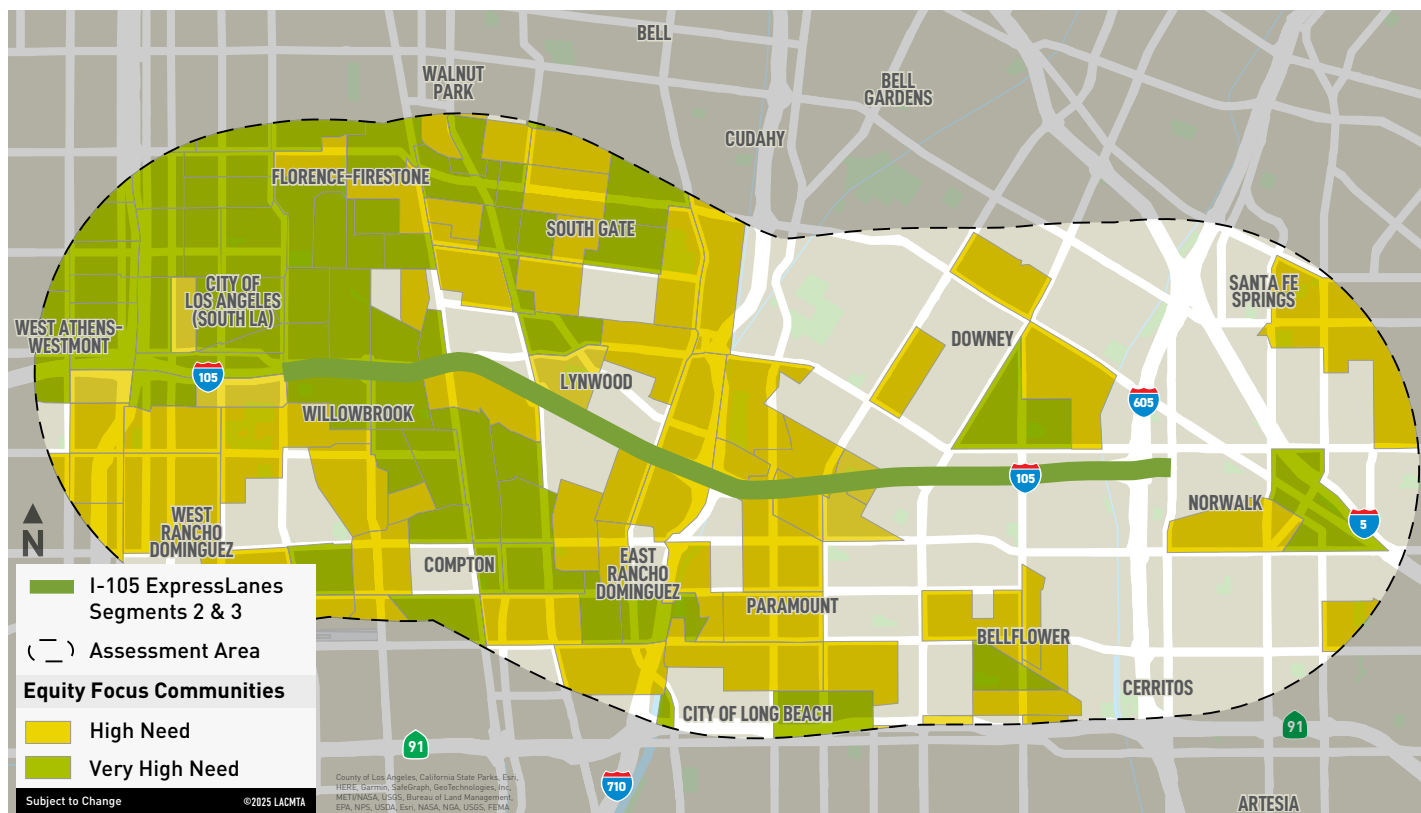
- > **Equity Platform Framework:** Policy framework for how Metro can use its influence as a transportation authority to evaluate and address disparities in mobility access while providing people opportunities for upward social and economic mobility.

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

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

Figure ES-2

Equity Focus Communities



Existing Conditions

To better understand the Assessment Area and its population, an existing conditions assessment focused on demographics, socioeconomics, as well as environmental and transportation data was conducted. The analysis identified transportation patterns and disparities in EFCs within the Assessment Area.

The findings reveal communities that are primarily economically disadvantaged, composed of people of color, and have unemployment rates higher than the county average. Households within the Assessment Area have high living costs, with nearly half being housing burdened (spending 30% or more of their household income on housing). With roughly 13% of the population lacking a household vehicle, safe first/last mile connections are crucial, especially considering the disproportionate concentration of high-injury network corridors in the area. High-injury network corridors consist of roadway segments that account for a disproportionate share of fatal and serious injuries in the region (shown on Figure ES-3). The findings were critical for developing the vision statement, project list, evaluation criteria, and recommendations.

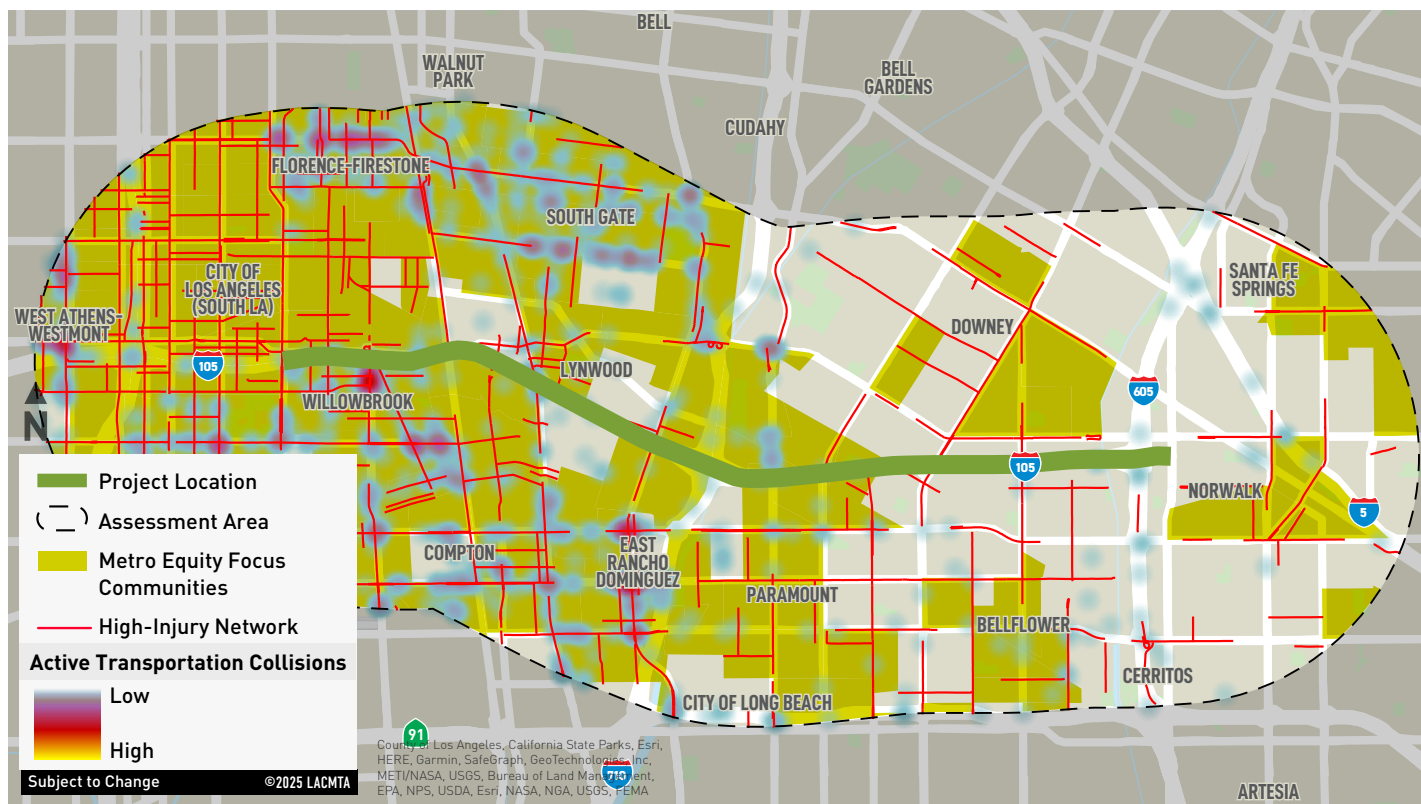
Using an equity lens to assess existing conditions, the project team calculated disparity ratios to identify inequities between two populations—specifically, the EFC population within the Assessment Area and the broader Los Angeles County population. The analysis below highlights some of the most significant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

EXISTING CONDITIONS DATA REVEAL HIGH DISPARITY RATIOS

2.0	CALENVIROSCREEN
2.1	HIGH INJURY NETWORK
2.2	AREAS OF PERSISTENT POVERTY

Figure ES-3

High Injury Network and Collisions Heat Map



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

Community Engagement

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

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

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

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 Equity Assessment consisted of a multistep technical process that identified the list of projects, goals, project identification criteria, and scoring to recommend the most valuable and equitable projects for future net toll revenue funding.

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

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

In addition, each of the five goals were weighted based on Metro and CBO input. This process resulted in the following weights – Connect People and Places, 30%; Prioritize Equity, 26%; Create Community Value, 24%; and Conserve Resources, 20%.

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

Table ES-1. Goals and Evaluation Criteria

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

Prioritized Project List and Recommended Actions

The evaluation and prioritization process resulted in prioritized project lists recommended for potential consideration when the net toll revenue funding from the I-105 ExpressLanes becomes available. Of the 51 projects identified, approximately 53% of the projects are prioritized as high, 41% are medium, and 6% are low. The characteristics of high-scoring projects include Assessment Area-wide or corridor projects, projects within high EFC populations, projects near Metro rail/bus rapid transit stations to promote multimodal transportation, and projects focused on sustainable mobility options. Figure ES-4 provides a breakdown of the numbers and percentages of each tier by mode. Since many of the projects on the list are in city or county right-of-way and net toll grants are awarded on a competitive basis, Metro can only grant funding if the local jurisdictions apply to Metro for funding. The detailed project list can be found in Appendix B.

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

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

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

- > Incorporate lighting improvements at undercrossings that will be widened as part of Segments 2 and 3;
- > Modify Metro's existing I-10/I-110 Net Toll Revenue Reinvestment Grant Guidelines to award points to projects recommended as high or medium in Equity Assessments
- > Advance the project development of prioritized projects
- > Monitor and report on key equity metrics of projects funded through the Net Toll Revenue program
- > Continue to engage the community and CBOs along I-105

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

