

Welcome!

We will begin in a few moments.

I-10 ExpressLanes Extension Project

Community Update Meetings

March 2024



Metro



Interpretation Assistance



Via Zoom

- > Click on the “Interpretation” icon
- > Pick the language you would like to listen to English, Spanish or Chinese
- > Links to the Spanish and Chinese translated presentations have been posted in the chat



Interpretacion en español

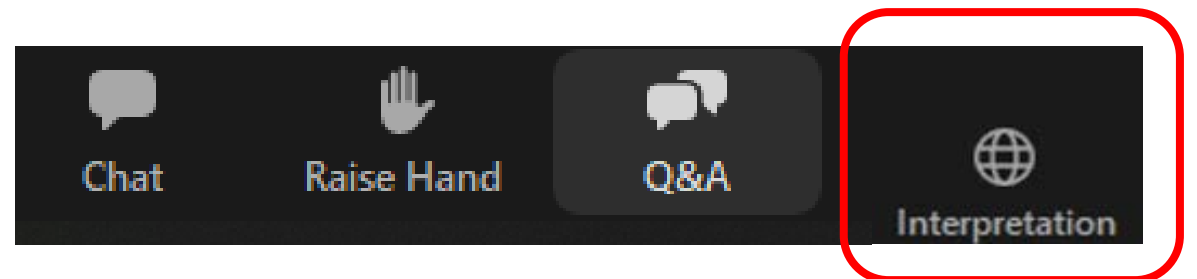
Por Zoom

- > Haga clic en el icono " Interpretation"
- > Elige el idioma que te gustaría escuchar
- > Los enlaces a las presentaciones traducidas al español y al chino se han publicado en el chat

中文口译

通过 Zoom

- > 点击“Interpretation”图标
- > 选择您向听的语言西班牙语或中文
- > 西班牙语和中文翻译演示稿的链接已经发布在聊天中了



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Title VI Survey: forms.gle/Aj6DRbxcWHw35LZn9 **Spanish:** forms.gle/TVZoqmLywJ2s9C2u8 **Chinese:** forms.gle/5SDu1ehobQfPfiPT9

Before We Get Started

Today's meeting is being recorded.



Attendee videos are off and microphones are muted.



During the Q&A session, verbal feedback can be submitted using the Raise Hand function and written feedback can be submitted using the Q&A function



For phone, *9 to raise and lower hand and *6 to unmute/mute. You will hear the prompt “you have been unmuted.” Please unmute yourself by pressing *6, then state your first and last name, and state your comment.

For technical support, please call (954) 584.7009



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.
- > Turn off cell phones and background noise when speaking.
- > Treat fellow community members, agency representatives, Metro staff and others with respect.
- > Direct all comments to Metro staff and consultants – not to other attendees.
- > Maintain a conversational tone.



This conversation will be recorded and shared afterwards online and via email.



Purpose of the Meeting

- > Present current status of technical studies
- > Provide schedule update
- > Engage with the community before the release of the Draft Environmental Document



Thanks for joining us!

Agenda

- > Welcome
- > Project Presentation
- > Q&A Session
- > Adjourn



Zoom Poll

Question #1:

How often do you travel on the I-10 from I-605 to the Los Angeles/San Bernardino County line?

- > Every day, 7 days per week
- > Most days, 4 to 6 days per week
- > A few days, 2-3 days per week
- > Once per week
- > I don't typically travel on the I-10
- > Only on weekends
- > I don't know

Question #2:

How are your current travel experiences on I-10 since the HOV opened in 2021?

- > Has generally improved
- > Has generally remained the same
- > Has generally worsened
- > I don't typically travel on I-10
- > I don't know

Today's Presenters



Tito Corona

Community Relations Manager
Metro



Gabrielle Dashiell

Environmental Planner
Caltrans



Daniel Tran

Project Manager
Metro



Amit Shah

Technical Consultant
Parsons





We're planning a better drive on the 10.

I-10 EXPRESSLANES EXTENSION PROJECT



ExpressLanes Tier 1 Network Map

- > Building on the success of the I-110 and I-10 ExpressLanes and Metro Board direction, staff prepared the Metro Countywide ExpressLanes Strategic Plan (Plan)
- > The Plan provides a prioritized list of tiered recommendations where ExpressLanes could potentially be implemented over the next 25 years
- > Metro Board adopted the Plan in 2017
- > Tier I includes near term improvements (5-10 years) and includes the following corridors:
 - I-10 between I-605 and the county line
 - I-405 between US 101 and the county line
 - I-605 between I-10 and the county line
 - I-105 between I-405 and I-605



*map not to scale

Net Toll Revenue Grant Program

- > Toll revenues generated from the Metro ExpressLanes are reinvested back into the corridor from which they were derived
- > Eligible improvements funded through toll revenues include transit improvements, system connectivity, active transportation, roadway improvements, and operations and maintenance of the ExpressLanes
- > In July 2014, Round 1 Net Toll Revenue Grant Program funded 20 projects totaling \$19.3 million
- > In August 2016, Round 2 Net Toll Revenue Grant Program funded 21 projects totaling \$27.9 million
- > In October 2023, Round 3 Net Toll Revenue Grant Program funded 16 program totaling \$64.9 million

Examples of Net Toll Projects

	Sponsor	Project Name
Round 1	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	Foothill Transit	Procurement of two Electric Double Decker Buses
	Access Services	Accessible CNG-Fueled Vehicles for Access Services
Round 3	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

Managed Lanes

> I-10 project is studying **two potential types of managed lane improvements**, including:

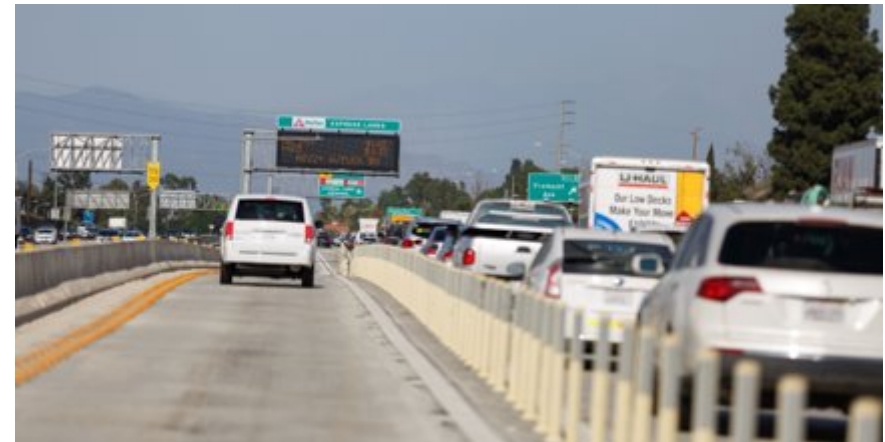
High-Occupancy Vehicle (HOV) lanes or “carpool lanes”

- 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.



I-10 Project Overview

> **17-mile corridor between I-605 and the LA/SB county line**

> **Project Roles**

- **Metro** is preparing the planning and engineering reports
- **Caltrans** provides oversight, serves as the lead agency for CEQA/NEPA process and is preparing the environmental document
- **FHWA** (Federal Highway Administration) oversees operations of federal and interstate highways

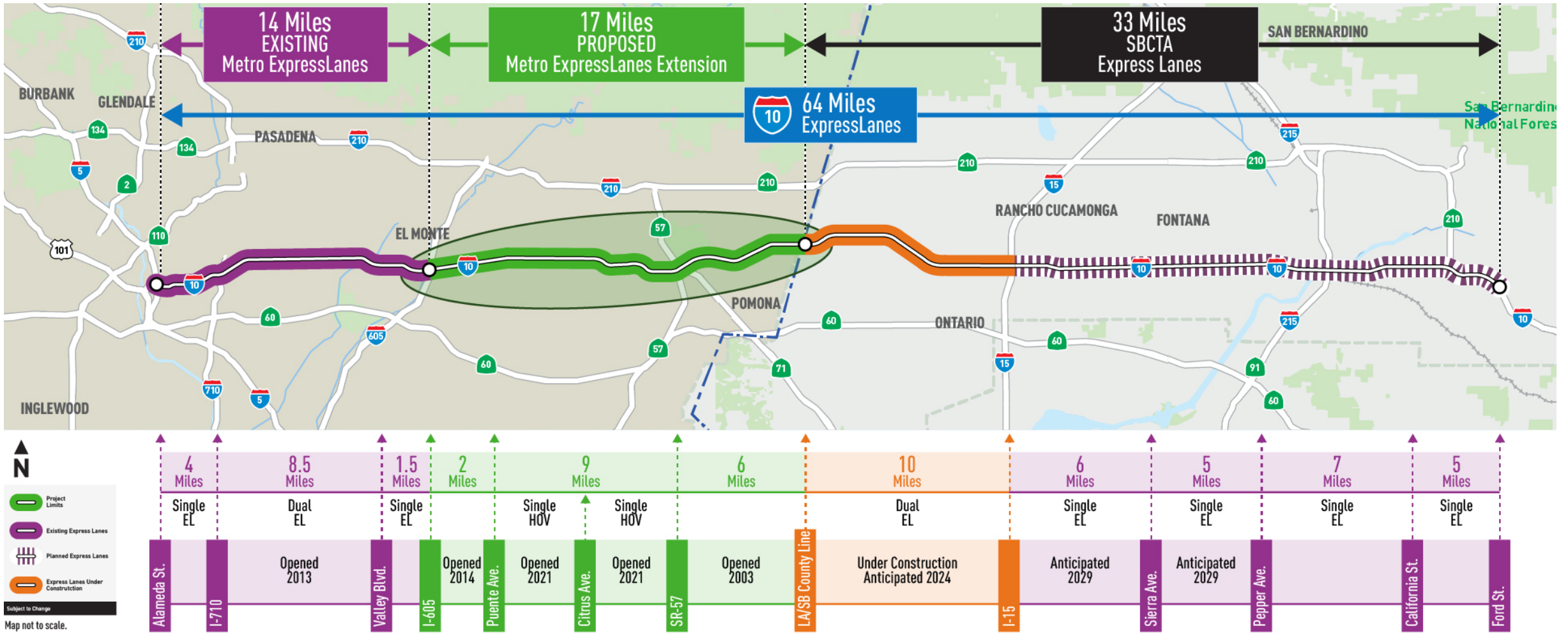
> **Funding**

- Additional funding sources will be identified as project advances through the development process



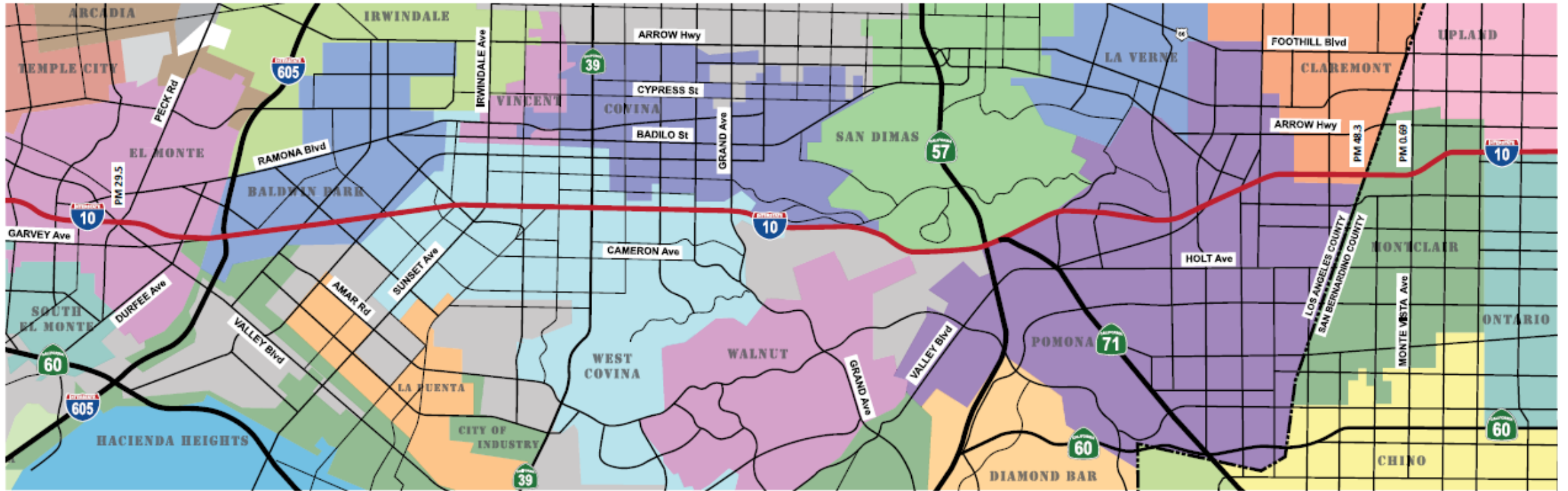
- *CEQA California Environmental Quality Act
- *NEPA National Environmental Policy Act
- *FHWA Federal Highway Administration

Project Vicinity Map



Draft – Internal Review Only

Corridor Cities



- El Monte
- Baldwin Park
- West Covina
- City of Industry
- Covina
- San Dimas
- Walnut
- Pomona
- Claremont
- Montclair
- Unincorporated LA County

Project Purpose

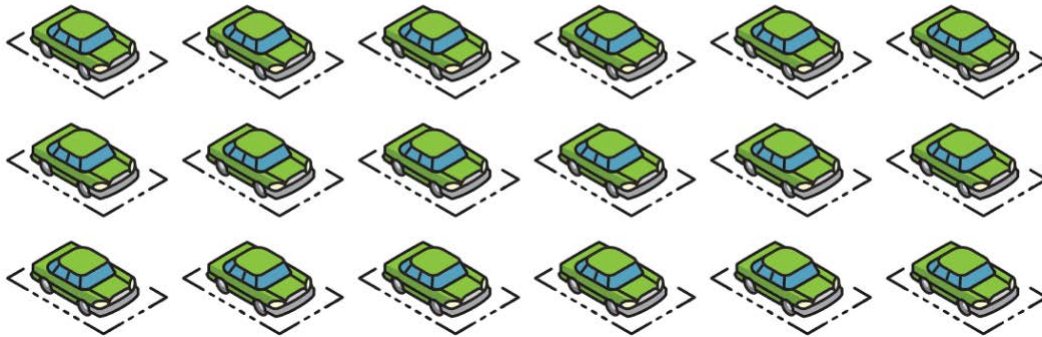
- > Improve travel times increasing trip reliability, and maximizing vehicle and person throughput
- > Promote equitable and sustainable multi-modal travel options
- > Address the gap between existing I-10 ExpressLanes and planned ExpressLanes facilities
- > Provide interregional continuity and consistency throughout the region
- > Address degradation of travel speeds along certain HOV segments

Project Need

- > Degradation of travel speeds within certain segments of the I-10 HOV lanes, particularly east of SR-57 and around the I-10/I-605 interchange

256,000 VEHICLES TRAVEL DAILY

on I-10 between I-605 and the Los Angeles/San Bernardino county line



- > The ExpressLanes gap between once the San Bernardino County Transportation Authority's I-10 ExpressLanes project is completed in 2024.

One of the **MOST CONGESTED HIGHWAYS** in the county, with an average of **32 HOURS OF DELAY** yearly per commuter in the eastbound direction and an average of **22 HOURS OF DELAY** yearly per commuter in the westbound direction.



Growing travel demands, delay times, and lower trip reliability during the peak commute periods

Reports to be Prepared

- > **Environmental Document (Caltrans)**
 - Analyzes potential environmental impacts and identifies mitigation measures for potential impacts.
- > **Project Report (Parsons)**
 - Engineering document with details on facility design, traffic/vehicle miles traveled (VMT) analysis, project cost, etc.
- > **Concept of Operations (Parsons)**
 - Describes how the ExpressLanes will be designed and operated, including operational policies, tolling infrastructure and facility design.
- > **Investment Grade Traffic and Revenue Study (CDM Smith)**
 - Analyzes potential revenue and toll rates for this project.



I-10 EL Alternatives

Items Driving Alternatives Development

- > Balance operational/safety improvements and impacts with Caltrans/FHWA guidelines
- > Minimize Right-of-Way Impacts
 - Public Scoping Comments
 - Caltrans Equity and Sustainability Policies
 - Metro's Multimodal Highway Objectives
 - Metro's Equity Platform
- > Recent I-10 HOV Construction
 - Newly constructed retaining walls and sound walls
 - Construction fatigue for communities
- > Lessons learned from other corridor projects

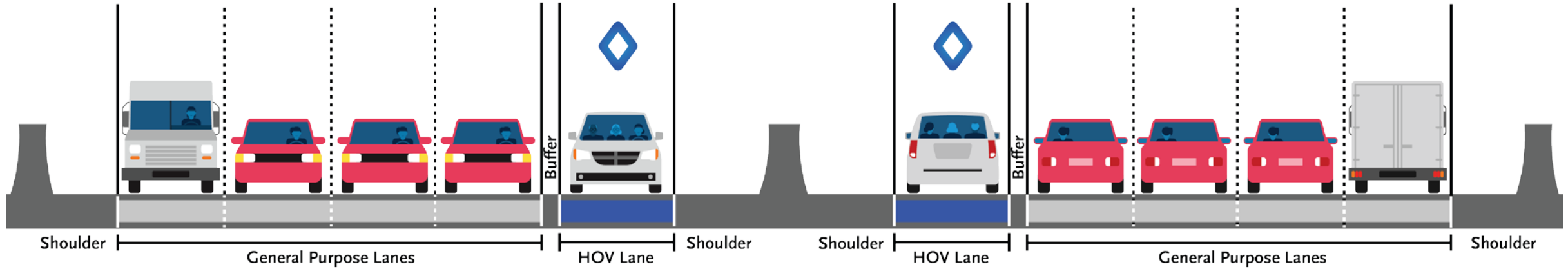


I-10 EL Alternatives

- > Alt 1: No Build
- > Alt 2: Single ExpressLane (Convert exist HOV lane to Single ExpressLane)
- > Alt 3: Dual ExpressLane (Convert exist HOV lane to ExpressLane and add one more Express Lane)
- > Alt 4: Dual HOV Lane (Add one more HOV Lane)



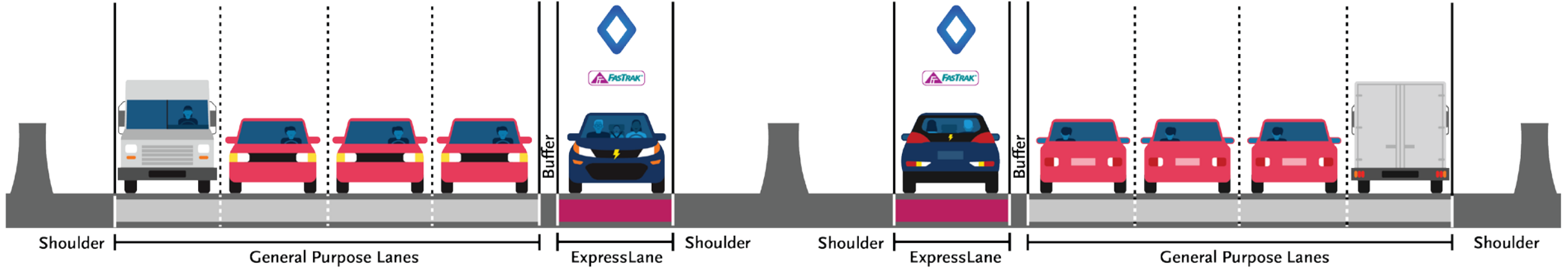
Alternative 1 – No Build



***Diagram not to scale*

- > Maintain existing conditions except for routine roadway maintenance and current approved improvements
- > No additional travel lanes or ramp improvements
- > HOT lanes network gap

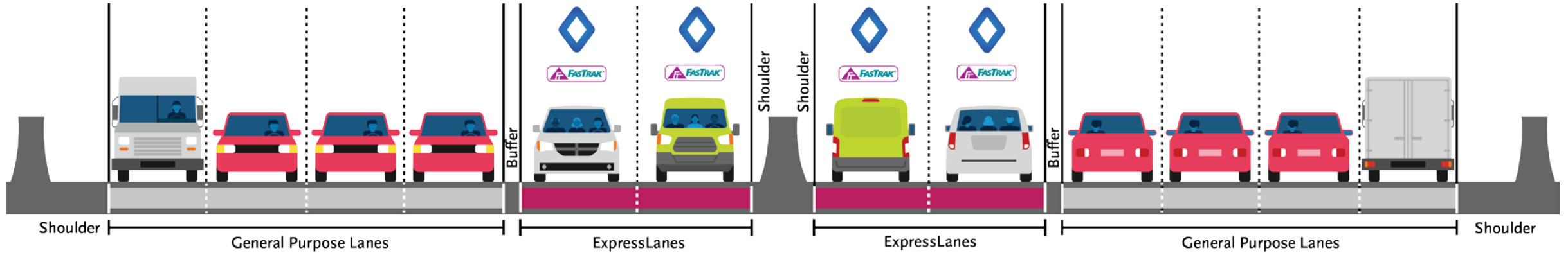
Alternative 2 – Single ExpressLane



***Diagram not to scale*

- > Convert existing HOV lane to one (1) ExpressLane in each direction with non-standard lane and shoulder widths
- > Maintain number of existing General Purpose Lanes in each direction

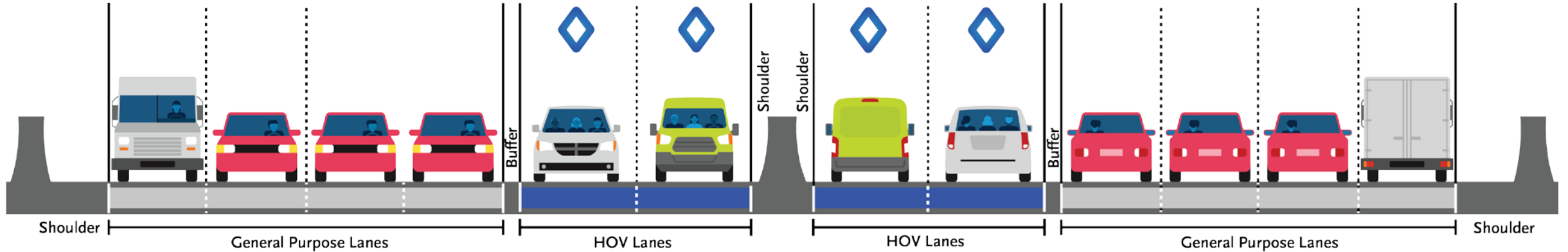
Alternative 3 – Dual ExpressLanes



**Diagram not to scale

- > Convert existing HOV lane to one (1) ExpressLane and add second ExpressLane in each direction with non-standard lane and shoulder widths
- > Maintain number of existing General Purpose Lanes in each direction

Alternative 4 – Dual HOV Lanes



***Diagram not to scale*

- > Maintain current HOV lane and add one additional HOV lane in each direction with non-standard lane and shoulder widths
- > Maintain number of existing General Purpose Lanes in each direction

Multi-modal Elements

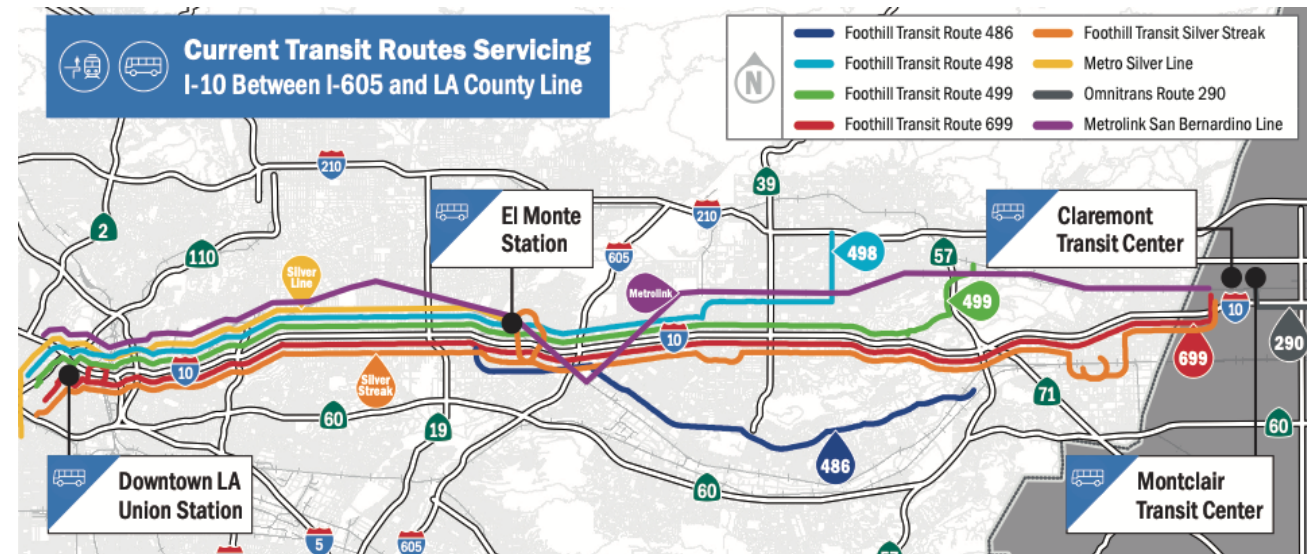
> Existing transit elements

- Foothill Transit operates extensive service on I-10
- Transit stops and park and ride lots on I-10
- Metro J (Silver) on I-10 from Alameda St to El Monte Transit Center



> Potential transit enhancements, bike lanes/paths along the corridor

> Potential pedestrian improvements such as curb ramps, lighting, and sidewalk improvements



Technical Studies Update

- > Traffic Forecasts and Operational Analysis
- > Alternatives Development
- > Intersection Analysis
- > Overhead Sign Concepts
- > Staging Concepts
- > Structures Analysis
- > Drainage Analysis
- > Landscaping Concepts
- > Materials Analysis
- > Pavement Analysis
- > Utility Assessments

The Environmental Review Process



The Environmental Process

> The Purpose of CEQA & NEPA:

- The California Department of Transportation (Caltrans) is preparing an Environmental Impact Report/Environmental Assessment (EIR/EA), which will examine the potential environmental impacts of the alternatives being considered for the proposed project. Caltrans is the lead agency under the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA). The forthcoming EIR/EA will detail; why the project is being proposed, what alternatives have been considered for the project, how the existing environment could be affected by the project, the potential impacts of each of the alternatives, as well as the proposed avoidance, minimization, and/or mitigation measures.
- The EIR/EA is a combined federal and state document, for which Caltrans is the CEQA/NEPA Lead Agency. The Draft Environmental Document will be circulated to the public and agencies for a 60-day comment period. During this period, stakeholders may submit comments to be addressed in the Final Environmental Document.



California Environmental Quality Act (CEQA)

National Environmental Policy Act (NEPA)

Anticipated Environmental Considerations to be Studied

Biological Environment

- Natural Communities
- Wetlands (if applicable)
- Plant and Animal Species
- Threatened and Endangered Species (if applicable)

Human Environment

- Air Quality
- Environmental Justice/Equity
- Community Impact Study
- Cultural Resources
- Cumulative Analysis
- Right-of-way (ROW)
- Transportation/Traffic/Pedestrian
- Utilities/Service Systems
- Section 4(f) (Parks and Recreational facilities)

Physical Environment

- Hydrology/Water Quality
- Floodplain
- Geology/Soils/Seismic/Topography
- Air Quality
- Noise and Vibration (if applicable)
- Energy
- Hazardous Waste/Materials

Outreach and Engagement



Ongoing Public Engagement

> Public Meetings

- Public Scoping Meeting & Comment Period (Spring/Summer 2022)
- Community Update Meetings (March 2024)

> Corridor Cities & Agencies Focused Meetings

- Baldwin Park
- City of Industry
- Claremont
- El Monte
- LA County Public Works
- San Gabriel Valley Council of Governments – Public Works Committee
- Montclair
- Pomona
- San Dimas
- West Covina

> Community Events

- 11 event information booths during Scoping
- 5 event information booths 2023

> Community-Based Organizations (CBO) Partnerships

- Support project engagement

> Project Update Emails

- Email update #1: Public Scoping Recap (September 2022)
- Email update #2: Outreach Program Updates & Community Update Meetings (February/March 2024)



Community-Based Organizations Partnerships

- > Organizations involved in a variety of work and stakeholders along the project corridor
- > Provide information and solicit input to/from members, constituencies and stakeholders
 - Emphasis on those who are traditionally underrepresented in the Metro transportation planning process
- > In alignment with **Metro's Equity Platform** to advance equity and develop processes to involve CBOs* in the decision-making process about projects



*Where Hope is Hard at Work
for Individuals with
Intellectual/Developmental
Disabilities*



Community-Based Organization (CBO)

Next Steps

Next Steps

- > Ongoing technical analysis of alternatives
- > **Draft EIR/EA is anticipated for release in late 2024.** This will include a 60-day 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/EA
- > Sign up for project updates to always be informed at metro.net/i10extension

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

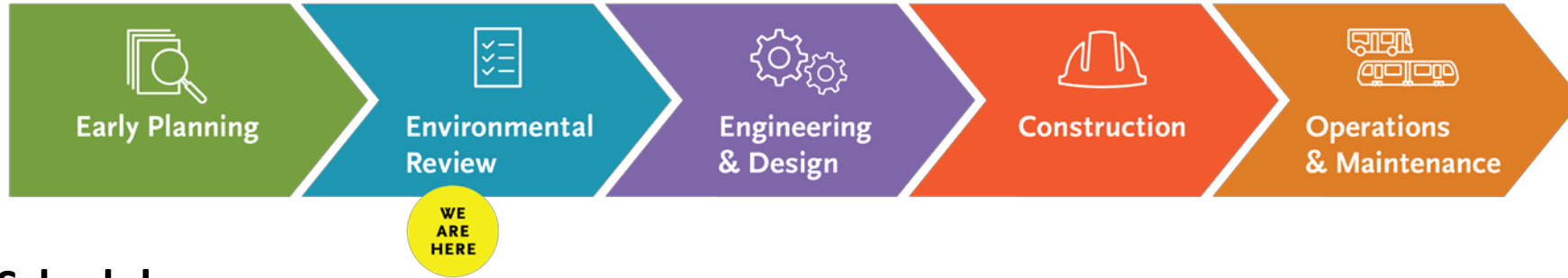
- > Alternatives comparison
- > Cost estimates
- > Concept of Operations
- > Environmental impacts from construction/operation, including:
 - Traffic
 - Noise/vibration
 - Property
- > Mitigation measures
- > Project benefits
- > Project schedule

Draft Environmental Impact Report/Environmental Assessment (EIR/EA)

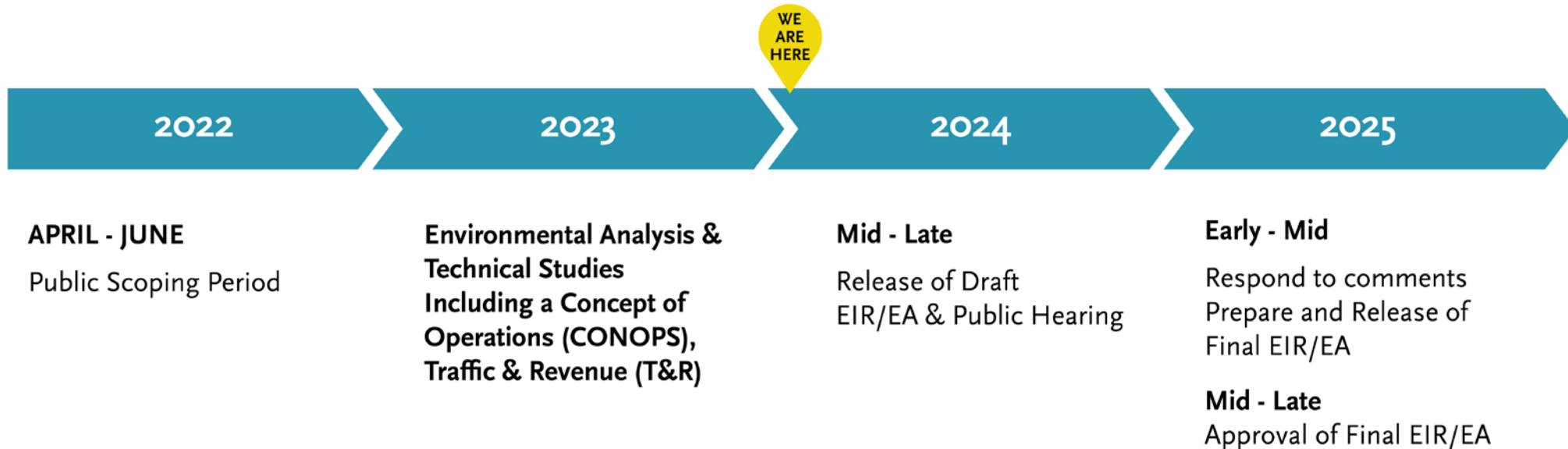


Schedule

Overall Project Schedule



Environmental Schedule



Schedule subject to change

Q&A Session



Question & Answer Section



Questions can be submitted using the Q&A icon or raising your virtual hand

Scan QR code to sign up for project updates or visit
metro.net/i10extension

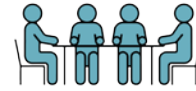


Community Update Meetings



Virtual Meetings

- > Wednesday, March 6, 2024 – 12pm
 - Zoom link: <http://tinyurl.com/32dm2keh>
 - Webinar ID: 817 7411 7744
 - Passcode: 769100
 - English Call-in number: 669.444.9171
- > Thursday, March 7, 2024 – 6pm
 - Zoom link: <http://tinyurl.com/3b47wxaa>
 - Webinar ID: 853 0511 4886
 - Passcode: 623387
 - English Call-in number: 669.4449.171



In-Person Meetings

- > Wednesday, March 13, 2024 – 6pm-7:30pm
 - Pomona High School – Cafeteria
 - 475 Bangor St
 - Pomona, CA 91767
- > Saturday, March 16, 2024 – 10am-11:30am
 - Cortez Park Community & Senior Center
 - 2501 E Cortez St
 - West Covina, CA 91791

Access more details by scanning the QR code or visiting metro.net/calendar



Thank you for joining!

Stay Connected



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