



# We're planning a better drive on the 10.

## I-10 ExpressLanes Extension Project

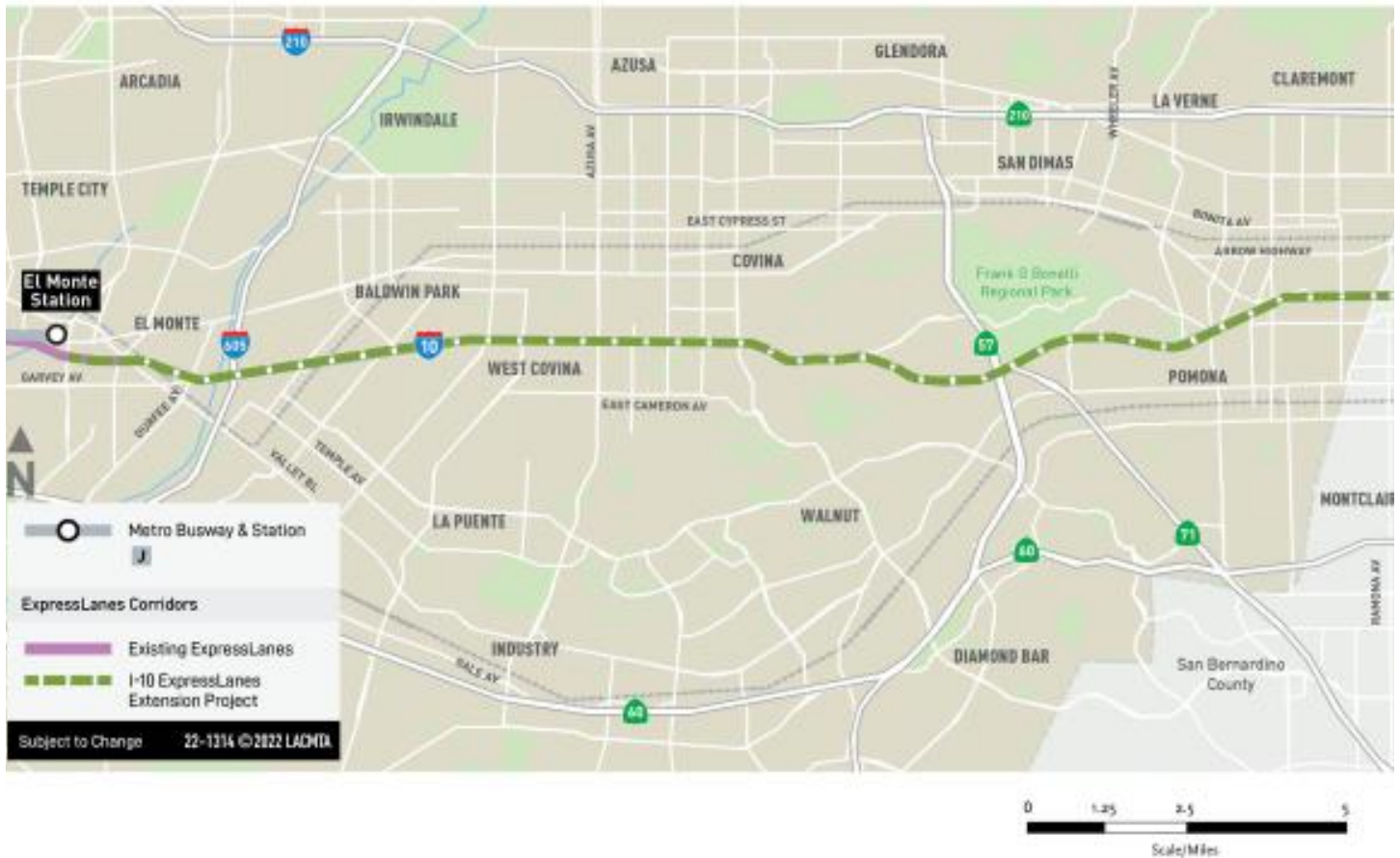
### About the Project

Metro has a plan to make it easier to get around Los Angeles, which includes reducing traffic congestion, improving mobility and creating access to opportunities.

In April 2021, Caltrans completed the final segment of the I-10 High-Occupancy Vehicle (HOV) project that added an HOV lane in each direction between I-605 and SR-57. This project improved mobility by providing an additional travel option and the ability for carpoolers to travel continuously from downtown Los Angeles to the Los Angeles/San Bernardino County line by using the HOV lanes and I-10 ExpressLanes.

The aim of the I-10 ExpressLanes Extension Project is to build on the recently completed I-10 HOV project and increase efficiency on the corridor by improving travel times, trip reliability and maximizing vehicle and person throughput. In addition, to help meet state and federal environmental goals the project will promote equitable and sustainable multi-modal travel options by improving transit service

such as the Metro J Line (Silver), which currently operates on the I-10 and I-110 ExpressLanes. Finally, this project will address the high-occupancy toll (HOT) lane gap on I-10 between I-605 and the county line and connect Metro ExpressLanes to the San Bernardino County Transportation Authority (SBCTA) I-10 ExpressLanes in San Bernardino County, which is slated for completion in 2023. Closing the gap will provide a continuous Express Lane between downtown Los Angeles and Redlands.



## Project at a Glance

Metro and Caltrans are working to evaluate various alternatives including: 1) No-build, 2) converting the existing high-occupancy vehicle (HOV) lanes to dynamically priced, high-occupancy toll (HOT) lanes, also called ExpressLanes, 3) converting the HOV lane to ExpressLanes and adding a second ExpressLane in each direction, or 4) adding a second HOV lane in both directions on the I-10 from the current ExpressLanes end point at I-605 to the Los Angeles/San Bernardino County line. This is a 17-mile corridor within LA County. SBCTA is underway with the construction of their I-10

ExpressLanes project, which begins at the Los Angeles/San Bernardino County line.

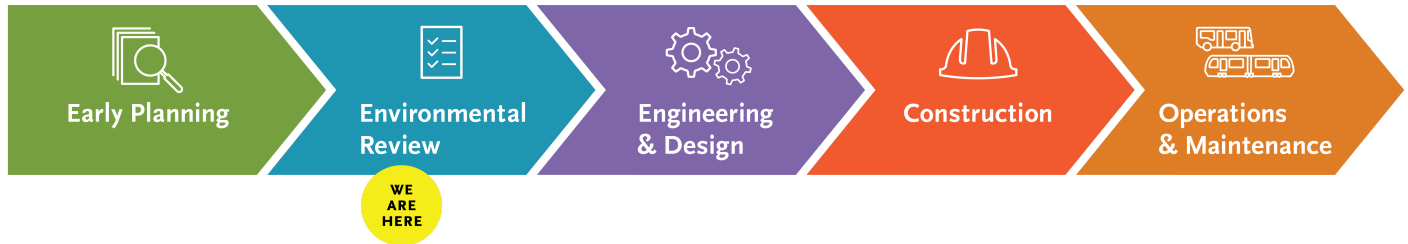
Two types of managed lanes will be studied:

- High-Occupancy Vehicle (HOV) lanes – also known as “carpool” lanes, require more than one person per vehicle to use the lanes.
- High-Occupancy Toll (HOT) lanes – also known as ExpressLanes, require more than one person for toll-free travel and allows single occupant vehicles to pay to use the lane. Metro currently operates ExpressLanes on the I-110 and I-10 freeways.

## Project Purpose

The purpose of the project is to improve travel in this area and improve regional connectivity. The project aims to accomplish the following objectives:

- Reduce degradation of HOV/HOT lanes operation in accordance with FHWA regulations.
- Promote equitable and sustainable multi-modal travel options, advance equity by providing additional funding opportunities to implement related projects and facilitate future improvements to enhance livability along I-10.
- Improve travel times, increase trip reliability, maximize vehicle and person throughput and enhance safety and mobility by incorporating active traffic management and intelligent transportation system strategies.
- Address the gap between Metro’s existing I-10 ExpressLanes and San Bernardino County Transportation Authority’s (SBCTA’s) I-10 ExpressLanes facility.
- Provide interregional continuity and consistency 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).



## Timeline

The project is currently in the environmental review phase, which is expected to be completed by the end of 2024. During the environmental review phase, Metro and Caltrans will hold public meetings to provide the public an opportunity to comment on the proposed alternatives, potential impacts and areas of concern. Caltrans and Metro will then review the feedback received from the public, conduct technical studies and release a draft Environmental Impact Report/Environmental Assessment (EIR/EA) for public review and comment. Caltrans and Metro will then review and respond to the comments received, make any necessary updates to the draft EIR/EA, and then release the final EIR/EA.

The timeline for the next phases of project development, including engineering and design and construction, has not been determined at this time.

*\* Timeline is subject to change.*



**ONGOING PUBLIC PARTICIPATION**

## Environmental Review

Environmental review for this project will kick off with a public scoping period in spring 2022. During this time, members of the public, public agencies, and all interested parties can provide input on the various project alternatives and provide comments to help identify issues that may need to be addressed in the environmental process.

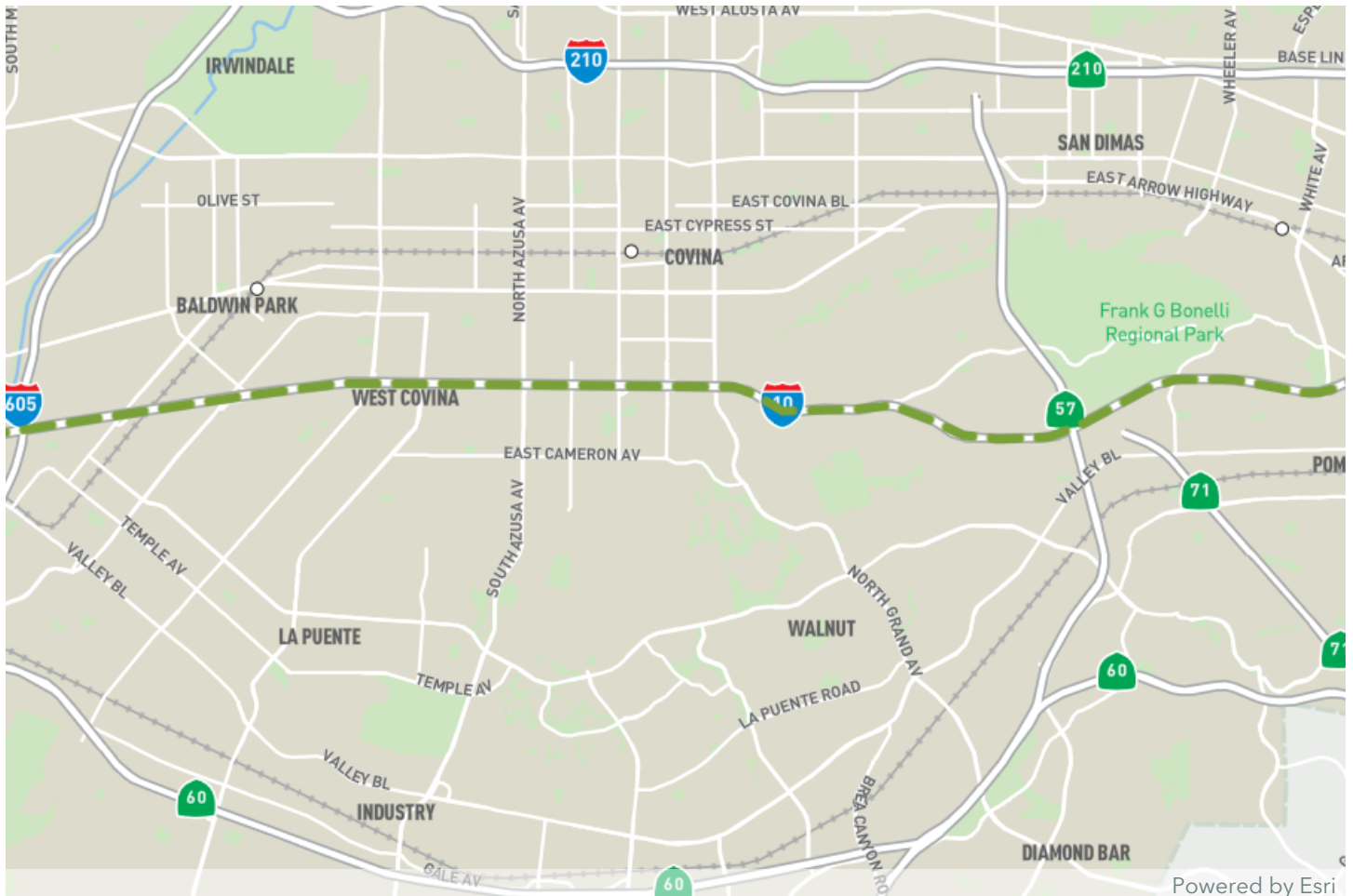
The project is in the Project Approval/Environmental Document (PA/ED) phase to evaluate the corridor's potential for the addition of ExpressLanes or a second HOV lane. The environmental document that will be prepared is an Environmental Impact Report (EIR) and Environmental Assessment (EA), per the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA), respectively. The EIR/EA is anticipated for release in mid-late 2023\*.

Metro is leading a robust stakeholder engagement program with the goal of building an inclusive vision that balances the unique needs of corridor stakeholders. Outreach efforts have been made to include minority, low-income, limited English proficiency populations and

persons with disabilities. Project materials are provided in English, Spanish and Chinese.

\* Timeline is subject to change.

## Corridor Details



### Project Area

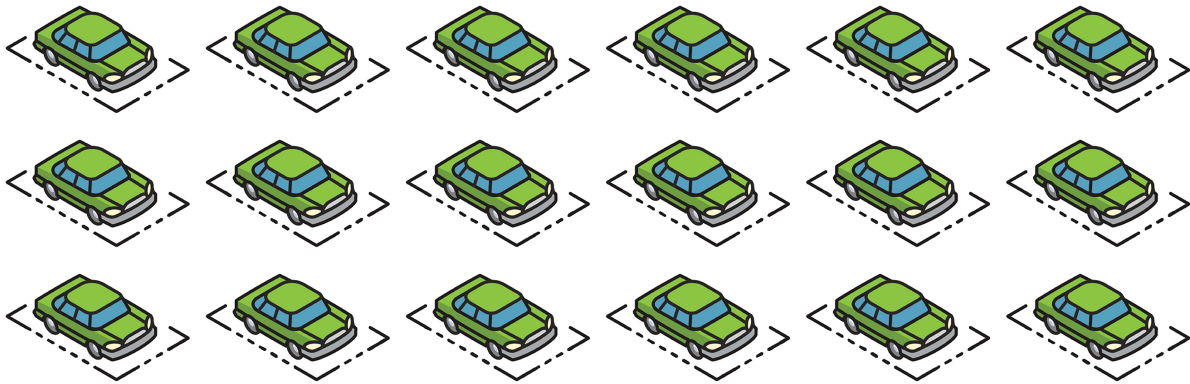
This project travels through these cities:

- El Monte
- Industry
- Baldwin Park
- West Covina
- San Dimas
- Walnut
- Diamond Bar
- Pomona
- Claremont

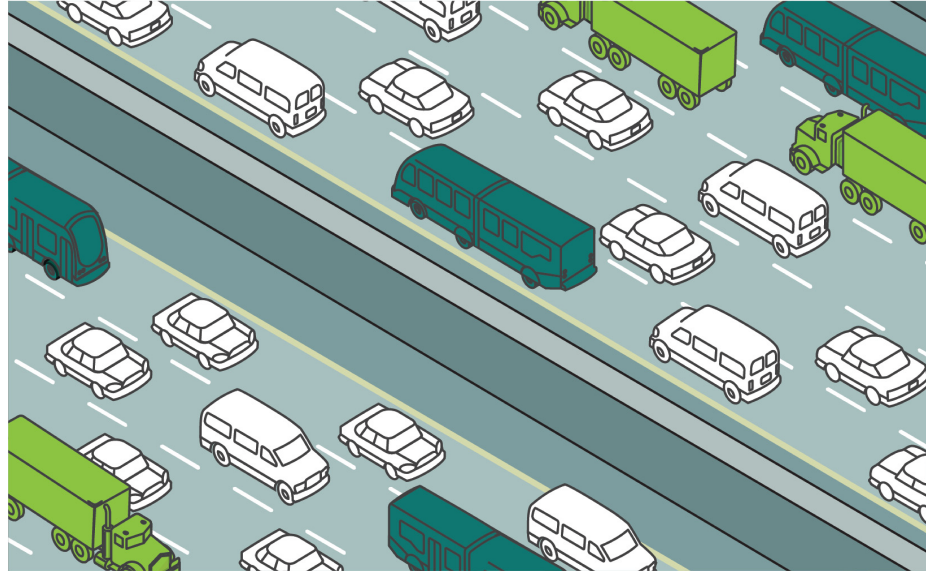
- Unincorporated Communities of: Bassett, Valinda, Industry, Avocado Heights and South San Jose Hills

## 256,000 VEHICLES TRAVEL DAILY

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



**THE AVERAGE SPEED** of the existing I-10 HOV lanes during peak commute hours **IS LESS THAN 45 MPH** for 53% or more of the time traveling west and 70% or more of the time going east.



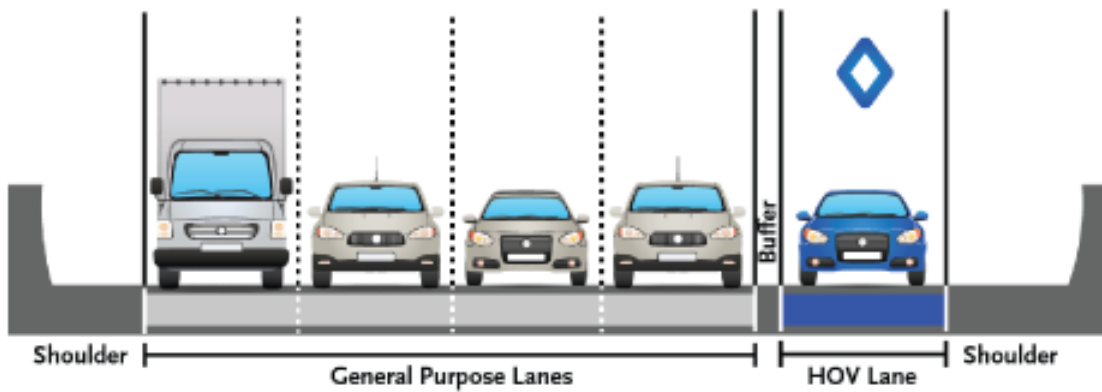
One of the **MOST CONGESTED HIGHWAYS** in the county, with an average of **32 HOURS OF DELAY** yearly per commuter in the eastbound direction and an average of **22 HOURS OF DELAY** yearly per commuter in the westbound direction.

**EXPECT DELAYS**



# Project Alternatives

The I-10 ExpressLanes Extension Project will analyze four proposed alternatives and assess how each performs in accomplishing the project goals.

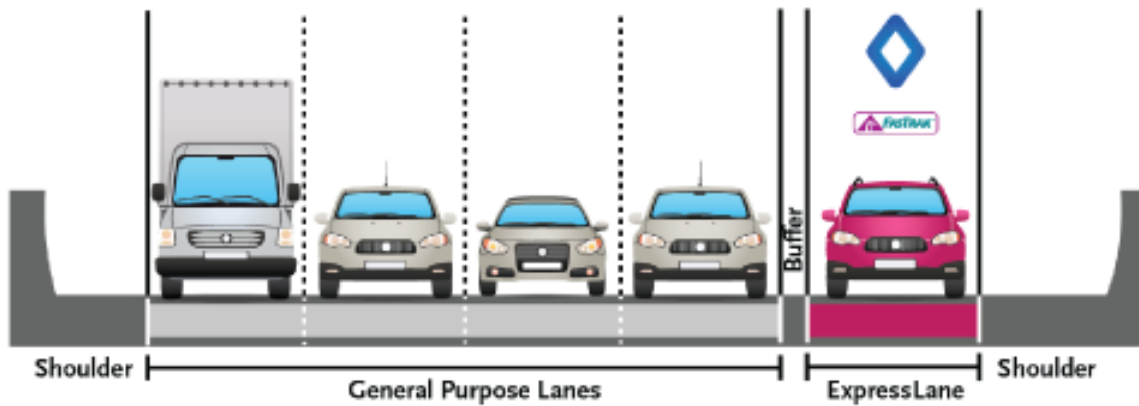


\*\*Diagram not to scale.

## Alternative 1

Existing Conditions – No Build

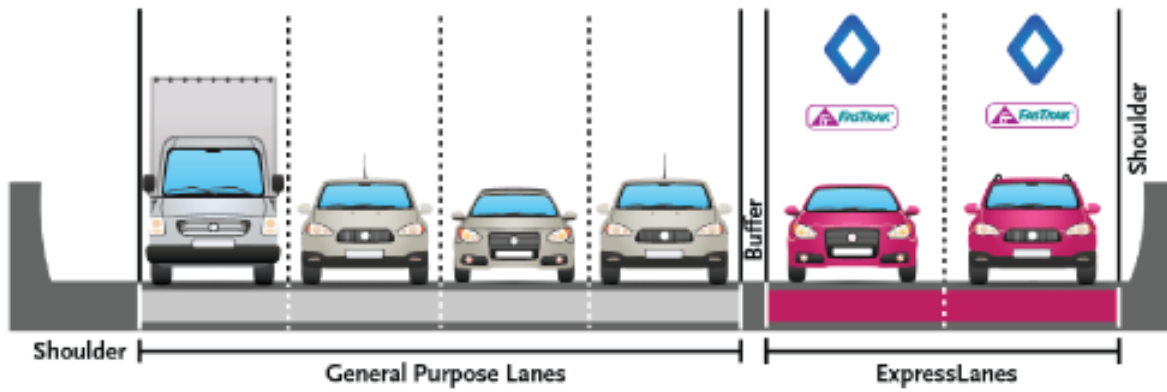
- No changes to existing conditions
- No additional travel lanes or ramp improvements would be installed as part of this alternative



\*\*Diagram not to scale.

## Alternative 2

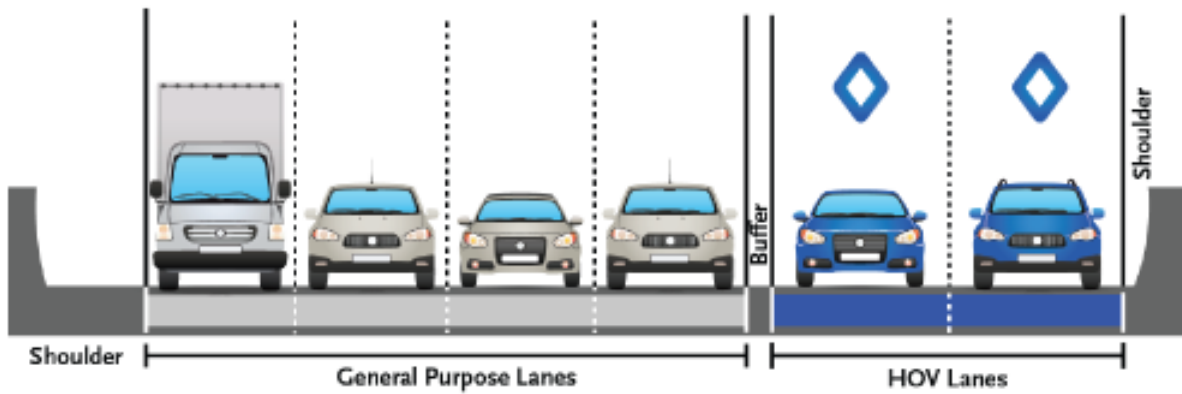
Conversion of the current single HOV lane to one ExpressLane in each direction



\*\*Diagram not to scale.

### Alternative 3

Conversion of the current single HOV lane to one ExpressLane and addition of a 2<sup>nd</sup> ExpressLane in each direction



\*\*Diagram not to scale.

## Alternative 4

Maintain the existing HOV and add a second HOV lane in each direction

## What are ExpressLanes?



ExpressLanes utilize "dynamic pricing," which maximizes efficiency of the entire freeway. It is designed to keep traffic in the ExpressLanes flowing smoothly, resulting in a more reliable travel time. Tolls on the ExpressLanes are based on real-time traffic conditions and vary according to the level of congestion in the ExpressLanes. The toll is higher when there is more traffic in the ExpressLanes, and lower when traffic is lighter. Although the toll amount varies as traffic conditions change, you will always pay the toll that was displayed on the overhead sign when you first entered the ExpressLanes. In other words, your rate is locked in at the beginning of your trip.

A Metro ExpressLanes FasTrak account allows you to declare the number of people in the vehicle enabling HOV/carpools discounts and toll-free trips. Prior to starting your trip, indicate the number of persons in your vehicle by moving the switch on the FasTrak® Flex to the appropriate setting (1, 2, 3+).

Incentives are available to Metro ExpressLanes users that are frequent carpoolers and transit riders, through the [Carpool Loyalty](#) (a FasTrak rewards program) and the [Transit Rewards Program](#) (a use credits rewards program).

The Metro ExpressLanes Program was initiated as a one-year demonstration to assess the use of congestion pricing to ease traffic on LA County freeways. 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.



Policy Act (NEPA), respectively. The Draft EIR/EA is anticipated for release in mid-late 2023\*.

Metro is leading a robust stakeholder engagement program with the goal of building an inclusive vision that balances the unique needs of corridor stakeholders. Outreach efforts have been made to include minority, low-income, limited English proficiency populations and persons with disabilities. Project materials are provided in English and Spanish.

\* Timeline is subject to change.

## What is scoping?

Scoping is an early phase in the environmental process. At this step, criteria are identified that will be used to evaluate the project alternatives. During the first stage of the environmental process, Metro will:

- Identify the project goals and objectives
- Present project purpose
- Define alternatives and options under consideration
- Obtain input from the public and agencies
- Determine impacts for environmental analysis

Scoping meetings are used to present this information. During the scoping period, the public can comment on:

- Alternatives being considered
- How alternatives might be enhanced or modified
- Other alternatives that should be evaluated
- Issues and concerns with project plans
- Questions to be answered as part of the study

The project scoping period will begin April 25, 2022. During the scoping period, public comments will be collected via mail, email or telephone. Metro will also host three public scoping meetings to provide information on the project and solicit feedback from the community, stakeholders and the public. Official public comments will be collected during these scoping meetings.

Video recordings of each meeting will be accessible here for anyone not able to attend a meeting.

Comments will be accepted during a 45-day period starting April 25, 2022, and ending June 10, 2022. Comments can be submitted using the form below.

## Scoping Period

April 25, 2022 to June 10, 2022

### **Presentations:**

[English](#)

[Spanish](#)

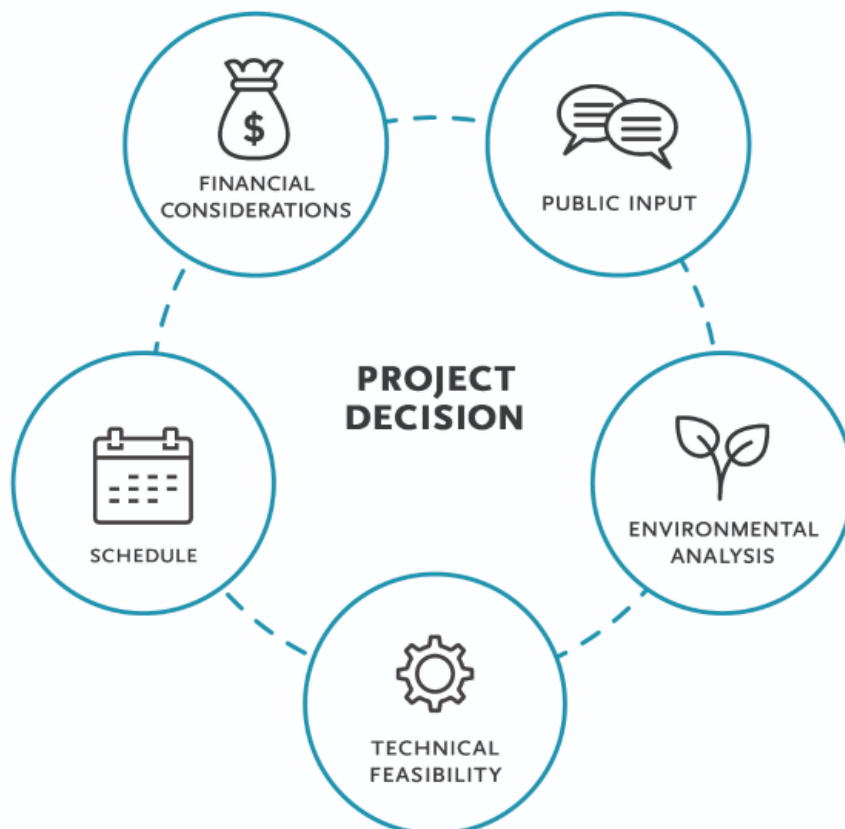
[Chinese \(Mandarin\)](#)

### **Videos:**

[English](#)

[Spanish](#)

[Chinese \(Mandarin\)](#)



## Project Goals and Objectives

The scoping period is used to gather broad public input on the project. At the conclusion of the scoping period, the project development team will produce a report summarizing comments and issues raised during this step in the process. This report shapes the environmental analysis and outlines the studies to be completed, as well as next steps in the process.



Potential topics for environmental study include:

- Air Quality / Greenhouse Gas Emissions / Climate Change
- Biological Environment
- Community Impacts
- Cultural / Tribal Resources
- Energy
- Geology / Soils / Seismicity / Topography
- Growth
- Hazardous Waste / Materials
- Hydrology / Floodplains
- Land Use

- Noise
- Paleontology
- Pedestrian and Bicycle Facilities
- Transportation / Traffic
- Utilities / Emergency Services
- Visual / Aesthetics
- Water Quality & Stormwater Runoff

## Next Steps

### Project Schedule

The project team will analyze scoping comment submissions and begin studies related to alternative performance and other topics raised by project stakeholders. Information from these studies will be published in the Environmental Document, anticipated to be published for public review and comment in mid-late 2023.

[English Survey](#)

[Spanish Survey](#)

[Chinese Survey](#)

### Contact Us

For more information, visit [metro.net/i10extension](https://metro.net/i10extension)

[Email us your comments](#)

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### Sign-Up for Project Updates

If you haven't already, be sure to [sign up](#) to receive project updates.

### Documents

## **Notifications**

[Notice of Preparation \(NOP\)](#)

## **Presentations:**

[English](#)

[Spanish](#)

[Chinese \(Mandarin\)](#)

## **Scoping Meeting Recordings**

[English](#)

[Spanish](#)

[Chinese \(Mandarin\)](#)

## **Fact Sheets**

Metro I-10 Extension Project ([English](#) | [Spanish](#) | [Chinese](#))

## **FAQ**

Metro I-10 Extension Project ([English](#) | [Spanish](#) | [Chinese](#))

## **Maps**

[ExpressLanes Tier 1 Network Map](#)

[I-10 Extension Project Map](#)

## **Other Resources**

Metro Environmental Review Fact Sheet ([English](#) | [Spanish](#))

ExpressLanes Fact Sheet ([English](#) | [Spanish](#))

Title VI Brochure ([English](#) | [Spanish](#))