

# SCOPING SUMMARY REPORT

I-10 EXPRESSLANES EXTENSION PROJECT



August 2022

## Executive Summary

The Metro I-10 ExpressLanes Extension Project conducted a 47 day Public Scoping Period from April 25, 2022, through June 10, 2022.

Outreach methods included the use of electronic methods such as e-blasts, Project website, and social media posts, as well as more traditional methods including mailed postcards and letters, newspaper ads, and pop-up events. These outreach methods invited the public to attend one of three virtual Public Scoping Meetings and informed the public of the various methods of providing feedback on the Project and its proposed alternatives.

Outreach was conducted throughout the Project area along the I-10 Freeway, between the I-605 and the Los Angeles/San Bernardino County line. This included postcard mailer distribution within a 500 feet radius around the Project area, letters to elected officials in surrounding Project area cities, and pop-up events in Baldwin Park, Covina, El Monte, La Puente, Pasadena, Pomona, San Dimas, Walnut, and West Covina.

The three virtual Scoping Meetings were held on Wednesday, May 4, Thursday, May 5, and Saturday, May 7, 2022, which consisted of a half hour long presentation and approximately an hour and a half open public comment session.

Over the course of the Public Scoping Period, the Project received 260 comments from various stakeholders. These comments came from stakeholders throughout Los Angeles County, including private citizens, residents, business owners, multifamily property owners, public agencies, community organizations, and elected officials.

The topics mentioned varied widely and ranged from approval of specific alternatives, the various environmental topics, and support for other improvements along the Project alignment.

The feedback generated will help provide guidance on refining the Project Alternatives to be analyzed in the Draft Environmental Impact Report/Environmental Assessment (EIR/EA) and the issues raised will be assessed in the technical studies, as well as refinements in the outreach strategy and activities moving forward during the project's development.

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# 1. Introduction

## 1.1. Overview

The Los Angeles County Metropolitan Transportation Authority (Metro) ExpressLanes on the I-10 and I-110 are designed to reduce congestion, improve traffic flow, and provide travel options in Los Angeles County. Metro I-10 ExpressLanes are managed lanes where toll prices are based on real-time traffic conditions and vary according to the level of congestion using dynamic pricing. Dynamic pricing aims to keep traffic in the ExpressLanes flowing smoothly, resulting in a more reliable trip. The toll is higher when there is more traffic in the ExpressLanes, and lower when traffic is lighter. Metro ExpressLanes reinvests its revenue in the corridor, from which it generates, into transit service improvements and various projects surrounding the I-10 and I-110 corridors.

Since its inception, the purpose of the I-10 ExpressLanes Project is to improve the I-10 Corridor, travel times, address congestion and accommodate transportation mobility demands in the region. Metro, in conjunction with the California Department of Transportation (Caltrans) and the Federal Highway Administration (FHWA), opened the I-10 ExpressLanes pilot project in February 2013, converting eastbound and westbound High Occupancy Vehicle (HOV) Lanes into ExpressLanes in each direction between Alameda Street and I-605 (San Gabriel Freeway). The I-10 ExpressLanes became permanent facilities in 2014.

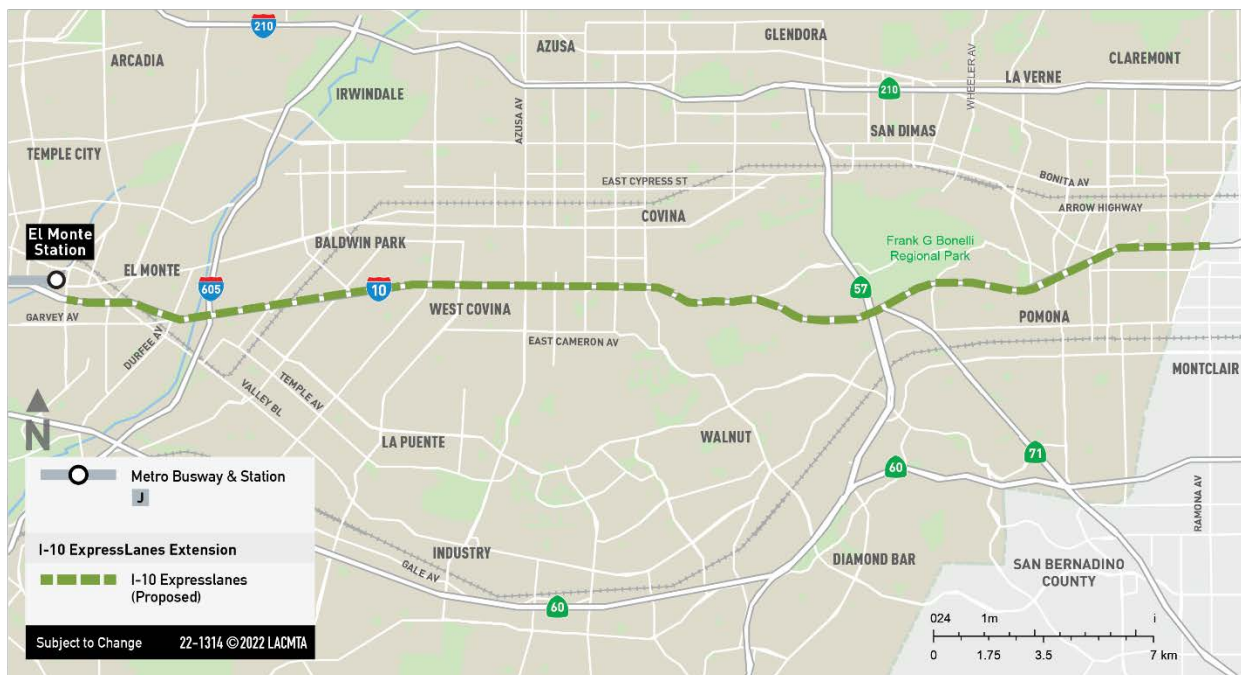
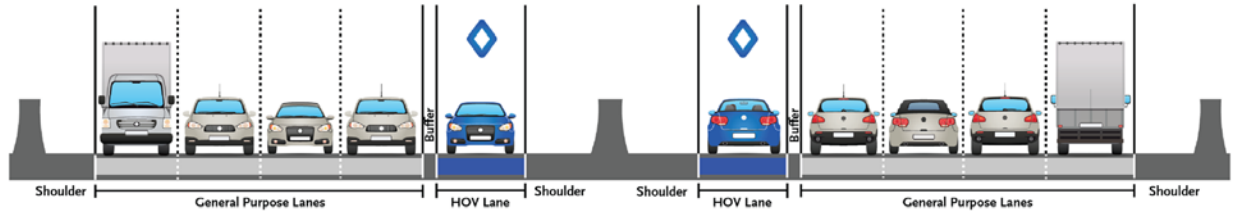


Figure 1.1.1. Project Map

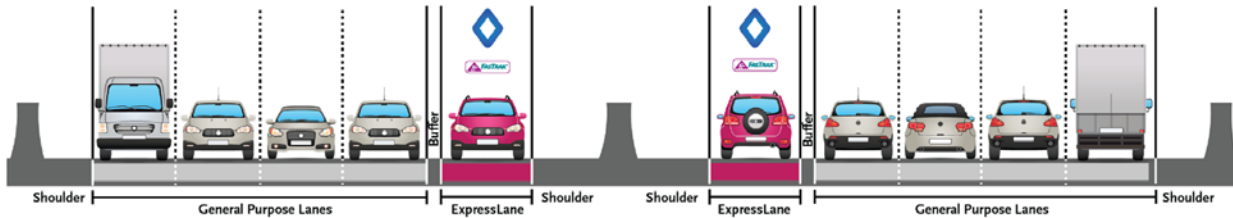
The purpose of the Project is to provide efficient operation of the High Occupancy Toll (HOT)/ExpressLanes and High Occupancy Vehicle (HOV) or carpool network, improve safety, enhance mobility, and increase regional connectivity along I-10. In addition, the Project is intended to reduce degradation of HOV/HOT lanes operation in accordance with Federal Highway Administration (FHWA) regulations. The following are the current alternatives proposed for the project:

# Metro I-10 Scoping Meetings Summary Report



\*\*Diagram not to scale.

Figure 1.1.2. Alternative 1: No Build



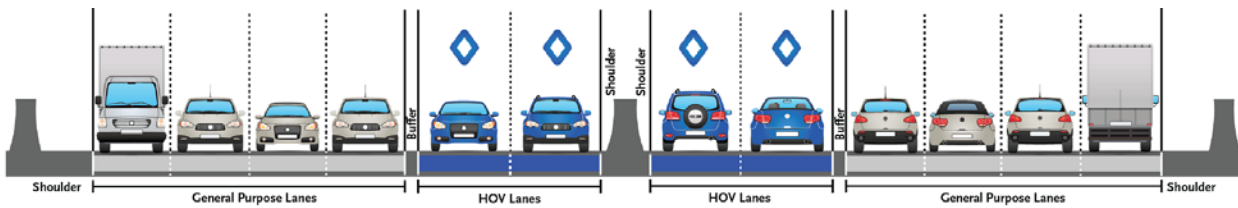
\*\*Diagram not to scale.

Figure 1.1.3. Alternative 2: Single ExpressLane



\*\*Diagram not to scale.

Figure 1.1.4. Alternative 3: Dual ExpressLanes



\*\*Diagram not to scale.

Figure 1.1.5. Alternative 4: Dual HOV Lanes

The official Public Scoping Period began April 25, 2022, and continued through June 10, 2022, a period of 47 days. During the Scoping Period, Metro and Caltrans hosted three virtual public scoping meetings in English, with interpretation in Spanish and Chinese. During these meetings, the Project team presented proposed transportation strategies and solutions for the I-10 ExpressLanes Extension Project, provided an overview of the new dynamic story map, accepted live comments, and shared a call to action for the public to provide their feedback before the end of the comment period.

Scoping Meetings were held on the following dates:

- Scoping Meeting #1 – May 4, 2022
- Scoping Meeting #2 – May 5, 2022
- Scoping Meeting #3 – May 7, 2022

## 1.2. Purpose of Outreach

The purpose of the outreach conducted was to educate, engage, and obtain feedback from all interested stakeholders along the I-10 ExpressLanes Extension Project area. Metro coordinated all public outreach activities with the Project Team, which consisted of Metro, Caltrans, Parsons, and MBI Media.

This report supports the preliminary environmental resource studies and the Environmental Impact Report/Environmental Assessment (EIR/EA), as required by the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA).

The Project's outreach efforts targeted communities with key stakeholders using coordinated messaging via optimal channels of communication for each stakeholder, and outreach efforts will be evaluated against key metrics of effectiveness.

Metro and Caltrans outreach objectives for the Project include the following:

- Comply with CEQA and NEPA, and Caltrans requirements for the scoping phase
- Effectively communicate the scope and intent of the Project to its diverse audiences
- Build enthusiasm among various interested stakeholders for this Project
- Understand what issues are important to the surrounding communities
- Design a Project that is context sensitive for the corridor communities
- Present technical information to the community in ways that can be clearly understood
- Identify and address stakeholder concerns
- Foresee and mitigate potential issues
- Coordinate activities that promote Metro's Equity Platform

## 2. Summary of Issues Raised at the Public Scoping Meetings

Comments made during the scoping meetings identified several key issues to be addressed in the environmental document (EIR/EA). Transcripts of proceedings were taken by an official court reporter at each virtual scoping meeting and are provided in Appendix A. All of the major comments raised during these meetings will be considered in developing the alternatives to be analyzed in the draft EIR/EA.

Key issues brought up by stakeholders during these meetings included:

- Community impact
  - *"How do you justify this method of additional revenue and the financial impacts to communities and users in this proposed expansion?"*
  - *"There needs to be no eminent domain of homes. We need to recognize what eminent domain does and what displacement does to people's communities."*
- Congestion reduction
  - *"... it will prevent driver confusion and bottlenecking when they go to the one express lane section..."*

- *“I understand that this project is meant to address some of this peak hour traffic congestion concerns, but that seems to be very ill-advised considering that the freeway widening is unlikely to actually induce any reduction in congestion.”*
- Improvements to public transportation
  - *“What [I] would like to see included in this project is extending the Metro Silver Line BRT to West Covina, Cal Poly Pomona, Downtown Pomona and Montclair. The existing bus stops on the i-10 at Puente and Azusa is uncomfortable, loud, dark and just feels unsafe. I’d like the project include stations similar to the I-110 ExpressLanes. The Foothill Transit Silver Streak is too unreliable. Please also consider allowing Buses on Shoulder (like San Diego) to speed up buses on the freeway.”*
  - *“... the incentives to improve public transit ridership as well as carpooling. This should be greatly expanded in terms of scope.”*
- Air quality
  - *“... these neighborhoods, these communities have amongst the worst air pollution in the state, and several of the alternatives you are proposing here would exacerbate that.”*
  - *“More lanes equal more traffic worse congestion and additional air pollution.”*
- Environmental justice/equity
  - *“I don’t know if it’s possible to explain why other areas that are more affluent have not had the process.”*
- Transportation/traffic
  - *“I noticed that, after we had the freeway expansion completed for the HOV lanes, that I noticed that there were a lot of on-ramps that seemed shorter and that you were in traffic sooner than you were used to, and some of them - the lanes seemed narrower.”*
  - *“... the number of lanes would increase the number of cars and the traffic not only increasing the air quality, making it worse but also just too many people driving single cars.”*
- Issues with past corridor construction
  - *“The I-10 has been under [nonstop] construction for well over 15 years. It started with the 605 interchange and has yet to stop.”*
  - *“I’ve lived here for 20 years, and the I-10 has yet to stop construction.”*
- Issues with past I-405 freeway projects
  - *“Induced demand is well known concept and 405 is a perfect example of the principal.”*

Additional analysis of these comments can be found in Section 3.12. while complete records of the comments included above can be found in Appendix B.

### 3. Outreach and Notification

Stakeholders were notified about the Metro I-10 ExpressLanes Extension Project through various means (details of which are provided below), invited to three virtual scoping meetings,

and to invited to provide public comment through email eblasts, social media, online surveys, mailers, and flyers.

### 3.1. Presentations/Briefings

Metro staff also provided presentations to the following agencies/committees informing them of the Project:

- San Gabriel Valley Council of Governments – Transportation Committee
- San Gabriel Valley Service Council
- Metro Streets and Highways Subcommittee
- Cal Poly Pomona

The presentation included a Project overview, including range of Project alternatives, Project limits, list of technical studies, schedule, next steps, and concluded with a Question and Answer session.

### 3.2. Postcard

Postcards were created and distributed via mailing services and hand-delivered to specific locations within areas designated as Equity Focused Communities along the Project corridor.

Postcards were mailed to over 16,000 addresses within 500 feet of the project. A high-resolution map showing this radius around the project area is included in Appendix C. This map shows distribution in El Monte, Baldwin Park, West Covina, Covina, San Dimas, Pomona, and Claremont, along the I-10 Freeway. Additionally, 12,316 postcards were distributed in person at 139 locations within Equity Focused Communities in Baldwin Park, Covina, West Covina, and Pomona.

The postcard, full resolution distribution range, and list of Equity Focused Community drop off locations can be referenced in Appendix C.

### 3.3. Notice of Scoping and Notice of Preparation

In coordination with Caltrans, a Notice of Scoping letter and Notice of Preparation was created and distributed directly to key stakeholders along the Project alignment via certified mailing on April 20, 2022. These stakeholders included 128 project-area recipients, including elected officials, city council representatives, representatives from Native American Tribes, and community organizations.

Notice of Scoping and Notice of Preparation, formal responses, and a complete mailing list can be found in Appendix D.

### 3.4. Newspaper Ads

11 public notice advertisements were placed in the following Project area newspapers:

Excelsior	4/15/22
Inland Valley Daily Bulletin	3/29/22, 4/18/22
La Opinion	4/18/22
Los Angeles Times	3/26/22, 4/18/22
San Gabriel Valley Tribune	3/28/22, 4/18/22
Sing Tao	4/18/22
World Journal (Chinese Daily News)	4/18/22

Zhong Guo Daily News	4/18/22
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Table 3.4.1. List of Newspapers and ad run dates.

These newspapers were identified as having the greatest and most diverse reach within the Project area in English, Spanish, and Chinese. These advertisements provided Project information, notification of the Scoping Period, as well as invitations to the three virtual scoping meetings.

**Caltrans** **Metro**

**Notice of Scoping/Initiation of Studies for the I-10 ExpressLanes Extension Project and Notice of Scoping Meetings**

**WHAT IS BEING PLANNED?**  
 The Los Angeles County Metropolitan Transportation Authority (Metro), in cooperation with the California Department of Transportation (Caltrans) as the California Environmental Quality Act (CEQA)/National Environmental Policy Act (NEPA) lead agency, is initiating the preparation of an Environmental Impact Report/Environmental Assessment (EIR/EA) for the I-10 ExpressLanes Extension in Los Angeles County, California.

The project proposes to improve traffic conditions on I-10 starting in the west at approximately I-605 and terminating in the east at the Los Angeles/San Bernardino County line, and intends to reduce travel times, encourage carpooling and transit, improve trip reliability, reduce degradation of the carpool and general purpose lanes, increase person throughput, and apply technological strategies to help manage traffic. The alternatives to be studied include, but are not limited to, 1) no build; 2) converting the existing high-occupancy vehicle (HOV) lane to a High Occupancy Toll (HOT) lane, also known as an ExpressLane, 3) adding an additional ExpressLane/HOT lane in each direction and converting the existing HOV lane to an ExpressLane, or 4) maintain the existing HOV lane and add a second HOV lane in each direction. The study area includes the Cities of El Monte, Industry, Baldwin Park, Covina, West Covina, San Dimas, Walnut, Pomona, Claremont, Montclair as well as unincorporated Los Angeles County.

Caltrans is the lead agency under CEQA and NEPA. The EIR/EA, a study required by federal and state statutes, will be prepared and is an assessment of the likely influences that future improvements may have on the environment and communities within and adjacent to the study area. It includes analyses of ways to reduce or avoid possible adverse environmental impacts.

**WHY THIS NOTICE?**  
 The project team is initiating environmental and engineering studies for this project. Virtual public scoping meetings will be held to inform you about the project, and to give you an opportunity to provide comments or concerns. Your comments will become part of the public record and will be considered in developing the environmental document and defining the project scope. A purpose and need statement for the project, preliminary alternative concepts, an overview of the environmental process, schedule, and other information will be available for viewing.

**WHAT IS AVAILABLE?**  
 The Notice of Preparation of an Environmental Impact Report and other project materials are available for public review and comment at [www.metro.net/i10extension](http://www.metro.net/i10extension) between **April 25, 2022** and **June 10, 2022**, in conformance with CEQA and NEPA, respectively.

**WHERE YOU COME IN**  
 Public scoping meetings will be held virtually on **May 4, May 5, and May 7, 2022**. Comments may be submitted during the public scoping period via mail, email, the project website comment form, or the project hotline. Submit comments by mail to the following address: Ron Kosinski, Deputy District Director, Caltrans District 7, 100 S. Main Street, MS 16A, Los Angeles, CA 90012. Submit comments by email to [i10extension@metro.net](mailto:i10extension@metro.net). Submit comments via comment form on the project website at [www.metro.net/i10extension](http://www.metro.net/i10extension). Submit oral comments by calling (213) 922-2110 to leave a voice recording. All comments must be received no later than **June 10, 2022 at 5:00 p.m.** For more information, please visit the project website at [www.metro.net/i10extension](http://www.metro.net/i10extension).

**WHEN AND WHERE**  
 You are invited to the public scoping meetings about the I-10 ExpressLanes Extension EIR/EA. The purpose of the public scoping meetings is to obtain public feedback on the project's purpose and need as well as on the range of proposed alternatives, and the issues to be studied in the EIR/EA. Virtual public scoping meetings will be held online on **Wednesday, May 4<sup>th</sup>, from 12pm to 2pm, Thursday, May 5<sup>th</sup>, from 6pm to 8pm, and Saturday, May 7<sup>th</sup>, from 10am to 12pm**. The meeting link will be made available on the project website at [www.metro.net/i10extension](http://www.metro.net/i10extension).

**CONTACT/SPECIAL ACCOMMODATIONS**  
 Individuals who require special accommodations (interpretation, documentation in alternate formats, etc.) are requested to contact Caltrans District 7, phone (213) 897-3656. TDD users may contact the California Relay Service at 1 (800) 735-2929 (TTY to Voice), 1 (800) 735-2922 (Voice to TTY), 1 (800) 855-3000 (Spanish TTY to Voice and Voice to TTY), 1 (800) 855-7200 (Spanish and English Speech-to-Speech), or 711.

CNSB#3569803

Figure 3.4.1. Newspaper ad appearing in World Journal (Chinese Daily News).

Additional newspaper Ads and tear sheets can be found in Appendix D.

### 3.5. E-Blasts

Emails were distributed to the stakeholder email list to promote the start of the Scoping Period, virtual scoping meetings, the end of the Scoping Period, and encourage participation throughout. A total of 16 eblasts were distributed to stakeholder list consisting of approximately 740 email addresses between the start of the Scoping Period on Monday, April 25, 2022, and the closing of the Scoping Period Friday, June 10, 2022.

E-Blasts distributed throughout the Scoping Period received an average open rate of approximately 22.49%.



Figure 3.5.1. “05052022 - Public Scoping Meetings for I-10 ExpressLanes Extension Project” e-blast.

The complete archive e-blasts can be referenced in Appendix E.

### 3.6. Surveys

A survey was developed to gauge Project area stakeholders' usage of the I-10 corridor, satisfaction with the current corridor, challenges faced on the corridor, and top priorities for their usage of the corridor.

This survey was made available in English, Spanish, and Chinese. The survey received 81 responses, with stakeholders sharing the following (note: survey percentages are presented for each specific question, not the overall survey):

- Approximately 32% of respondents travel on the I-10 corridor once or twice a week
- Approximately 50% of respondents spend an average of 30-60 minutes driving the corridor
- Approximately 40% of respondents travel 15-30 miles along the corridor
- On a scale of 1-10, approximately 33% of respondents rate their experience traveling on the corridor a "5"
- Approximately 68% of respondents travel alternate routes to avoid the corridor
- Respondents chose congestion, limited transit options through the corridor, and unpredictable travel times as the top 3 challenges/issues for the corridor
- Respondents chose an increase in accessibility to alternative modes of transportation, efficiently moving goods and people, and advanced environmental sustainability as top 3 priorities for the corridor

The complete survey and results can be referenced in Appendix F.

#### 3.6.1. Title VI Non-Discrimination Policy Statement Survey

During the Scoping Period, Caltrans conducted a parallel survey to gather information as it pertains to Title VI of the Civil Rights Act of 1964. This survey requested demographic information to enable Caltrans to identify impacted residents and communities affected by the Federal-Aid Highway Program.

This survey was promoted during the three Scoping Meetings, as well as through the Project website.

## Non-Discrimination Policy Statement

The California Department of Transportation, under Title VI of the Civil Rights Act of 1964, ensures “No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance.” Caltrans will make every effort to ensure nondiscrimination in all of its services, programs and activities, whether they are federally funded or not, and that services and benefits are fairly distributed to all people, regardless of race, color, or national origin. In addition, Caltrans will facilitate meaningful participation in the transportation planning process in a nondiscriminatory manner. Related federal statutes, remedies, and state law further those protections to include sex, disability, religion, sexual orientation, and age. For information or guidance on how to file a complaint, or obtain more information regarding Title VI, please contact the Title VI Branch Manager at (916) 324-8379 or visit the following web page: [bit.ly/DOTtitleVI](http://bit.ly/DOTtitleVI) or scan the QR code shown here.



**Title VI Survey:** [bit.ly/titleVIsurveyENGLISH](http://bit.ly/titleVIsurveyENGLISH) **Spanish:** [bit.ly/titleVIsurveySPANISH](http://bit.ly/titleVIsurveySPANISH) **Chinese:** [bit.ly/titleVIsurveyCHINESE](http://bit.ly/titleVIsurveyCHINESE)



3

Figure 3.6.1.1. Title VI Survey slide from Scoping Meeting presentation.

### 3.7. Social Media

Social Media posts were published by Metro & Caltrans to promote the three virtual scoping meetings and commenting tool during the Scoping Period. The posts were developed by Metro and posted on Metro and Caltrans’ social media accounts. The posts included meeting information and links to the Metro I-10 ExpressLanes Extension Project webpage.

Table 3.7.1. includes the days social media posts were made by Metro and Caltrans.

Account	Published Date	Post Topic
Facebook	4/26/22	Scoping Meeting #1 invite (Metro)
	4/26/22	Scoping Meeting #2 invite (Metro)
	4/26/22	Scoping Meeting #3 invite (Metro)
Twitter	5/2/22	Virtual Scoping Meeting (Metro)
	5/4/22	Virtual Scoping Meeting (Metro)
	5/5/22	Virtual Scoping Meeting (Caltrans)
	5/6/22	Virtual Scoping Meeting (Metro)
	5/6/22	Virtual Scoping Meeting (Caltrans)
	6/5/22	Scoping Comment Period (Metro)
Nextdoor	4/28/22	Scoping Comment Period (Metro)
	5/4/22	Virtual Scoping Meeting (Metro)
	6/8/22	Scoping Comment Period (Metro)

Table 3.7.1. Project information social media posts.

Social Media posts can be found in Appendix G.

### 3.8. Earned Media & Stakeholder Outreach

Throughout the public scoping period, other agencies shared Project information via their own channels. These agencies included community organizations, transportation blogs and news



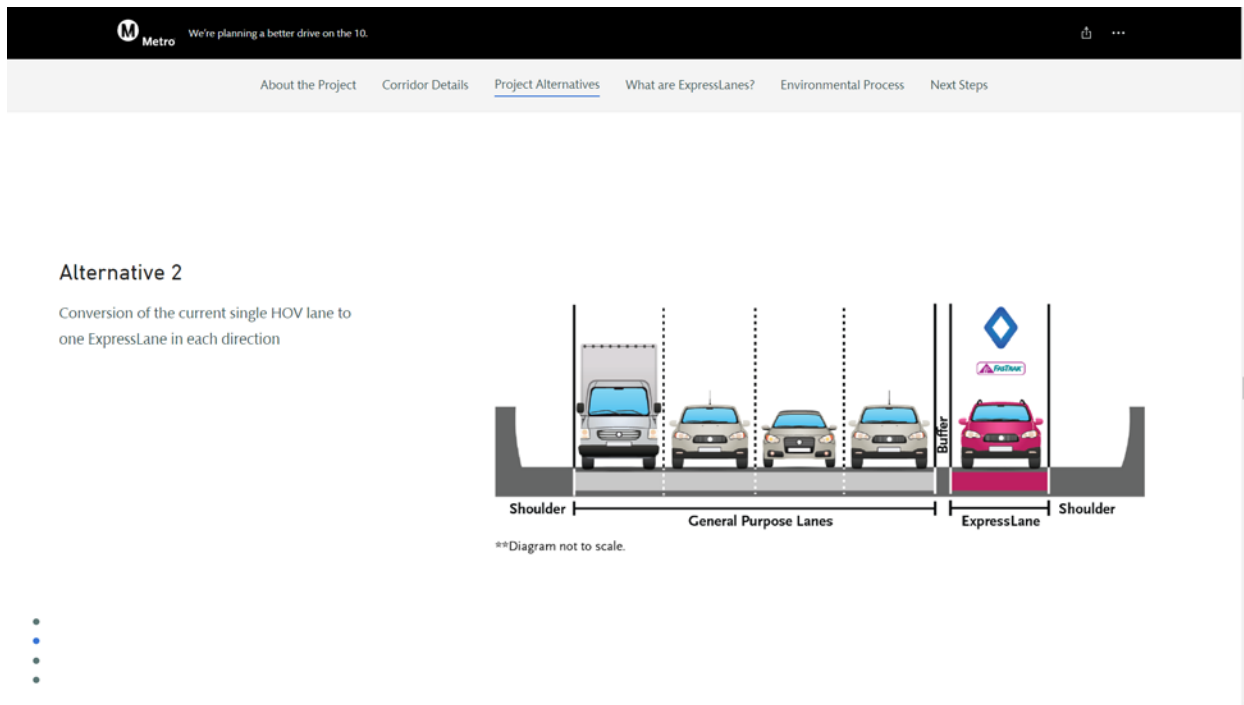


Figure 3.9.1.2. Interactive Story Map Project Alternatives screen.

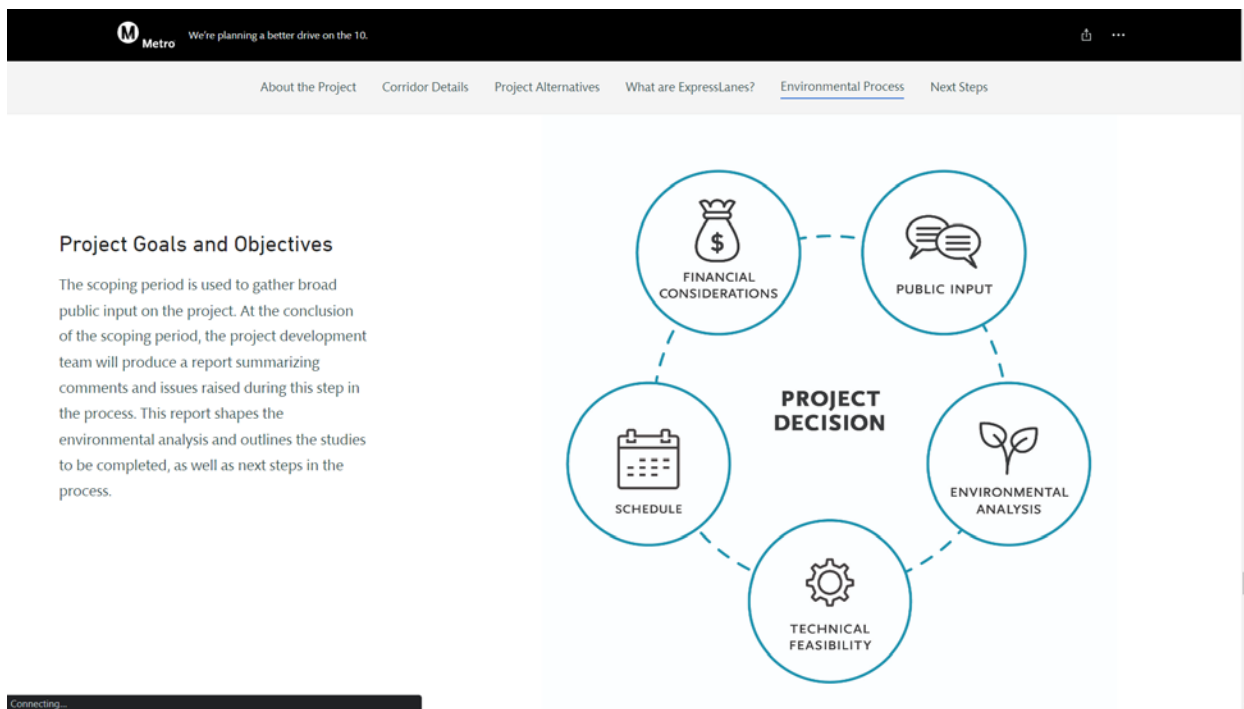


Figure 3.9.1.3. Interactive Story Map Project Goals and Objectives screen.

Over the course of the Public Scoping Comment period, the Interactive Story Map received 2,190 visits. Per the below graph, traffic to the webpage grew following virtual public scoping meetings.



Figure 3.9.1.4. Interactive Story Map visitor statistics.

The full contents of the Interactive Story Map can be found in Appendix J.

### 3.10. Federal, Local, and State Agency Response

Federal, local, and state agencies were informed of the project and invited to share their comments. These representatives were sent Notices of Scoping and Preparation via mail and invited to an agency Pre-Scoping Meeting on April 21, 2022.

These stakeholders included elected officials, business improvement districts, chambers of commerce, community-based organizations, educational centers, equity focused communities, major employer groups, environmental groups, environmental justice groups, faith-based organizations, food banks, healthcare providers, HOAs, major landmarks and destinations, multi-family housing units, Native American tribes, nonpolitical social groups, public transit services, and transportation advocacy groups.

Table 3.10.1. shows official responses received from agencies.

Agency	Rationale for Invitation	Response
Alhambra City Council, Efen Moreno Jr.	Project's proximity to city and usage by representative's constituents.	Response received from Efen Moreno, Councilmember, on June 10, 2022, via email.
Alhambra City Council, Sasha Perez	Project's proximity to city and usage by representative's constituents.	Response received from Sasha Perez, Councilmember, on June 10, 2022, via email.
Cal Poly Pomona	Project's proximity to campus and usage by school's students and faculty.	Response received from Danny Wu, Executive Director, Campus Planning, Transportation & Sustainability, on June 9, 2022, via email.
California Department of Fish & Wildlife	Project's potential impacts to sensitive species and wildlife	Response received from Erika Cleugh, Senior Environmental

	crossings located along Project corridor.	Scientist, on June 9, 2022, via email.
City of Claremont	Project's proximity to city and usage by representative's constituents.	Response received from Brad Johnson, Community Development Director, on June 9, 2022, via email.
City of San Dimas	Project's proximity to city and usage by representative's constituents.	Response received from Henry Noh, Director of Community Development, on June 8, 2022, via email.
Foothill Transit	Project's potential use and impact by transportation agencies.	Response received from Joseph Raquel on June 10, 2022, via online comment form.
Metropolitan Water District of Southern California	Project's potential impacts to water quality in region.	Response received from Sean Carlson, Environmental Planning Manager, on June 10, 2022, via email.
Native American Heritage Commission	Potential involvement of local Native American tribes.	Response received from Andrew Green, Cultural Resource Analyst, on April 15, 2022, via letter.
South Coast Air Quality Management District	Project's potential impacts to air quality in the region.	Response received from Lijin Sun, Program Supervisor, on May 24, 2022, via email.

*Table 3.10.1. Official responses from responding agencies, community organizations, and elected officials.*

Complete responses can be found in Appendices B and K.

### 3.11. Scoping Meetings

During the Scoping Period, Metro and Caltrans hosted three virtual Scoping Meetings, in accordance with Los Angeles County's COVID-19 safety protocols, allowing stakeholders to join via computer or phone.

Each of the three Scoping Meetings provided stakeholders with a brief overview of the ExpressLanes network and the project, details on Project purpose and needs, Project alternatives, upcoming reports, the environmental scoping process, and information on how to provide feedback on the I-10 ExpressLanes Extension Project. Stakeholders were encouraged to submit comments during the meeting or visit the Project website to submit comments and share their input via Project survey. This meeting and presentation were facilitated in English and interpreted in Spanish and Chinese. Prior to the official start of the Scoping Comment Period, a Pre-Scoping Meeting for local government agencies was held to gain feedback that would help the Project Team better cater outreach to Project area stakeholders represented in the Pre-Scoping Meeting.

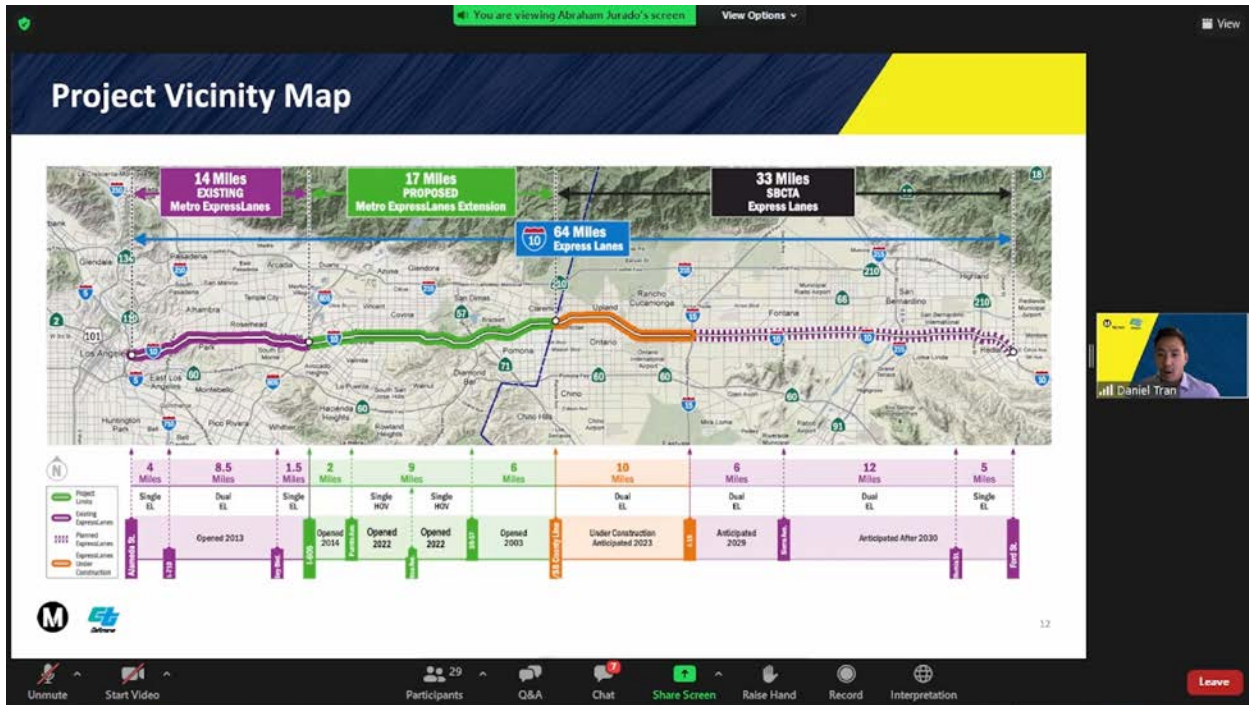


Figure 3.11.1. Project Vicinity Map slide during Public Scoping Meeting presentation, as presented by Daniel Tran (Metro).

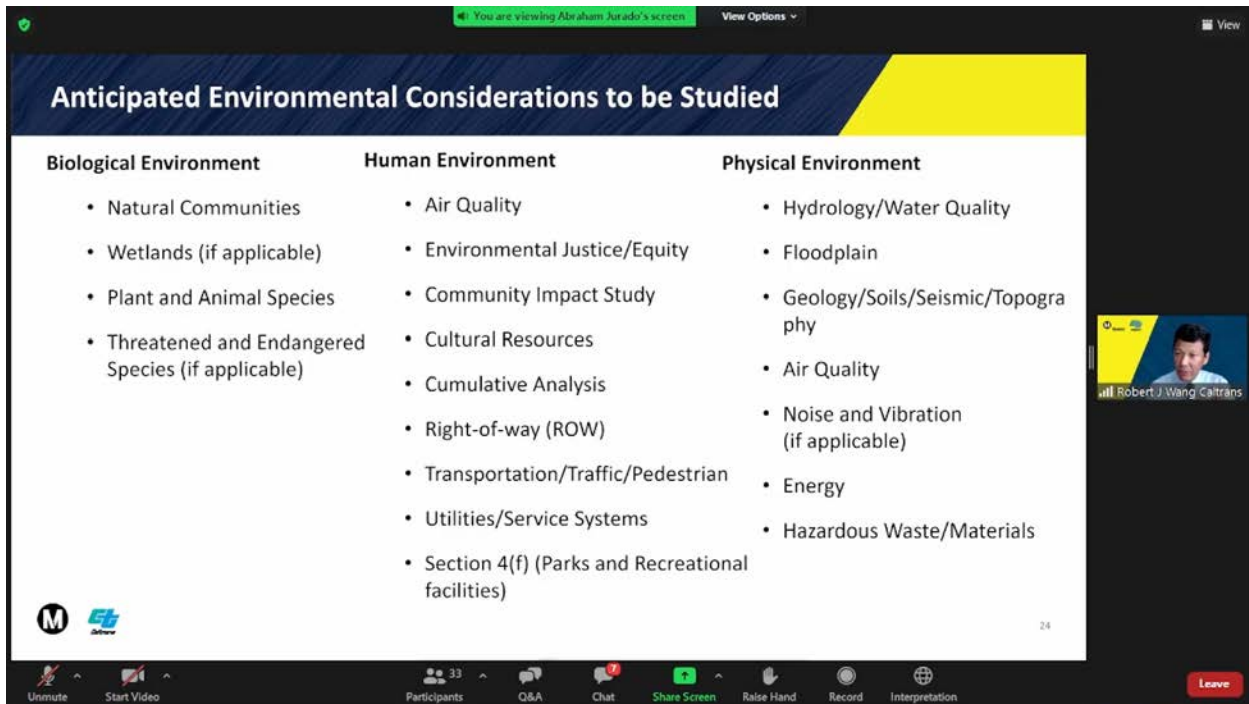


Figure 3.11.2. Anticipated Environmental Considerations to be Studied slide during the Public Scoping Meeting presentation, as presented by Robert Wang (Caltrans).

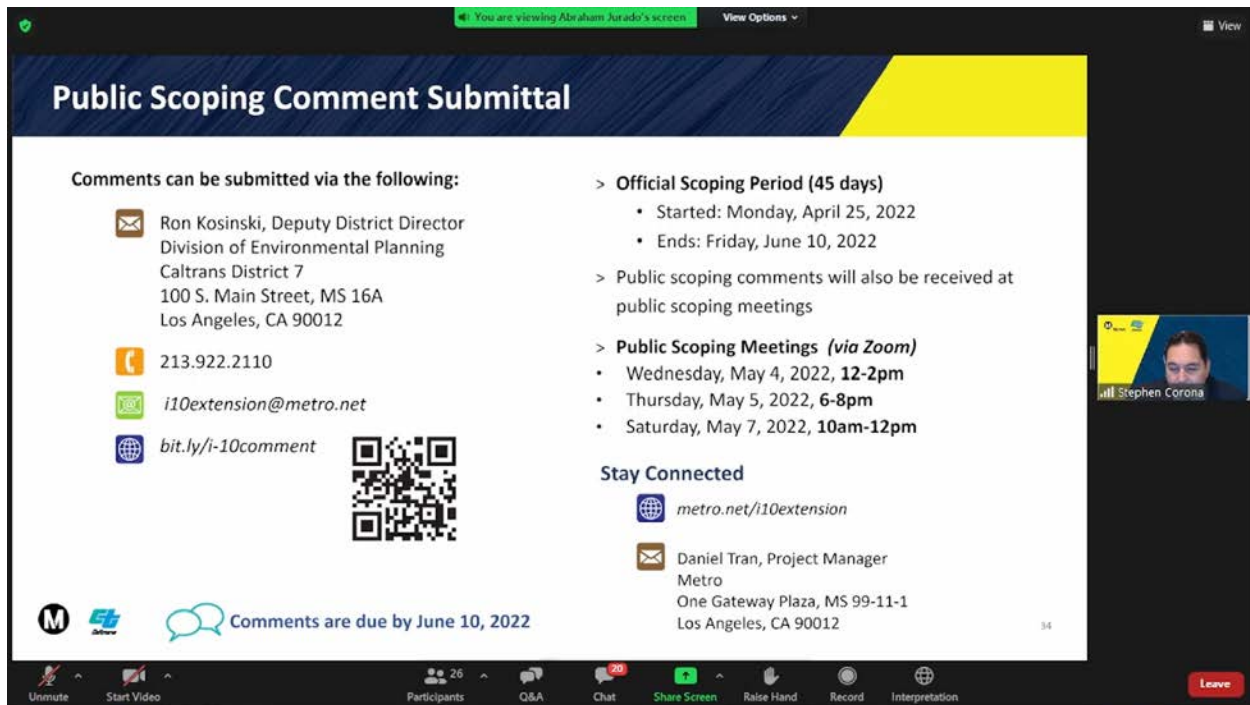


Figure 3.11.3. Public Scoping Comment Submittal slide during the Public Scoping Meeting, as presented by Stephen Corona (Metro).

The full PowerPoint presentation (in English, Simplified Chinese, and Spanish) can be referenced in Appendix L of this summary report.

### 3.11.1. Agency Pre-Scoping Meeting

On Thursday, April 21, 2022, the Metro I-10 ExpressLanes Extension Pre-Scoping Meeting was held via Zoom Meeting. Representatives from State Senator Anthony Portantino's Office, Assemblyperson Blanca Rubio's Office, the City of South El Monte, and the Director of Campus Planning at Cal Poly Pomona were in attendance.

The main presentation was facilitated by Stephen Corona (Community Relations Manager, San Gabriel Valley Area, Construction relations, Planning and Environmental), Mark Linsenmayer (Deputy Executive Officer, Congestion Reduction), and Daniel Tran (Manager, Transportation Planning, Congestion Reduction) from Metro, Gabrielle Dashiell (Associate Environmental Planner) and Robert J. Wang (Senior Environmental Planner, Environmental Drone Services & Mapping Counselor) from Caltrans, and Sam Ekrami (Senior Program Director) and Amit Shah (Deputy Project Manager) from Parsons.

Feedback gained from this Pre-Scoping Meeting included concern over right-of-way impacts, impacts to the corridor's population, and impacts to current and future improvements to areas near the I-10 Corridor.

### 3.11.2. Scoping Meeting 1

On Wednesday, May 4, 2022, the Metro I-10 ExpressLanes Extension Public Scoping Meeting was held from 12– 2pm, via Zoom meeting.

The agenda for the meeting included the following schedule:

- [Live Presentation](#) – 12 to 12:40pm
- Comment/ Question and Answer Segment – 12:40 to 1:55pm
- Closing Remarks and Next Steps – 1:55pm to 2pm

The main presentation was facilitated by Stephen Corona, Mark Linsenmayer, and Daniel Tran from Metro, Gabrielle Dashiell and Robert J. Wang from Caltrans and Sam Ekrami and Amit Shah from Parsons.

A total of 40 attendees joined the Metro I-10 ExpressLanes Extension Public Scoping Meeting. The attendee report is provided in Appendix M of this summary report.

### 3.11.3. Scoping Meeting 2

On Wednesday, May 5, 2022, the Metro I-10 ExpressLanes Extension Public Scoping Meeting was held from 6– 8pm, via Zoom meeting.

The agenda for the meeting included the following schedule:

- Live Presentation – 6 to 6:40pm
- Comment/ Question and Answer Segment – 6:40 to 7:55pm
- Closing Remarks and Next Steps – 7:55 to 8pm

The main presentation was facilitated by Stephen Corona, Mark Linsenmayer, and Daniel Tran from Metro, Gabrielle Dashiell and Robert J. Wang from Caltrans and Sam Ekrami and Amit Shah from Parsons.

A total of 13 attendees joined the Metro I-10 ExpressLanes Extension Public Scoping Meeting. The attendee report is provided in Appendix N of this summary report.

### 3.11.4. Scoping Meeting 3

On Wednesday, May 7, 2022, the Metro I-10 ExpressLanes Extension Public Scoping Meeting was held from 10am – 12pm, via Zoom meeting.

The agenda for the meeting included the following schedule:

- Live Presentation – 10am to 10:40am
- Comment/ Question and Answer Segment – 10:40 to 11:55am
- Closing Remarks and Next Steps – 11:55am to 12pm

The main presentation was facilitated by Stephen Corona, Mark Linsenmayer, and Daniel Tran from Metro, Gabrielle Dashiell and Robert J. Wang from Caltrans and Sam Ekrami and Amit Shah from Parsons.

A total of 10 attendees joined the Metro I-10 ExpressLanes Extension Public Scoping Meeting. The attendee report is provided in Appendix O of this summary report.

## 3.12. Attendee Engagement and Comments

During the scoping meetings, comments were received via a live comment session in which stakeholders were allowed to present their comments by voice or by use of the Zoom chat function.

### 3.12.1. Scoping Meeting 1 - Comment Segment

During the Scoping Meeting 1 comment segment, a total of 8 comments were received. Concerns about the impact of on the communities surrounding the freeway, the need for an additional HOV lane to reduce congestion and improvements to public transportation were shared. Of the 8 stakeholders that shared their comments during this session, two were in favor of Alternative 1, one in favor of Alternative 2, and two in favor of Alternative 3.

Scoping Meeting 1 questions and answer log can be referenced in Appendix P.

### 3.12.2. Scoping Meeting 2 - Comment Segment

During the Scoping Meeting 2 comment segment, a total of 7 comments were received. Concerns focused on environmental issues, such as Air Quality, Environmental Justice/Equity, and Transportation/Traffic. Stakeholders also shared concerns with the potential of increased congestion and issues with past construction along the corridor. Of the 7 stakeholders that shared their comments during this session, six participants were in favor of Alternative 1.

Scoping Meeting 2 questions and answer log can be referenced in Appendix Q.

### 3.12.3. Scoping Meeting 3 - Comment Segment

During the Scoping Meeting 3 comment segment, a total of 10 comments were received. Concerns focused on environmental issues, such as Environmental Justice/Equity, Transportation/Traffic and Air Quality. Stakeholders also shared negative experiences with the past I-405 freeway project as reference to their potential traffic concerns. Stakeholders continued to share support for improving public transportation and their concern that any changes to the I-10 corridor will add more congestion, rather than improve the flow of traffic. Of the 10 stakeholders that shared their comments during this session, one was in favor of Alternative 1, one in favor of Alternative 2, and the rest were split between alternatives that would not add additional lanes.

Scoping Meeting 3 questions and answer log can be referenced in Appendix R.

## 3.13. Pop Up Events

The Project team developed a list of in-person pop-up event opportunities throughout the Scoping Period and attended a total of thirteen events. These events, taking place in communities throughout the Project area, invited people to learn about the project, gather informational material, and provide their official scoping comments directly to the Project team via written out comment cards or via a scannable QR code that would link the stakeholder directly to the online comment form or survey. Printed fact sheets and FAQs can be referenced in Appendix S.



Figure 3.13.1. MBI staff facilitating a pop-up event at 626 Golden Streets on May 1, 2022.



Figure 3.13.2. MBI Staff facilitating a pop-up event at Plaza West Covina on June 8, 2022.

At these events, the Project team engaged with approximately 575 people, received 76 Project eblast sign ups, 62 surveys, and 57 comments via comment card. The complete archive of Pop-Up Event Quick Reports can be found in Appendix T.

La Puente Community Resource Fair	April 29, 2022	501 N Glendora Ave La Puente, CA 91745
626 Golden Streets	May 1, 2022	Mission St South Pasadena, CA 91030
San Dimas Farmer's Market	May 11, 2022	245 E Bonita Ave San Dimas, CA 91773

Covina Farmer's Market and Family Night	May 13, 2022	Heritage Park 400 N Citrus Ave Covina, CA 91723
West Covina Certified Farmers Market	May 14, 2022	195 S Glendora Ave West Covina, CA 91790
Mt SAC Farmer's Market	May 21, 2022	Mt SAC Campus: Parking Lot B 1100 N Grand Ave Walnut, CA 91789
Baldwin Park Walmart #1	May 27, 2022	Walmart Baldwin Park 3250 Big Dalton Ave Baldwin Park, CA 91706
Baldwin Park Walmart #2	June 2, 2022	Walmart Baldwin Park 3250 Big Dalton Ave Baldwin Park, CA 91706
Pomona Certified Farmer's Market	June 4, 2022	Corner of Garvey Ave/Pearl St Pomona, CA 91768
El Monte Station	June 8, 2022 June 9, 2022 June 10, 2022	Metro ExpressLanes (Fastrak) Service Center 3501 Santa Anita Ave El Monte, CA 91731
Plaza West Covina	June 8, 2022	Plaza West Covina 112 Plaza Dr West Covina, CA 91790

Table 3.13.1. Name, dates, and locations of pop-up events.

## 4. Summary of Scoping Comments

Stakeholders were given various methods of commenting during the Scoping Period, including via email, Project hotline, live during the virtual scoping meetings, and the online comment form. This comment form, available at [bit.ly/i-10comment](http://bit.ly/i-10comment), allowed stakeholders to provide their comments and feedback in English, Spanish, and Chinese. The Project received a total of 260 comments, with 101 coming from the Online Comment Tool.

The Online Comment Tool can be referenced in Appendix U.

Of the 260 comments, only 126 stakeholders shared demographic information relating to their location. The largest population of respondents came from the cities of Claremont (47 respondents), Los Angeles (13 respondents), and Covina (6 respondents). All but three of the other respondents including location information were also from Los Angeles County.

Due to the general variance in comments, comments were delimited, and topics assigned with an end goal being to adequately capture the overall comment topic based on the topics presented in the Scoping Meetings. These topics include the project's purpose and need, Project alternatives, environmental issues (with further sub-topics), and local projects.

The complete archive of Public Scoping Comments can be found in Appendix B.

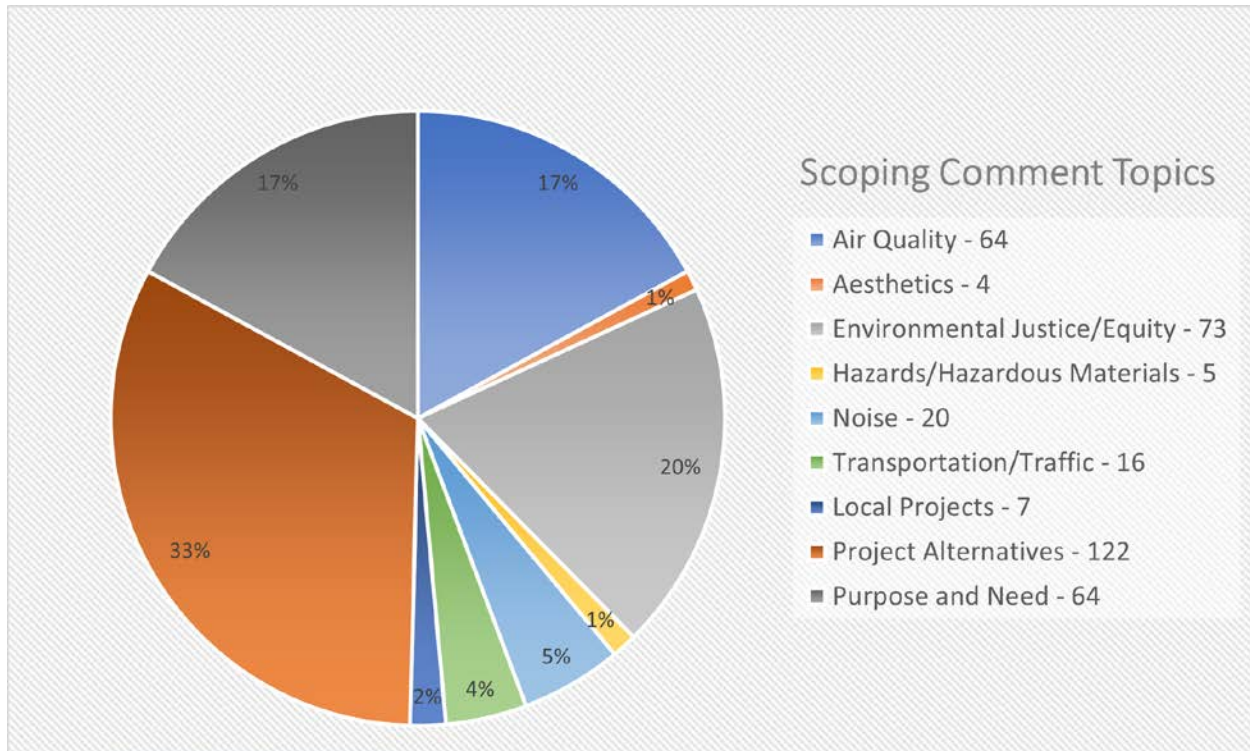


Figure 4.1. Scoping Comment Topic breakdown

#### 4.1. Environmental Topics

Commenters expressed concern about various environmental resources areas and potential impacts (approximately 48 percent of all comments). Of the various environmental sub-topics, Environmental Justice/Equity and Air Quality were the clear outliers, being referenced in 20 percent and 17 percent of the comments, respectively.

#### 4.2. Local Projects

Commenters express little concern with the project’s impact to other local projects along the I-10 corridor, with only 2 percent of stakeholders stating their concern.

#### 4.3. Purpose & Need

Comments related to the general need, overall purpose and objectives of the Project made up approximately 17 percent of the total. These comments focused most on the Project’s impacts to corridor congestion or the improvement of public transit options along the corridor.

#### 4.4. Project Alternatives

Comments were also delimited to capture the overall support for the different Project alternatives. With 33 percent of all comments discussing specific Project alternatives, further analysis reveals most commenters are split between Alternatives 1 (No Build) and 2 (Single ExpressLane), with 40 percent, with a slight lean towards Alternative 1 specifically, at 26 percent. Support for Alternatives 3 (Dual ExpressLanes) and 4 (Dual HOV Lanes) had the lowest turnout with only 14 percent and 7 percent support, respectively.

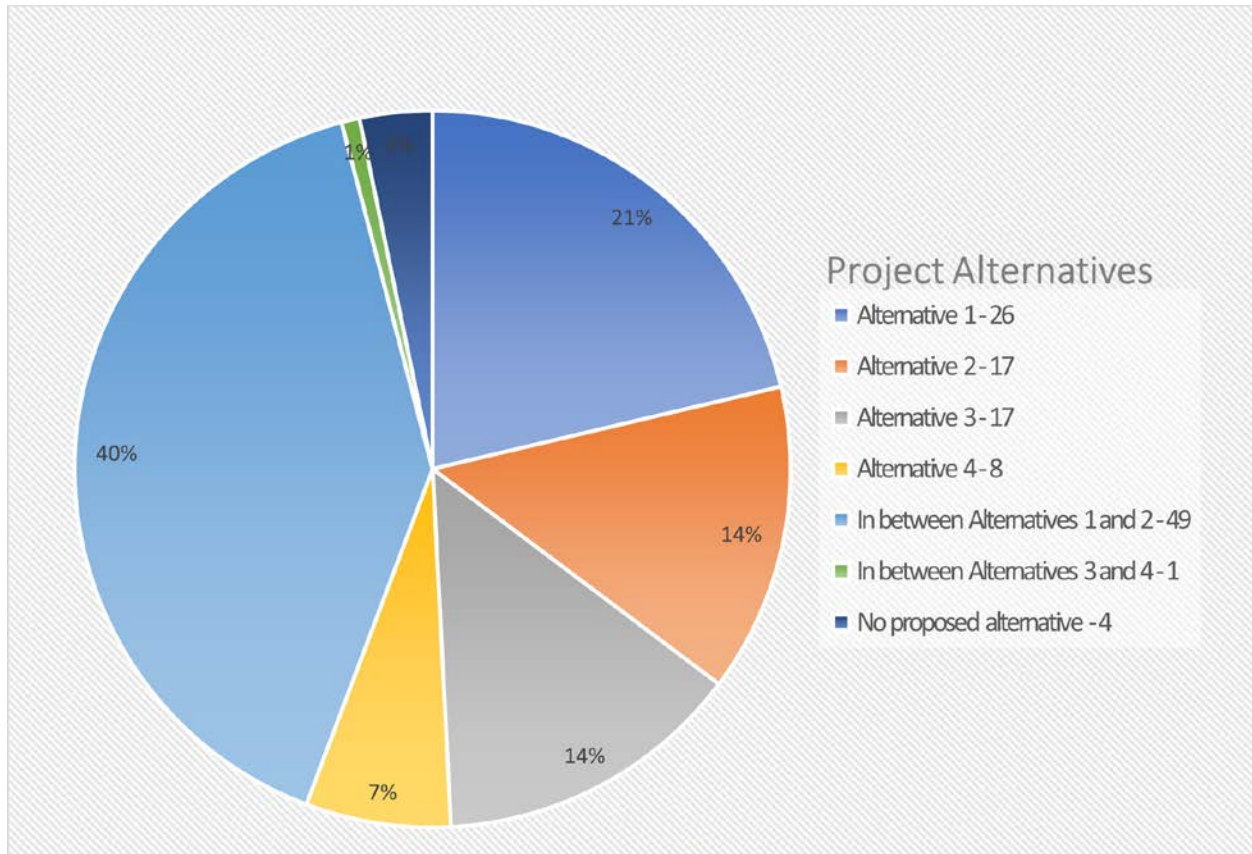


Figure 4.4.1. Project Alternative breakdown showing respondent support for specific alternatives.

## 5. Summary

During the Public Scoping Period, MBI, on behalf of the Metro I-10 ExpressLanes Extension Project team, collected feedback from the public, focusing on stakeholders along the I-10 corridor and significant connections to the Project area, to identify the public's issues with the current corridor conditions, hopes for further development, and preferred Project alternatives. Overall, stakeholders supported alternatives that would not expand the width of the freeway, would improve conditions of public transportation infrastructure, and would have least environmental impact on communities nearest the I-10 corridor.

The feedback from stakeholders collected throughout the Public Scoping Period will influence Environmental Analysis and Technical Studies currently in development, the eventual release of the Draft EIR/EA and Public Hearings tentatively scheduled in 2023, and the Preferred Alternative and release of the Final EIR/EA in 2024.