



# We're planning a better commute on the 405.

Community Update Meetings – October/November 2023

I-405 SEPULVEDA PASS EXPRESSLANES PROJECT





# Free transit for students with GoPass!

Students at participating K-12 schools and community colleges ride free on Metro and other transit agencies.

To find out if your district is participating, contact your school or visit [metro.net/gopass](https://metro.net/gopass).



**Metro**

# Safety Onboard



Visit [metro.net/transitwatch](https://metro.net/transitwatch) to learn more



# Today's Presenters



**Alice Tolar**  
Project Manager  
Metro



**Stephanie Molen**  
Community Relations Manager  
Metro



**Jeff Fromhertz**  
Technical Consultant  
Metro

**Metro has a plan to make it easier to get around. The I-405 through the Sepulveda Pass is especially challenging and complex, elevating the need to explore various transportation projects in the area. Along with better transit and other improvements, Metro is planning managed lanes for a better drive on the I-405.**

# Nearby Projects

- > Metro's plan includes a range of multimodal mobility options to address existing and future transportation needs.
- > Nearby and future proposed projects in this corridor include:
  - Purple Line (D Line) Extension Transit Project
  - Sepulveda Transit Corridor Project
  - Traffic Reduction Study
- > Each project will undergo **separate** environmental clearance and/or planning processes and have distinct schedules.
- > Metro will continue to coordinate across all project efforts.



# How ExpressLanes Work

## ExpressLanes:

- Offer single-occupant drivers the choice to pay for a *faster, more reliable trip* while continuing to allow *toll-free travel for carpools*.
- Provide/facilitate additional mobility options within the project corridor, such as carpools, vanpools, transit, and micro-transit;
- Improve traffic flows, travel times, and trip reliability;
- Incorporate advanced demand management and/or intelligent transportation systems strategies; and
- Toll revenue is reinvested to improve transit service and active transportation, subject to funding availability.



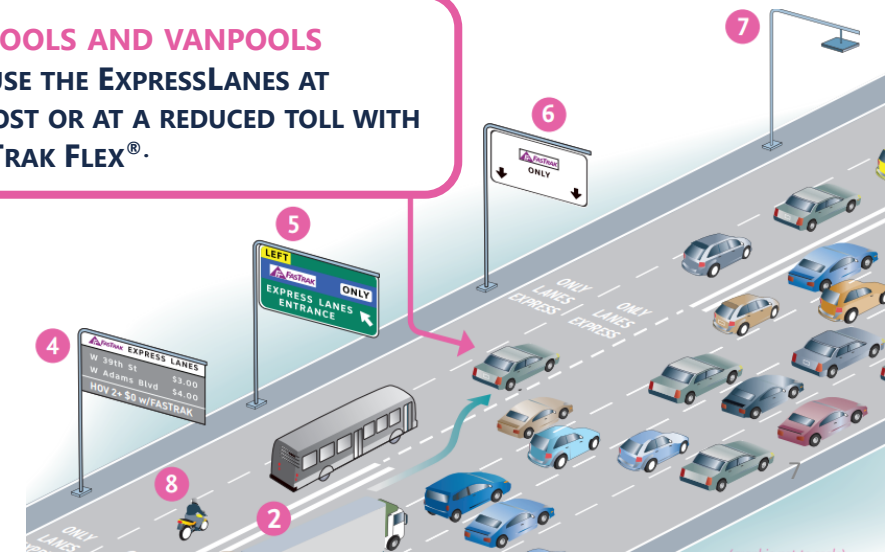
Explore more at the Metro ExpressLanes Program StoryMap available at [405expresslanes.info](http://405expresslanes.info)



The Metro ExpressLanes program features:

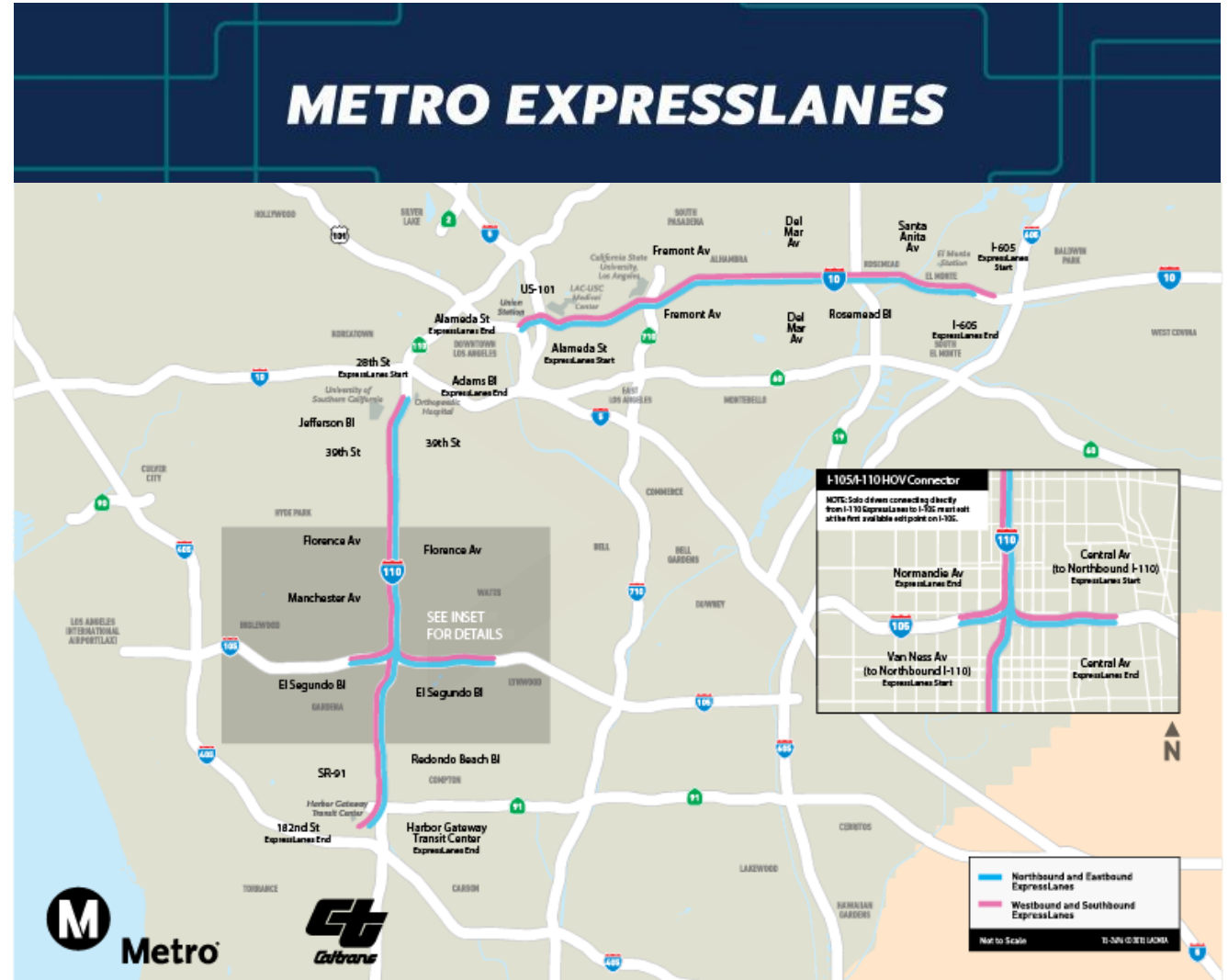
- ✓ Carpool and Transit Benefits/Rewards
- ✓ Clean Air Vehicle Discount
- ✓ Choices for Solo Drivers
- ✓ ExpressLanes Revenue Reinvestment
- ✓ Other savings

**CARPOOLS AND VANPOOLS**  
CAN USE THE EXPRESSLANES AT NO-COST OR AT A REDUCED TOLL WITH FASTTRAK FLEX®.



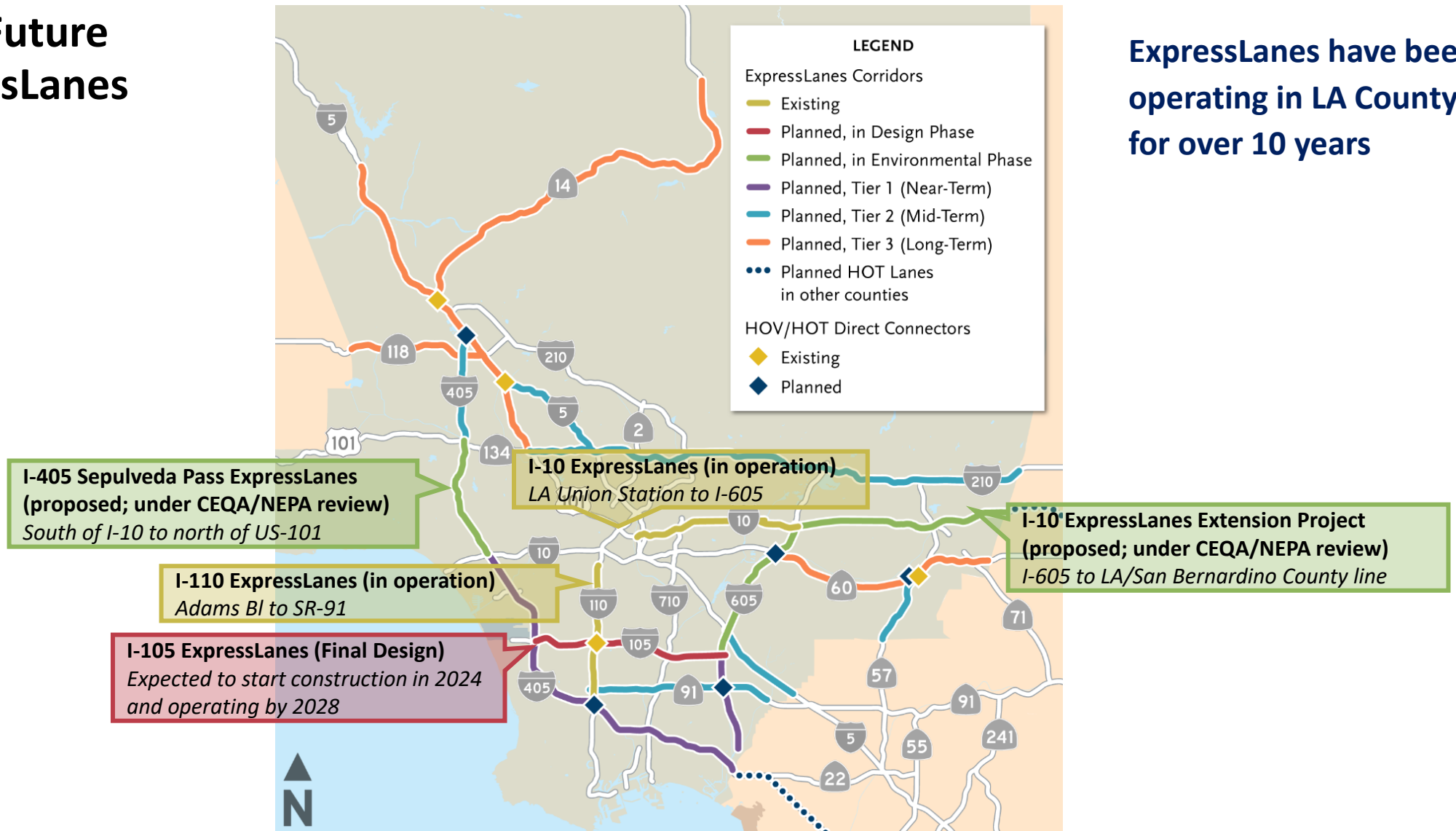
# Metro ExpressLanes Background

- > ExpressLanes have been operating in LA County for over 10 years
- > Initiated as a one-year congestion reduction demonstration project
  - I-110 (between Adams Bl & SR-91/182nd St) opened in Nov. 2012
  - I-10 (between Alameda St & I-605) opened in Feb. 2013
- > Developed in partnership with:
  - Federal Highway Administration (FHWA)
  - Caltrans
  - California Highway Patrol (CHP)



# ExpressLanes Tier 1 Network Map

## Current and Future Metro ExpressLanes Network



ExpressLanes have been operating in LA County for over 10 years

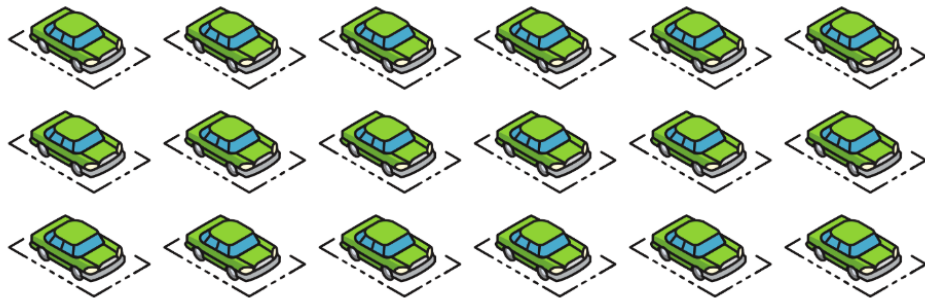


# Project Need

- > The I-405 through the Sepulveda Pass is among the most congested highways in the US

APPROXIMATELY 290,000 VEHICLES TRAVEL DAILY

on I-405 between US-101 and I-10



which is enough to fill parking at Dodger Stadium 18x's

- > Traffic is only expected to worsen as our population and economy grow.
- > Resulting in travel delay, productivity loss, wasted fuel and air pollution.

One of the **MOST CONGESTED HIGHWAYS** in the U.S., with an average of **56 HOURS OF DELAY** yearly per commuter

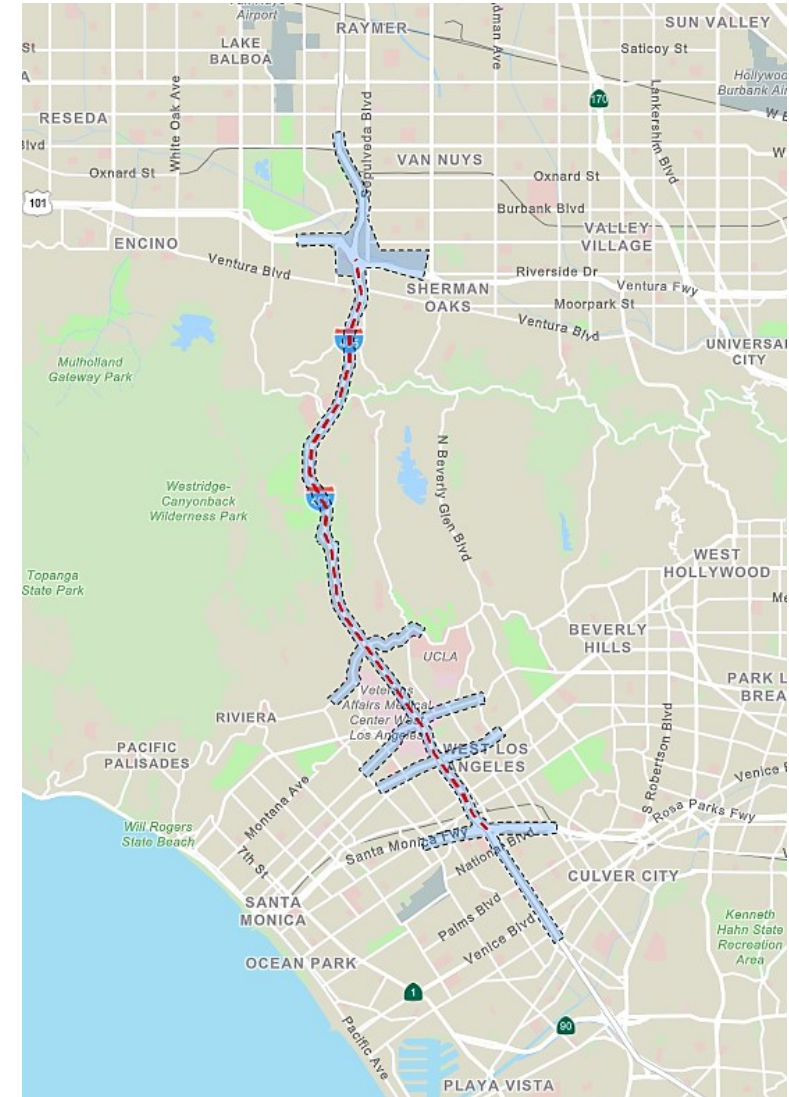
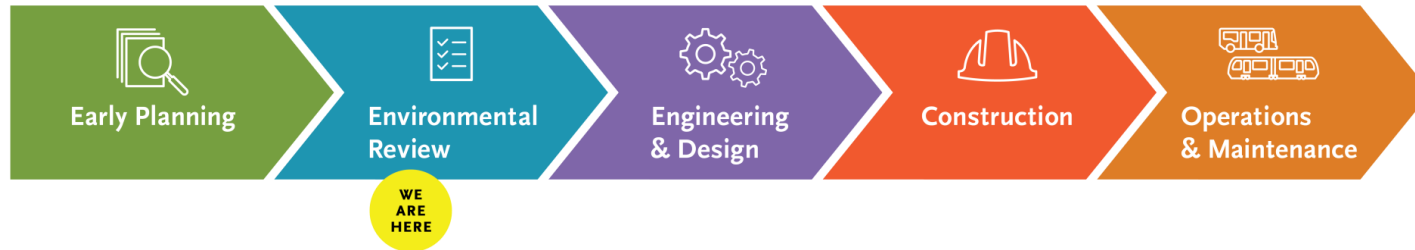


The **VEHICLE HOURS OF DELAY** in HOV and general purpose lanes is projected to increase by **22% THROUGH 2050**

# Project Overview

- 14-mile project corridor
- Between south of I-10 & north of US-101
- Located within Los Angeles & unincorporated areas of Los Angeles County

## > Planning Process



# Project Goals

- **Providing additional mobility options** within the project corridor and providing resources to implement related projects & facilitate future improvement.
- **Improving the traffic flows and operation** in terms of vehicle & person throughput and improving travel times and trip reliability.
- **Incorporating advanced demand management** and/or intelligent transportation systems strategies including, but not limited to, priced managed lanes/high-occupancy toll lanes to improve performance within the project corridor.
- **Increasing continuity of the ExpressLanes network** by closing the gap between existing and planned facilities, in accordance with regional and state transportation plans.



# Project Roles & Funding

## > Project Roles

- **Metro** is preparing the planning and engineering reports as well as the environmental document
- **Caltrans** provides oversight, serves as the lead agency for CEQA/NEPA, and is supporting studies to assess potential effects of constructing/operating the proposed improvements
- **FHWA** (Federal Highway Administration) oversees operations of federal and interstate highways

## > Funding

- **Measure M**, the local sales tax passed by LA County voters in 2016, provides \$260 million for this project
- Additional funding sources will be identified as project advances through the development process



\*CEQA  
\*NEPA  
\*FHWA

California Environmental Quality Act  
National Environmental Policy Act  
Federal Highway Administration



# Managed Lanes

> This project is studying **two potential types of managed lane improvements**, including:

## High-Occupancy Vehicle (HOV) lanes or “carpool lanes”

- Require 2 or 3 passengers per vehicle to use the lanes.
- *Note:* Solo riders with a valid “Clean Air Vehicle” decal also have access.



## High-Occupancy Toll (HOT) lanes or “ExpressLanes”

- Toll-free access for vehicles with 2+ or 3+ passengers (with transponder)
- Access for single occupant vehicles with a toll.
- *Note:* Solo riders with a valid “Clean Air Vehicle” decal receive a 15% discount.



Explore more at the Metro ExpressLanes Program [StoryMap](https://www.metro.net/transportation/expresslanes/storymap/) at [405expresslanes.info](https://405expresslanes.info)



# Alternatives



# Alternatives

- > Studying how each alternative performs in achieving the project's goals.
- > A No Build Alternative (Alternative 1) must be evaluated as a comparative baseline to the build alternatives representing what would happen if no action was taken.
- > Build Alternatives (Alternatives 2, 3 & 5) currently under preliminary consideration.
- > **Note:** At this stage, no alternative has been selected and no determination has been made to proceed with any of the proposed improvements. As such, no potential relocations have been identified.

**ALTERNATIVE 1**  
Existing Conditions (no build)

**ALTERNATIVE 2**  
Convert HOV to one ExpressLane

**ALTERNATIVE 3**  
Convert HOV to two ExpressLanes  
(non-standard lane and shoulder widths)

**ALTERNATIVE 4 (Eliminated)**  
Convert HOV to two ExpressLanes  
(standard lane widths, 12 ft)

**ALTERNATIVE 5**  
Add an additional HOV lane  
(non-standard lane and shoulder widths)



**Alternative 4** was initially considered, however, it was **eliminated from further consideration** as it would have resulted in unavoidable, significant environmental impacts.



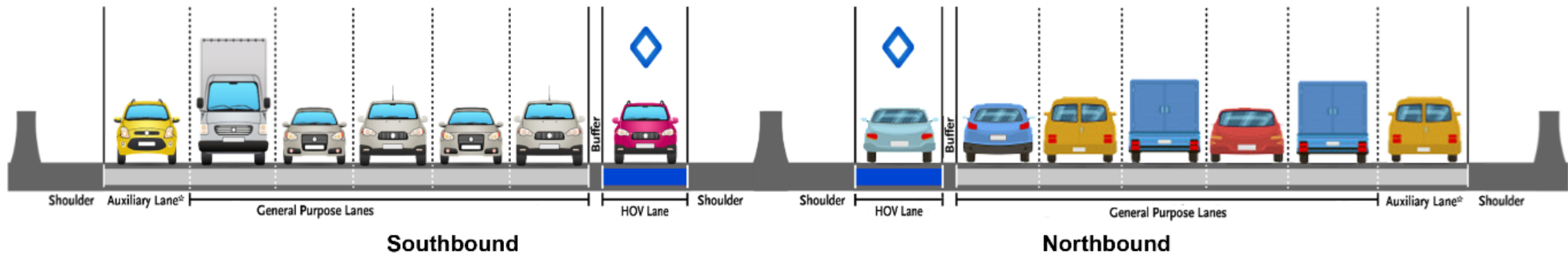
**Legend**

Freeway Shoulder	Auxiliary Lanes*
Managed Lane Buffer	HOV Lanes
General Purpose Lanes	ExpressLanes

\*Auxiliary Lanes are only in certain locations  
Graphic is not to scale

# Alternative 1

## Existing Conditions (No Build)



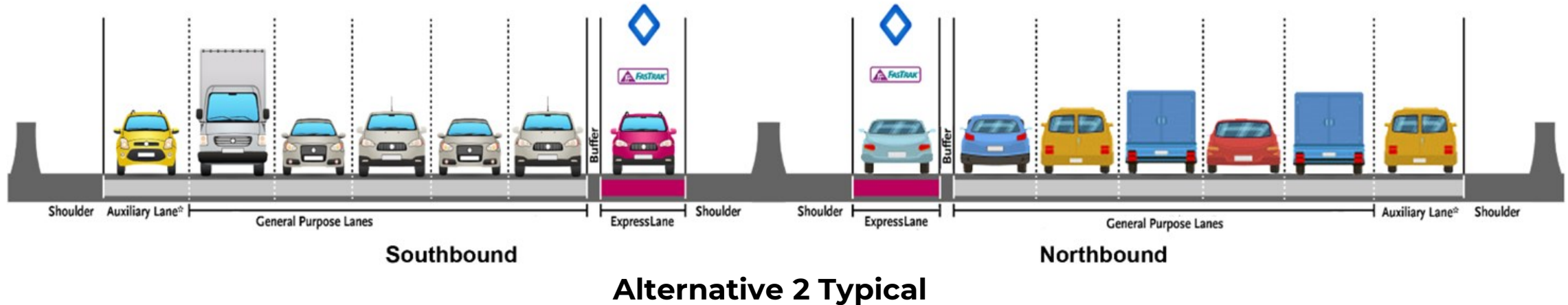
### Alternative 1 Typical

*\* Auxiliary Lane is only in certain locations on I-405*

- > Graphic illustrates current conditions with no changes
- > No additional travel lanes or ramp improvements would be installed as part of this alternative
- > No property acquisition anticipated

# Alternative 2

## Convert HOV to One (1) ExpressLane (standard lane & shoulder widths)

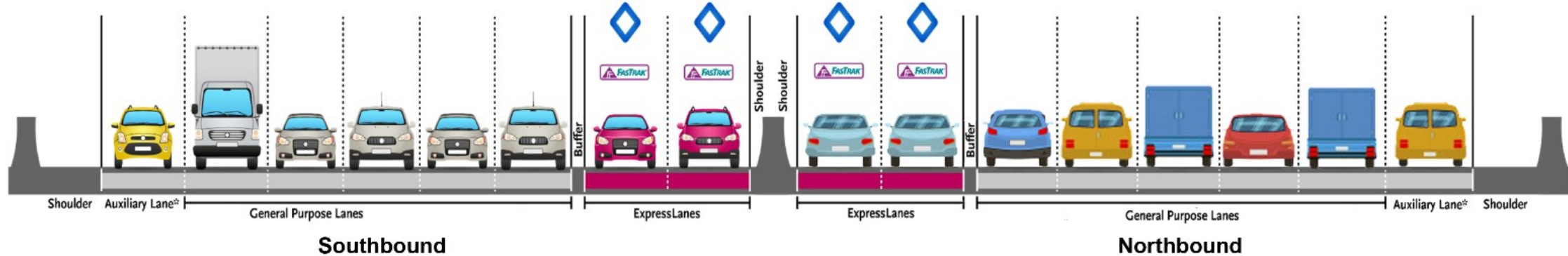


\* Auxiliary Lane is only in certain locations on I-405

- > Convert existing HOV to one (1) ExpressLane in each direction with standard (12 ft) lane widths
- > Technical studies assume HOV3+ users pay no toll
- > No property acquisition anticipated
- > Improvements to I-405 include:
  - Improved sight distance, new median pavement and lighting, soundwalls, replaced overhead signs
  - Weave lanes between regular lane and ExpressLane at access locations
  - Multimodal elements

# Alternative 3

## Convert HOV to Two (2) ExpressLanes (non-standard lane widths)



### Alternative 3 Typical

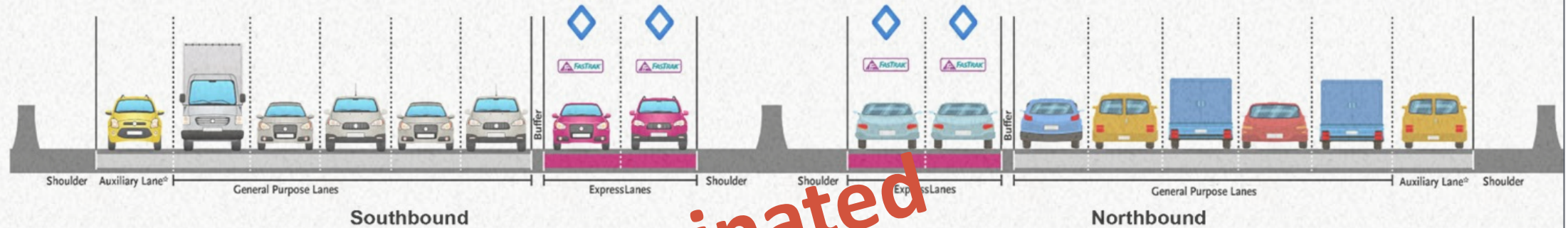
*\* Auxiliary Lane is only in certain locations on I-405*

- > Convert existing HOV to two (2) ExpressLanes in each direction
- > Technical studies assume HOV2+ users pay no toll
- > Non-standard lane and shoulder widths
- > Potential property acquisition anticipated
- > Improvements to I-405 include:
  - Soundwalls, median barrier, pavement and lighting upgrades, tolling equipment/signage
  - Multimodal elements

# Alternative 4

## Convert HOV to Two (2) ExpressLanes (standard lane & shoulder widths)

Alternative 4 was initially considered, however, it was eliminated from further consideration as it would have resulted in unavoidable, significant environmental impacts.



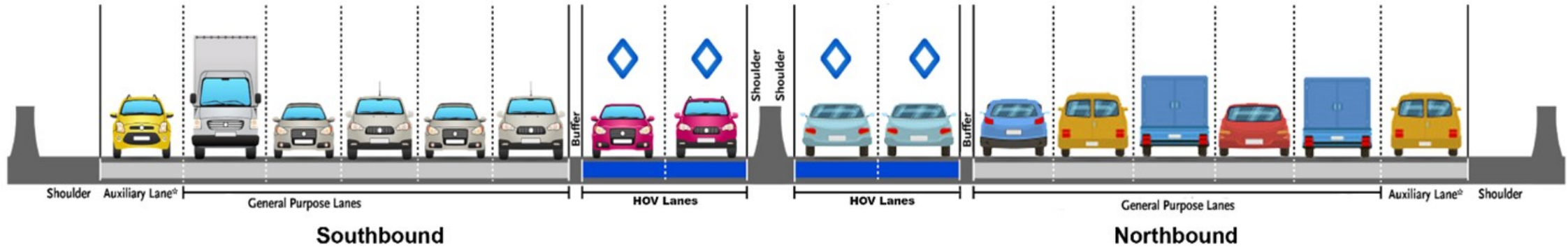
**Eliminated**  
Alternative 4 Typical

\* Auxiliary Lane is only in certain locations on I-405

- > Convert existing HOV to two (2) ExpressLanes in each direction
- > Standard lane (12 ft) and shoulder widths
- > Property acquisition anticipated

# Alternative 5

## Add an Additional HOV Lane (non-standard lane & shoulder widths)



### Alternative 5 Typical

*\* Auxiliary Lane is only in certain locations on I-405*

- > Add additional HOV lane in each direction
- > Technical studies assume HOV2+ required
- > Non-standard lane and shoulder widths
- > Potential property acquisition anticipated

# Projected Cost by Alternative

## Estimated Project Cost Ranges (in \$Millions)

Alternative	Total Cost**
<b>Alternative 2</b> Convert HOV to one ExpressLane	<b>\$350 – \$400</b>
<b>Alternative 3</b> Convert HOV to two ExpressLanes (non-standard lane / shoulder widths)	<b>\$875 – \$975</b>
<b>Alternative 5</b> Add an additional HOV lane (non-standard lane and shoulder widths)	<b>\$735 – \$935</b>

*\*\*Cost range represents current preliminary estimates and is subject to change*

# Project Approval/Environmental Document & Other Studies



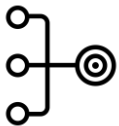
## > Environmental Document

- Analyzes potential environmental impacts and identifies mitigation measures for potential impacts.
- A combined state/federal document is being developed.
- Environmental Impact Report (EIR), pursuant to California Environmental Quality Act (CEQA).
- Environmental Impact Statement (EIS), pursuant to National Environmental Policy Act (NEPA).



## > Project Report

- Engineering document with details on the facility (30% level of design), traffic analysis, project cost, etc.



## > Concept of Operations (ConOps)

- Describes how the ExpressLanes will be designed and operated, including operational policies, tolling infrastructure and facility design.

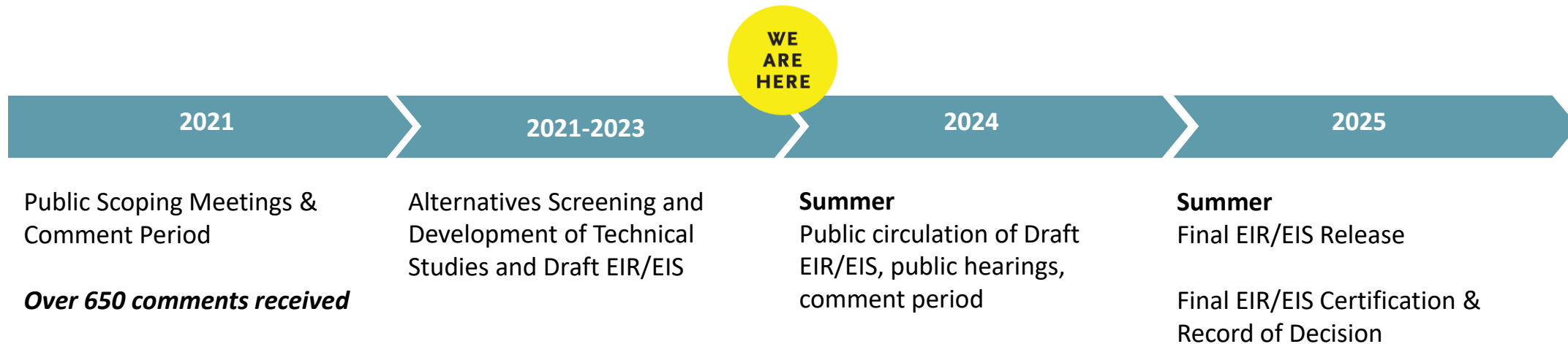
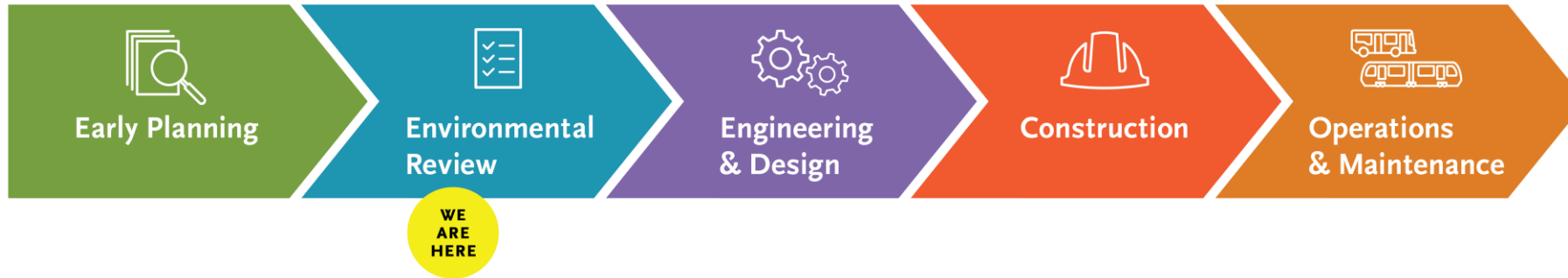


## > Traffic and Revenue (T&R) Study

- Analyzes potential revenue and toll rates for this project.
- Will consider existing and future traffic volume, socioeconomic growth (population, jobs, housing), time savings using the ExpressLanes vs. General purpose lanes



# Key Milestones: Environmental Process



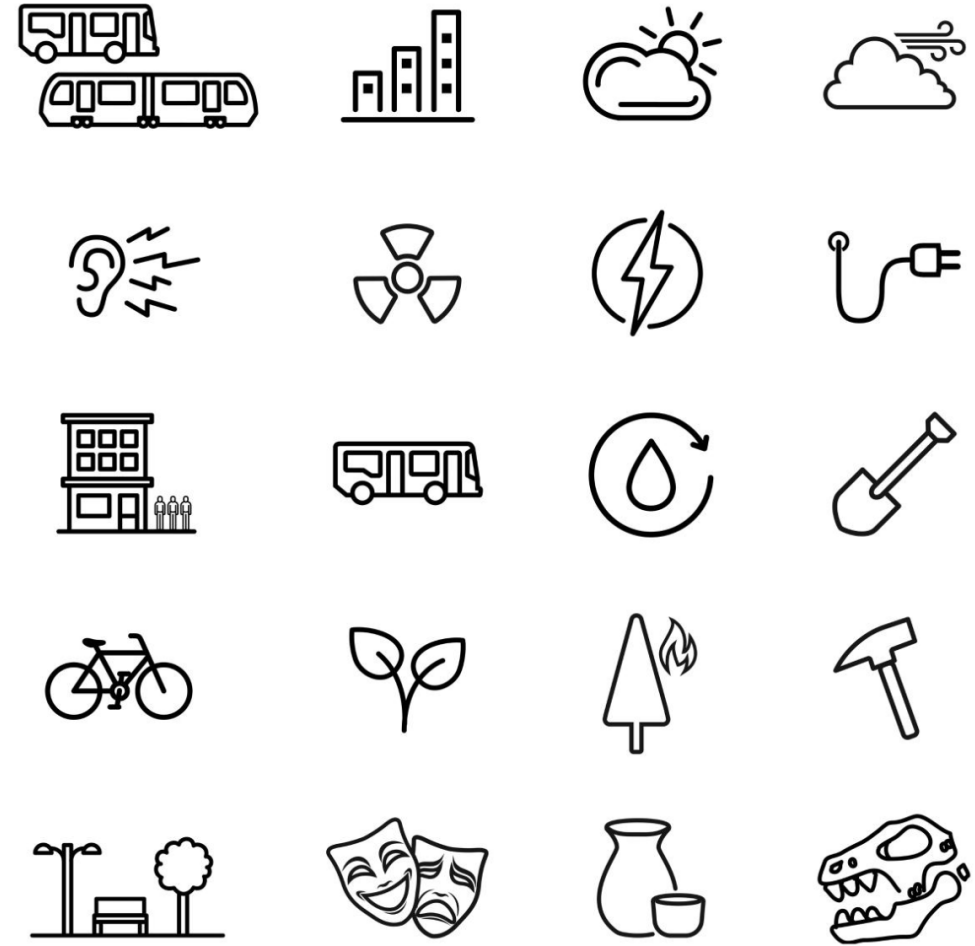
ONGOING PUBLIC PARTICIPATION



INFORMATION FOR DISCUSSION PURPOSES ONLY – SUBJECT TO CHANGE

# Environmental Considerations

- > Air Quality
- > Aesthetics
- > Biological Resources
- > Community Impact Study
- > Cultural Resources
- > Cumulative Analysis
- > Environmental Justice/Equity
- > Hazards and Hazardous Materials
- > Hydrology/Water Quality
- > Noise
- > Right-of-way (ROW)
- > Transportation/Traffic
- > Utilities/Service Systems



# Technical Study Updates

## > Individual stakeholder outreach

- The Getty
- Leo Baeck Temple
- Bel Air Crest HOA
- Veterans Affairs
- Skirball Center
- And more

## > “Concept of Operations” of the proposed tolling facility, coordinating with:

- LA Metro ExpressLanes, Caltrans, FHWA, and CHP

## > Determining impacts to stormwater and implementing remediation solutions (as seen here)



# Technical Study Updates (continued)

- > Conducting field work activities, including:
  - Noise Testing
  - Historical Properties
  - Cultural Resources
  - Testing for Aerially Deposited Lead in the soil
- > Coordinated Rights of Entry on properties along the corridor
- > Drafting and submitting technical studies to Caltrans and other reviewing agencies for review and concurrence.
- > The findings of these and other studies will be featured in Draft Environmental Impact Report



Documenting biological resources



Conducting historical property research



Taking field noise samples

# Public Engagement



# Scoping Process Summary

- > **Environmental review process began with a formal public scoping process in 2021**
  - 60-day public comment period
  - Three public scoping meetings
- > **Over 650 scoping comments were received**
  - Helpful insight to stakeholder issues and concerns
  - Informs criteria for evaluating the project alternatives.
- > **Scoping comments ranged on a variety of topics**
  - Alternatives
  - Environmental topics
  - ExpressLanes operations and equity
  - Regional transit and nearby related projects

**Community input enabled concurrence with technical findings supporting the elimination of Alternative 4**



# Ongoing Public Engagement

## > Public Meeting Series

- Public Scoping Meetings & comment Period (Summer/Fall 2021)
- Community Update Meetings (October/November 2023)

## > Project Update E-Newsletters (distributed periodically)

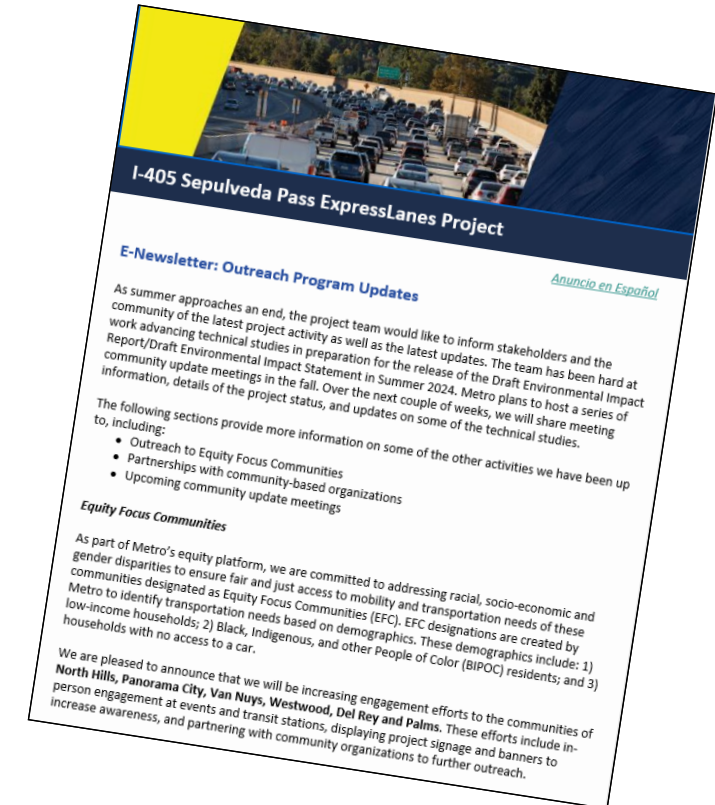
- E-newsletter #1: Public Scoping Recap (May 2022)
- E-newsletter #2: Explore the New ExpressLanes StoryMap (Nov. 2022)
- E-newsletter #3: Outreach Program Updates (Sept. 2023)

## > Community Events

- Event information booths (7)
- Over 600 of people reached

## > CBO Partnerships

- Kick-off roundtable meeting
- Support notification for Community Update Meetings



Scan code to sign up for project updates or visit [tinyurl.com/405EXP-signup](https://tinyurl.com/405EXP-signup)



# Outreach to Equity Focus Communities (EFC)

> Developed an outreach plan to engage EFCs, which have been identified as communities with the greatest transportation needs based on demographics, including:

1. Low-income households;
2. Black, Indigenous, and other People of Color (BIPOC) residents; and
3. Households with no access to a car.

> EFCs being prioritized are:

- North Hills
- Panorama City
- Van Nuys
- Westwood
- Del Rey
- Palms



\*EFC Equity Focus Communities

INFORMATION FOR DISCUSSION PURPOSES ONLY – SUBJECT TO CHANGE

# CBO Partnerships

## > Goals

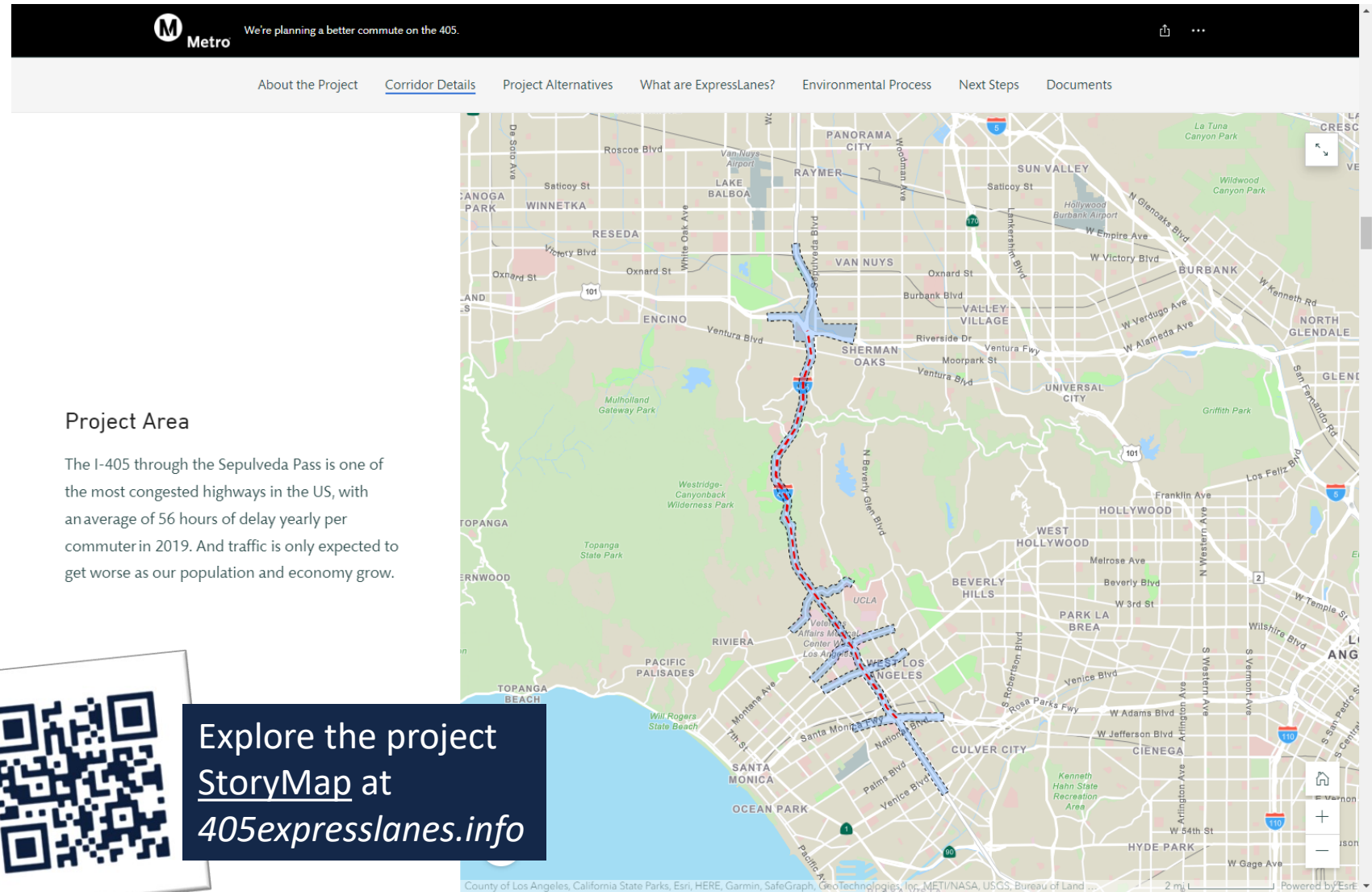
- **Ensure greater outcomes in public participation**, especially during community meetings and the release of the Draft EIR/EIS.
- **Reach additional communities and stakeholders** not captured within the project database.
- **Provide project information to equity-focused communities (EFC)** and other areas served by CBO partners.
- **Cultivate trust** with the community.
- **Foster positive relationships** with active CBOs.



# Explore the Project StoryMap

> Access this interactive tool on your computer and/or cellphone to learn more!

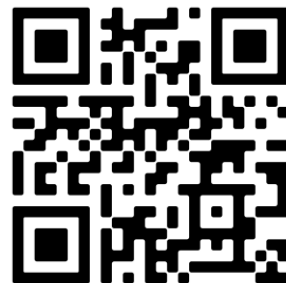
- Project overview
- Corridor details
- Project alternatives
- Environmental process
- Next steps
- Project resources
- What are Metro ExpressLanes?



# Next Steps

- > Ongoing technical analysis of alternatives
- > **Draft EIR/EIS is anticipated for release in summer 2024** and will include a public review period supported by public hearings as well as other comment submittal options
- > Stakeholders will continue to be engaged leading up to the release of the Draft EIR/EIS
- > Sign up for project updates at [metro.net/405expresslanes](https://metro.net/405expresslanes)

Scan code to sign up for project updates or visit [tinyurl.com/405EXP-signup](https://tinyurl.com/405EXP-signup)



## Project updates to be available in the Draft EIR/EIS, include, but not limited to:

- > Alternatives performance with project goals
- > Cost estimates
- > Concept of Operations and toll revenue estimates
- > Environmental impacts from construction/operations, including:
  - Traffic
  - Noise/vibration
  - Property
- > Mitigation measures
- > Construction schedule
- > Project benefits

# Community Update Meetings

## In-person Meetings

Featuring a presentation on the *Sepulveda Transit Corridor* project and open house access to technical staff for the *I-405 Sepulveda Pass ExpressLanes & Traffic Reduction Study*

**Tuesday, October 24, 2023 – 5:30-8pm**

Westwood United Methodist Church  
10497 Wilshire Bl  
Los Angeles, CA 90024

**Saturday, October 28, 2023 – 10am-12:30pm**

Marvin Braude Constituent Center  
6262 Van Nuys Bl  
Los Angeles, CA 91401

## Virtual Meetings

Focused on *I-405 Sepulveda Pass ExpressLanes*

**Monday, October 30, 2023 – 12pm**

Zoom link: [tinyurl.com/405EXP](https://tinyurl.com/405EXP)  
Webinar ID: 899 7243 4900  
English Call-in number: 669.444.9171


**Wednesday, November 8, 2023 – 6pm**


Zoom link: [tinyurl.com/405EXP-2](https://tinyurl.com/405EXP-2)  
Webinar ID: 899 7243 4900  
English Call-in number: 669.444.9171

Access more details by  
scanning the QR code or  
visiting [metro.net/calendar](https://metro.net/calendar)




# Thank You

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