



## Environmental Planning Phase: Frequently Asked Questions

### What is the I-605 Corridor Improvement Project (I-605 CIP)?

The proposed project includes approximately 16 miles of improvements along the I-605 Freeway, from Interstate 105 (I-105) to Interstate 10 (I-10). This also includes interchange and freeway improvements to I-105, Interstate 5 (I-5), State Route 60 (SR-60) and I-10. The goals of the project are to ease congestion, improve mobility, enhance regional connectivity and improve safety.

### Who is leading the project?

Metro and the Caltrans District 7 are leading the project, in collaboration with the Gateway Cities Council of Governments (GCCOG) and the San Gabriel Valley Council of Governments (SGVCOG).

### Why is the project necessary?

I-605 is one of the most congested freeway corridors in Southern California. Hundreds of thousands of motorists use this freeway on a daily basis, resulting in significant traffic for 13 hours of the day – 6am to 7pm. The freeways and interchanges in this corridor were constructed decades ago, unfortunately updates and/or improvements have not occurred to accommodate the current traffic needs or congestion levels. These deficiencies have resulted in hours of traffic delays for motorists on I-605 and at the major connections to I-105, I-5, SR-60 and I-10. Continued population and goods movement growth in the region is expected to add further pressure on this critical corridor. The proposed project aims to improve mobility, update connecting freeway interchanges, increase safety and explores options to manage and accommodate travel demands.

### What is the status of the project?

The I-605 CIP is currently in the environmental planning phase of study. This work includes environmental and technical studies, as well as evaluation of preliminary design solutions and options that would ease congestion and plan for continued population growth. Impacts of the project and mitigation measures to avoid and/or limit those impacts are being identified and evaluated as well. Upon completion of these studies, a Draft Environmental Document (DED) will be circulated for public review and comment in 2021. Once comments are received, evaluated and responded to, a Final Environmental Document (FED) will be prepared. The environmental phase is anticipated to conclude in 2022. For more on the process, please see the environmental review fact sheet located in the 'Useful Links' section of the project webpage at [metro.net/605hotspots](https://metro.net/605hotspots).



### What types of improvements are being considered?

A total of four alternatives are being analyzed as part of this environmental phase of work. These proposed alternatives include elements, such as adding auxiliary lanes, adding a general purpose lane, adding a high-occupancy vehicle (HOV) lane, adding an ExpressLane or converting the HOV lane to an ExpressLane, reconfiguring existing interchanges, adding direct connectors at the I-605/I-105 and I-605/I-10 interchanges and other modifications that enhance freeway safety and operations. See the alternatives fact sheet located in the 'Useful Links' section of the project webpage at [metro.net/605hotspots](http://metro.net/605hotspots) for more details on each alternative, including local benefits and improvements.

### What is a General-Purpose lane?

General-purpose (GP) lanes represent the typical lane of travel on a highway utilized by all motorists.

### What is a HOV lane?

HOV lanes, also known as carpool lanes, are generally commuter lanes designed to encourage and support vehicles with greater occupancy as a means of motivating carpool and bus travel. HOV lanes help to reduce traffic congestion during peak hours by reducing the number of single drivers. HOV lanes are not toll lanes.

### What are ExpressLanes?

ExpressLanes are utilized to provide reliable travel time and manage congestion. In an ExpressLane, solo drivers pay a toll for their use of the ExpressLane. Carpools, vanpools and buses can use the ExpressLanes for free or receive a discount on tolls, while clean air vehicles receive a discount on tolls. Vehicle transponders are required to be displayed in all vehicles (except for motorcycles) using the ExpressLanes. Toll rates may vary based on the level of congestion in the ExpressLanes, time of day and destination.

### Are soundwalls included in this I-605 CIP project?

Soundwalls are noise barriers built between homes and the freeway that reduce the transmission of noise from vehicles on the highway to residential communities. As part of this project, soundwalls will be identified and itemized in the Draft Environmental Document. For more general soundwall information, refer to the Metro soundwalls fact sheet located in the 'Useful Links' section of the project webpage at [metro.net/605hotspots](http://metro.net/605hotspots).



### Will property be needed for the project? How is this determined?

Whether or not property is needed for a project alternative is determined through the environmental phase, following state and federal laws. During this phase, various project improvements are considered and evaluated, in addition to property that **might** possibly be needed for the project. As part of the Draft Environmental Document, this project is developing the preliminary list of properties that might be needed for the project. However, only at the very end of this multi-year environmental effort and after a project is adopted by the Metro Board will a final property list be determined.

### Is property going to be purchased now for the I-605 CIP project?

No, not at this stage. Metro is still developing preliminary designs and completing environmental studies for the project. If acquisitions are required following the adoption of the final environmental document and if funding is available for construction, Metro is required to provide fair compensation to property owners for the purchase or use of their property. Federal and state regulations and protocols require advanced notice to impacted properties and provide protections for both, property owners and tenants. More information can be found in the Metro property acquisition fact sheet located in the 'Useful Links' section of the project webpage at [metro.net/605hotspots](http://metro.net/605hotspots). A link to Caltrans relocation assistance process can also be found at [dot.ca.gov/programs/right-of-way/relocation-assistance-program](http://dot.ca.gov/programs/right-of-way/relocation-assistance-program).

### When will the project be completed?

The project is currently only funded for this environmental planning phase. Metro will need to pursue additional federal, state and local sources of funding for future phases of the project and no funding has yet to be identified for final design and construction. Only this environmental phase of the project is fully funded and is scheduled to be completed in 2022.

### How can I become involved in the process?

Interested parties are encouraged to participate in the upcoming public hearing process. The public hearing will be undertaken when the Draft Environmental Document is complete and ready for public comment and review.

### Stay Connected

Isidro Panuco, Project Manager  
Metro  
One Gateway Plaza, MS 99-22-9  
Los Angeles, CA 90012  
213.922.4091  
[i605corridor@metro.net](mailto:i605corridor@metro.net)  
[metro.net/i-605-CIP](http://metro.net/i-605-CIP)