



Next stop: a better commute on I-105.

I-105 EXPRESSLANES PROJECT FREQUENTLY ASKED QUESTIONS (FAQ)

FALL 2018

1. What is the I-105 ExpressLanes Project?

The I-105 ExpressLanes Project (Project) is evaluating the possible implementation of ExpressLanes on the I-105 between the I-405 and I-605, a distance of 15.7 miles. In addition, the Project will study the I-105 west of the I-405 to Sepulveda Bl and east of the I-605 to Studebaker Rd to identify potential signage locations and access points into the ExpressLanes.

2. Why is the Project necessary?

The I-105 corridor experiences heavy demand during peak commute hours that exceeds the freeway's capacity. Today, between 200,000 - 250,000 vehicles use the I-105 each day.

- > During peak periods, speeds in the General Purpose (GP) lanes are 25 miles per hour or less and in High-Occupancy-Vehicle (HOV) lanes, they are around 30 miles per hour, respectively. As a result, it can take 43 minutes to drive the HOV lanes and 50 minutes to drive the general purpose lanes from the I-405 to I-605 during the PM peak, respectively, compared to 15 minutes when there is no congestion.

The existing I-105 HOV lane does not meet federal performance standards, since speeds on the I-105 HOV lane are less than 45 miles per hour more than 10 percent of the time. As a result, they are designated as degraded by Caltrans. Caltrans must identify strategies to bring the facility back into compliance with the federal standards.

Continued growth in the region is expected to add further pressure to the traffic capacity and operations of I-105 and worsen conditions that are already very congested. Therefore, to enhance traffic flow, improve trip reliability and travel times, and sustain and manage mobility in the corridor, potential improvements are being studied for the benefit of the residents, businesses, travelers, and commerce.

3. What are ExpressLanes?

ExpressLanes are freeway lanes allowing carpools, vanpools, buses, and motorcycles to travel free like an HOV lane but also allow single occupant vehicles the option to pay a toll to travel in the lane.

The toll rate that is charged to single occupant vehicles is based on real-time traffic conditions and varies 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. Toll collection is all electronic and there are no toll booths to collect tolls.

To use the ExpressLanes, a FasTrak®/FasTrak Flex® transponder is required for all vehicles (except motorcycles) mounted on the vehicle's front windshield. The transponder allows for legal use of the ExpressLanes through declaration of occupancy and for toll collection. The driver would set the transponder to correspond to the number of occupants in the vehicle – 1, 2, or 3+. Vehicles can enter and exit the ExpressLanes only at certain locations, similar to HOV lanes.

4. What is the environmental process for the Project?

The Project is in the Project Approval/Environmental Document (PA/ED) Phase (environmental phase). Caltrans as the lead agency will prepare an Environmental Impact Report (EIR) under the California Environmental Quality Act (CEQA) and an Environmental Assessment (EA) in accordance with the National Environmental Policy Act (NEPA). The EIR/EA will evaluate potential impacts of the Project on the environment and addresses issues consisting of, but not limited to, air quality, health risk, noise, visual, economic, traffic, and social impacts during and after construction. The EIR/EA will include a comprehensive description of the Project and the proposed alternatives, evaluate the Project's effects on the environment, and inform decision-makers and the public of reasonable avoidance, minimization, and mitigation measures. The proposed alternatives will be evaluated through environmental studies, technical studies and design reviews to identify a preferred alternative.



Per CEQA/NEPA requirements, the first step in the environmental process is scoping. The intent of the scoping process is to gather input on the purpose and need for the project, the proposed alternatives, environmental issues, local projects that may be proposed in the study area, and the community participation approach.

Public hearings will be held to present an overview of the results of the Project Report, Draft EIR/EA, Concept of Operations (ConOps), and Traffic and Revenue (T&R) Study. The environmental phase is anticipated to conclude by early 2020.

5. What are the proposed alternatives?

Initially, four alternatives were considered as part of the environmental process. The proposed alternatives consist of one No Build Alternative (Alternative 1) and two Build Alternatives (Alternatives 2, 3). Alternative 4 proposed to convert the existing HOV lane into an ExpressLane and add a second ExpressLane in each direction with Standard Lane Widths. However, this alternative was eliminated from further consideration as it would have resulted in unavoidable, significant environmental impacts.

Below is a summary of proposed improvements for each of the remaining three alternatives that are being considered.

- > **Alternative 1: No Build** – In this alternative, no improvements or changes would be made to the existing I-105.
- > **Alternative 2: Convert HOV to One (1) ExpressLane** – Convert the existing HOV lane to one ExpressLane in each direction with standard lane width (12 feet). Property acquisition is not anticipated for this alternative.
- > **Alternative 3: Convert HOV to Two (2) ExpressLanes (Non-Standard Lane Widths)** – Convert existing HOV lane into an ExpressLane and add a second ExpressLane in each direction, with non-standard lane and shoulder widths. In this alternative, lane width could be reduced from 12 to 11 feet. Property acquisition is not anticipated at this time but will be assessed as part of this effort.

6. What other studies and requirements are needed for the proposed Project?

Metro will also prepare a ConOps & T&R Study concurrently with the PA/ED. The purpose of the ConOps will be to define facility design, toll collection systems, and operating policies such as ingress/egress locations into the ExpressLanes, signage, enforcement, and toll policies. The purpose of the T&R Study is to consider factors such as congestion, roadway capacity, and potential time savings to estimate toll rates and the potential revenue that could be generated. In addition, Metro and Caltrans will need to apply for tolling authority through the California Transportation Commission (CTC) in order to implement ExpressLanes on the I-105.

7. How is the Project funded and when will the environmental phase be completed?

The PA/ED Phase of the Project is fully-funded and scheduled to be complete by early 2020. Measure M, the local sales tax passed by Los Angeles County voters in 2016, provides \$175 million for the project.

8. How can I stay connected?

Interested parties are encouraged to participate in community meetings and the public hearings. In addition, the Draft Environmental Document will be circulated for public comment prior to approval of the Final Environmental Document. Public comments and questions outside of the meetings are encouraged and may be submitted via email at 105ExpressLanes@metro.net. To receive regular project updates and notifications, sign up at metro.net/105ExpressLanes.



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