

Project Overview

Metro has a plan to make it easier to get around. That plan includes reducing traffic congestion with efforts like the I-10 ExpressLanes Extension Project.

Metro, in partnership with Caltrans, is evaluating alternatives to convert the existing high-occupancy vehicle (HOV) lanes to dynamically priced, high-occupancy toll (HOT) lanes, also called ExpressLanes, or add a second HOV lane in both directions on I-10 from the current ExpressLanes terminus at approximately Interstate 605 to the Los Angeles/San Bernardino County line.

The I-10 ExpressLanes Extension Project will analyze the following alternatives: 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 project's purpose is to improve the movement of people and goods, improve safety, enhance mobility and regional connectivity along I-10. The project aims to accomplish the following objectives:

- > Improve traffic flow and relieve congestion by increasing trip reliability and maximizing the vehicle and person throughput.
- > Improve travel times and experiences by incorporating active traffic management and intelligent transportation system strategies.
- > Reduce degradation of HOV/HOT lanes operation in accordance with Federal regulations.
- > Promote equitable and sustainable multi-modal travel options, and address climate change by improving livability, enhancing safety and minimizing project impacts.
- > Close the gap between existing and planned priced managed lanes/high-occupancy toll lanes to provide interregional continuity and consistency in alignment with Metro's Countywide ExpressLanes Strategic Plan, Southern California Association of Governments (SCAG's) 2020 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), and the California Transportation Plan 2050 (CTP 2050).

About ExpressLanes

Metro ExpressLanes are designed to improve traffic flow and provide motorists, including solo drivers, a more reliable travel option in LA County. ExpressLanes allows those meeting occupancy requirements to travel for free, while also providing single occupant vehicles the option to pay a toll to use the lane. Tolls for vehicles that don't qualify to travel for free are calculated based on traffic conditions and vary according to the level of congestion—tolls are higher when traffic congestion is heavier and lower when traffic is lighter. HOV users will be able to use the ExpressLanes free of charge with a FasTrak® Flex Transponder. Currently, Metro operates ExpressLanes on the I-110 and I-10 freeways in LA County and construction of the I-105 ExpressLanes is expected to start in 2024. For more information on the Metro ExpressLanes, please go to metroexpresslanes.net.

Environmental Planning Process

The Environmental Impact Report/Environmental Assessment (EIR/EA) is under development to evaluate the implementation of ExpressLanes or additional HOV lanes on the I-10 corridor between I-605 and the LA/SB County line. The Environmental Impact Report/Environmental Assessment (EIR/EA) will be prepared per the California Environmental Quality Act and the National Environmental Policy Act (CEQA/NEPA) requirements. In addition, a Project Report will be prepared which is an engineering document that provides details on facility design, traffic forecasts, cost and schedule.

An Investment Grade Traffic & Revenue Study will also be conducted and will analyze the potential revenue anticipated to be generated by extending the HOT lane facility on the I-10 freeway. The study will also estimate toll rates and potential toll revenue for this corridor.

In addition, a Concept of Operations will also be prepared that will provide details on ExpressLanes operations, such as facility design, enforcement, signage and tolling policies.

Study Area

The project area includes the cities of El Monte, Industry, Baldwin Park, Covina, West Covina, San Dimas, Walnut, Pomona, Claremont, Montclair, as well as unincorporated LA County, including Bassett, Valinda, Industry, Avocado Heights and South San Jose Hills. In addition, Public outreach will extend beyond the I-10 corridor to reach adjacent neighborhoods, job centers, transit hubs and other major corridors, including I-605, SR-57, SR-71 and other key destinations to reach those most impacted by the proposed project.

Funding

Currently, there is no identified funding for this project. Funding sources will be explored as the project advances through the project planning process.

Background

The I-10 corridor between I-605 and the LA/SB County line experiences higher travel time and lower trip reliability during peak commute hours.

Traffic congestion continues impacting the project corridor with 256,000 vehicles traversing the corridor per day prior to the COVID-19 pandemic, with those averages now expected to return to similar levels. Commuters generally average 32 hours of delay yearly traveling east and an average of 22 hours of delay yearly traveling west. Certain segments of the existing HOV lanes are classified as "degraded," as defined by federal standards, meaning that speeds on the HOV lanes are less than 45 miles per hour more than 10% of the time. Additionally, peak commute rush hour speeds average less than 45 miles per hour for 51% or more of the time (or 16+ weekdays per month).

In addition, the San Bernardino County Transportation Authority (SBCTA) is constructing ExpressLanes on I-10 between the LA/San Bernardino County line and I-15 which is slated for completion by 2023. Once completed, an ExpressLanes gap will exist between Metro's existing I-10 ExpressLanes and SBCTA's I-10 ExpressLanes facilities.

I-10 EXPRESSLANES EXTENSION PROJECT CORRIDOR

