

# Next stop: a better commute on the 105.



## I-105 EXPRESSLANES PROJECT OVERVIEW FACT SHEET

SPRING 2020



## Project Overview

The California Department of Transportation (Caltrans) in cooperation with Los Angeles County Metropolitan Transportation Authority (Metro) are evaluating alternatives to convert the existing high-occupancy vehicle (HOV) lanes to dynamically-priced, high-occupancy toll (HOT) lanes, also called ExpressLanes, in the eastbound and westbound directions of Interstate 105 (I-105) in LA County from the terminus of the existing HOV lanes west of Interstate 405 (I-405) in the City of Los Angeles to Studebaker Rd in the City of Norwalk. The I-105 ExpressLanes Project limits include the installation of a new overhead tolling system and signage.

The purpose of this project is to enhance traffic flow; improve trip reliability and travel times; and sustain and manage mobility.

### Cities Within the Project Area

This corridor traverses nine cities and unincorporated areas of LA County, including El Segundo, Hawthorne, Inglewood, Los Angeles, Lynwood, Paramount, South Gate, Downey and Norwalk.

### Funding

Measure M, the local sales tax passed by LA County voters in 2016, provides \$175 million for this project.

### Background

The I-105 corridor experiences heavy demand during peak commute hours that exceeds the freeway's capacity. Today, between 200,000-250,000 vehicles per day use I-105. Peak period speeds average 25 miles per hour or less in the General Purpose (GP) lanes. In addition, sections of the eastbound and westbound I-105 HOV lanes are classified as degraded as defined by federal standards. This means speeds on the HOV lanes are less than 45 miles per hour more than 10 percent of the time.

### About Metro ExpressLanes

Metro ExpressLanes are designed to improve traffic flow and provide motorists, including solo drivers, a more reliable travel option in LA County. ExpressLanes allow carpools, vanpools and buses 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 within the ExpressLanes. Currently, Metro operates ExpressLanes on I-110 and I-10 freeways in LA County.

## Project Development Phases

On May 22, 2020, Caltrans and Metro released a Draft Environmental Impact Report (EIR) in accordance with the California Environmental Quality Act (CEQA) and a Draft Environmental Assessment (EA) in accordance with the National Environmental Policy Act (NEPA) for this project.

The Draft EIR/EA describes the proposed project, any environmental consequences and avoidance, and minimization and/or mitigation measures. Supporting technical studies for the Draft EIR/EA have also been prepared on traffic, visual, archaeological, water, noise, air quality, biology, geology, hazardous waste, energy, paleontology and community impacts.

In addition, a Draft Project Report, Concept of Operations (ConOps) and a Traffic & Revenue (T&R) Study have been released. The Draft Project Report provides details on the alternatives, including design features, traffic performance and cost. The ConOps defines operational policies, toll

collection systems and facility design. The T&R estimates toll rates and potential toll revenue for this corridor.

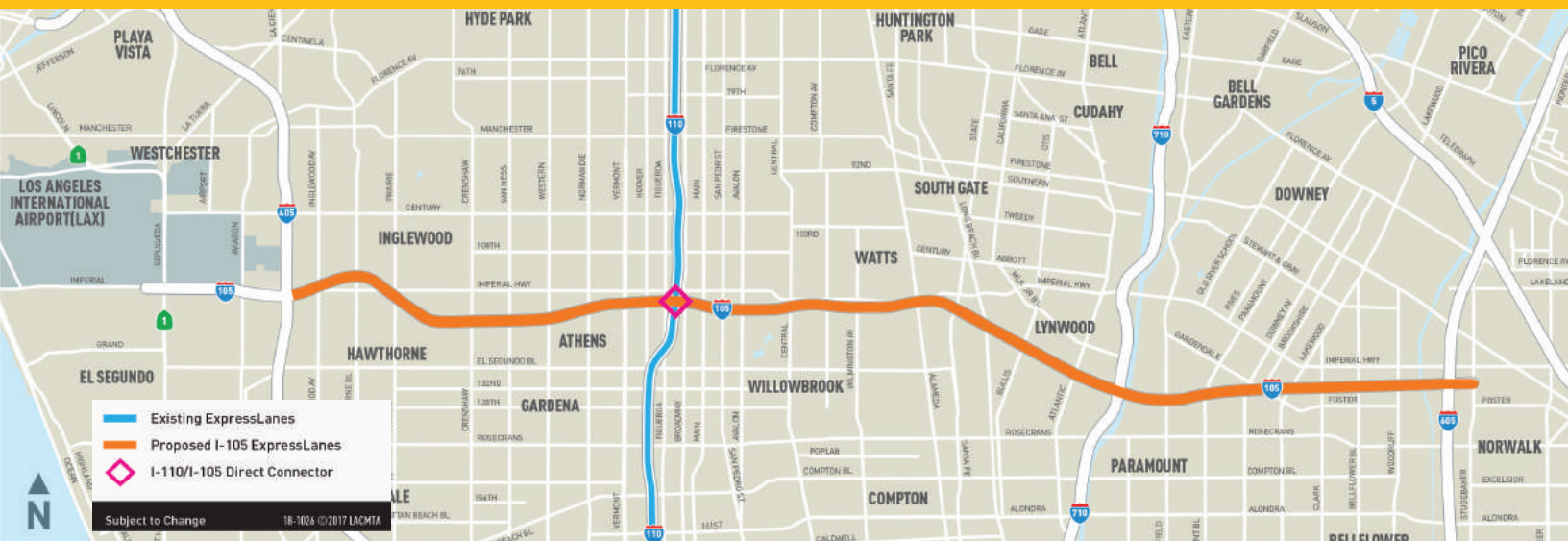
The Draft EIR/EA, Project Report, ConOps and T&R Study for the I-105 ExpressLanes Project are now available on the project website ([metro.net/105ExpressLanes](http://metro.net/105ExpressLanes)) for public review and comment through **Monday, July 6, 2020**. The supporting Draft EIR and Project Report technical studies, as well as printed copies of the aforementioned reports, are available upon request. If you're interested, please submit your request via the project email or helpline listed on the back page of this fact sheet.

Comments on the Draft EIR/EA may be submitted by mail, email, helpline or virtual open house tool. A live presentation with Q&A will be offered via the web or phone on **Thursday, June 11, 2020, 6pm**. See complete details on the back page of this fact sheet.

### Environmental Planning Process

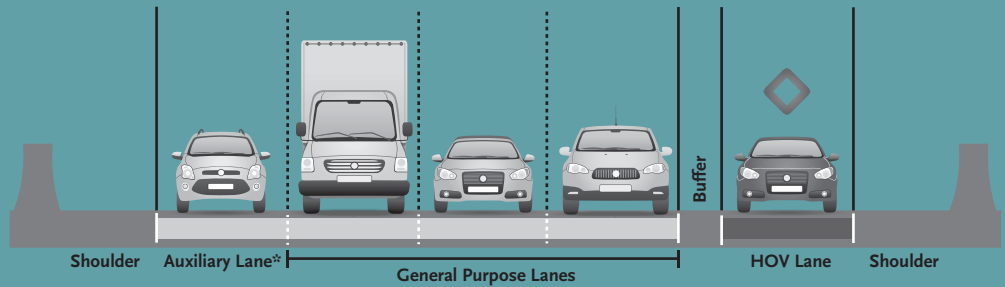


# Study Area Map

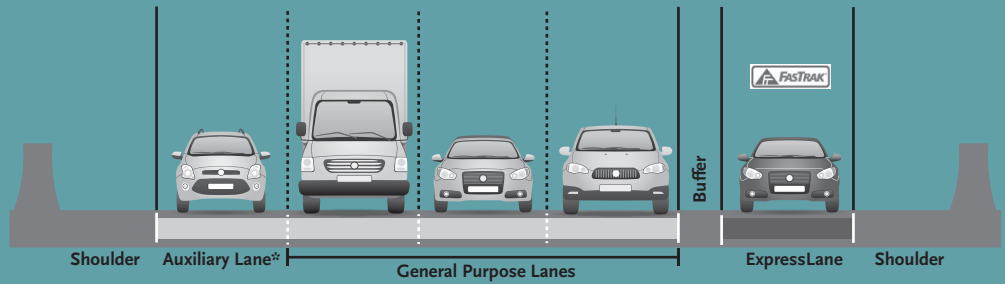


## Proposed Alternatives

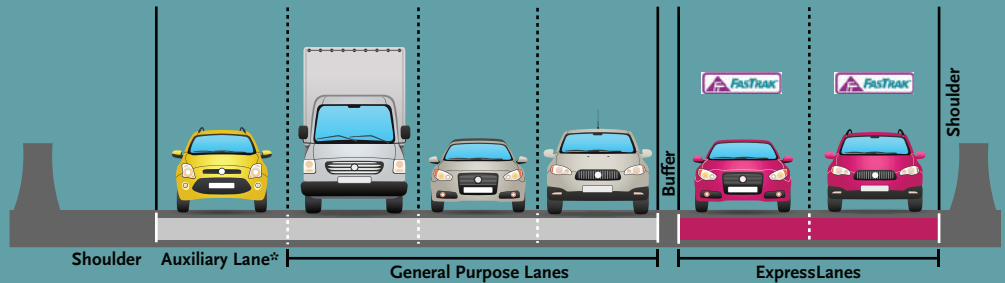
**ALTERNATIVE 1:**  
Existing Conditions (No Build)



**ALTERNATIVE 2:**  
Convert HOV Lane to One (1) ExpressLane



**ALTERNATIVE 3:**  
Convert HOV Lane to ExpressLane and Add a Second ExpressLane (Non-Standard Lane Widths)



**Locally Preferred Alternative (LPA)**

*The LPA is the alternative some public agencies and/or the public support. Final identification of a Preferred Alternative (PA) will occur after the public review and comment period of the draft environmental document.*

**ALTERNATIVE 4:**  
Convert HOV Lane to ExpressLane and Add a Second ExpressLane (Standard Lane Widths)

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

\*Note: Auxiliary Lane is only in certain locations on I-105

## Submit Your Comments

The formal public comment period for the Draft EIR/EA extends through **Monday, July 6, 2020**. You may submit comments via:

 Ronald Kosinski, Deputy District Director  
Caltrans District 7  
Division of Environmental Planning  
100 S Main St, MS-16A  
Los Angeles, CA 90012

 213.922.6565  
 [105ExpressLanes@metro.net](mailto:105ExpressLanes@metro.net)  
 [metro.net/105ExpressLanes](http://metro.net/105ExpressLanes)  
 [105virtualforum.com](http://105virtualforum.com)

## Review the Draft EIR/EA and Join Us Online

The Draft EIR/EA, Project Report, ConOps and T&R Study for the I-105 ExpressLanes Project are now available on the project website ([metro.net/105ExpressLanes](http://metro.net/105ExpressLanes)) for public review and comment through **Monday, July 6, 2020**. The supporting Draft EIR and Project Report technical studies, as well as printed copies of the aforementioned reports, are available upon request. If you're interested, please submit your request via the project email or helpline listed in the section above.

Based on Governor Newsom's executive order, as well as recommendations from the California Department of Public Health, in-person public hearings will not be held to maintain social distancing and stay-at-home requirements. However, you can join a live presentation with Q&A via the web or phone on

**Thursday, June 11, 2020, 6pm.** See the section below for complete details.

A virtual open house tool – available at [105virtualforum.com](http://105virtualforum.com) – was also developed to enhance access and understanding of the Draft EIR/EA and supporting documents. The web-based tool features similar resources offered at a public hearing, including guided presentations, project materials and comment submittal options.

## Join Us Online

### LIVE PRESENTATION AND Q&A

**Thursday, June 11, 2020, 6pm**

Metro and Caltrans will host a live presentation and Q&A to share project updates and details on the Draft EIR/EA and supporting documents. *Note that the questions submitted for the Q&A will not be part of the official comment record.* Formal comments must be submitted through the methods listed in this notice. Register for the live presentation via the project website or virtual open house to receive additional details. You may also listen live in English by dialing the following number: **213.458.5634, Pin: 433-164-484#.**

### VIRTUAL OPEN HOUSE

A virtual open house ([105virtualforum.com](http://105virtualforum.com)) is now available for submitting formal comments, as well as accessing the draft documents, presentation materials and other resources typically offered at public hearings. The recording of the live presentation will be made available on this platform.

