

Next stop: a better commute on I-105.



I-105 EXPRESSLANES PROJECT OVERVIEW FACT SHEET

FALL 2018



Project Overview

About the Project

The Los Angeles County Metropolitan Transportation Authority (Metro) and the California Department of Transportation (Caltrans) are preparing engineering studies and an Environmental Document to study the possible implementation of ExpressLanes along Interstate 105 (I-105) between Interstate 405 (I-405) and Interstate 605 (I-605). The I-105 ExpressLanes Project (Project) will also 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.

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 Downey, El Segundo, Hawthorne, Inglewood, Los Angeles, Lynwood, Norwalk, Paramount and South Gate.

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 High-Occupancy-Vehicle (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 single occupant vehicles 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. Use of ExpressLanes requires a FasTrak®/FasTrak Flex® transponder mounted on a vehicle windshield that allows for automated toll collection. Currently, Metro operates ExpressLanes on I-110 and I-10 freeways in LA County.

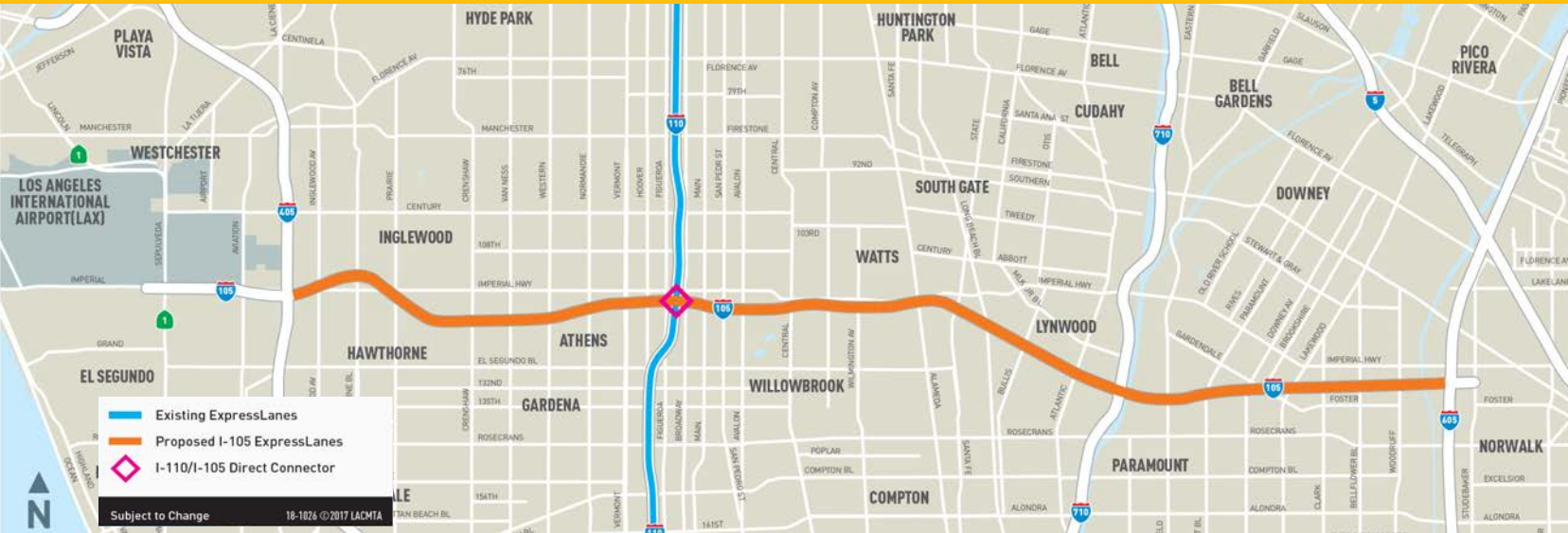
Project Development Phases

The Project Approval/Environmental Document (PA/ED) for the I-105 ExpressLanes will encompass two components: the Project Report and the Environmental Document (ED). Metro and Caltrans anticipate preparing 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). Concurrent with the PA/ED, a Concept of Operations (ConOps) and a Traffic and Revenue (T&R) Study will also be prepared. The ConOps will define operational policies, toll collection systems and facility design. The T&R will estimate toll rates and potential toll revenue for this corridor.

Metro formally initiated the Draft EIR/EA phase in March 2018 with public scoping meetings held along the corridor. Public involvement opportunities will continue to be available throughout the environmental process, including a series of public hearings and a comment period at the release of the Draft EIR/EA that will take place along the corridor to engage the community, solicit input and address questions.

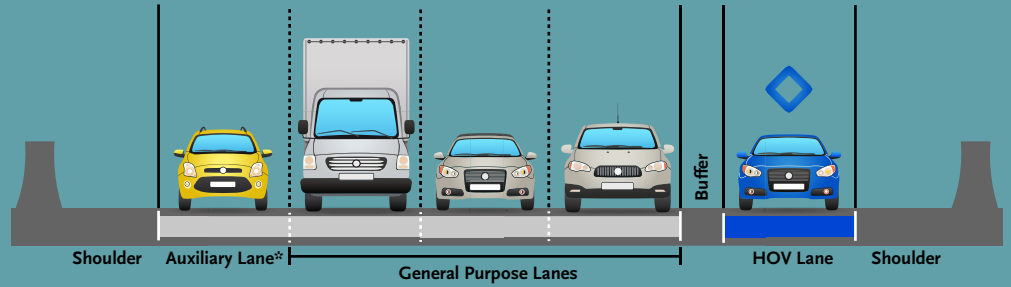


Study Area Map

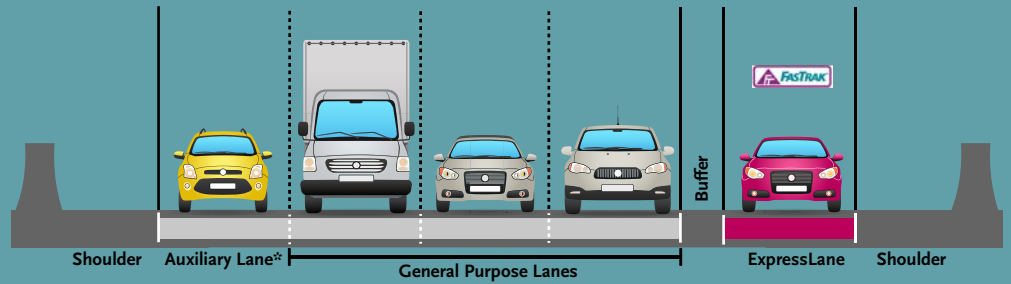


Proposed Alternatives

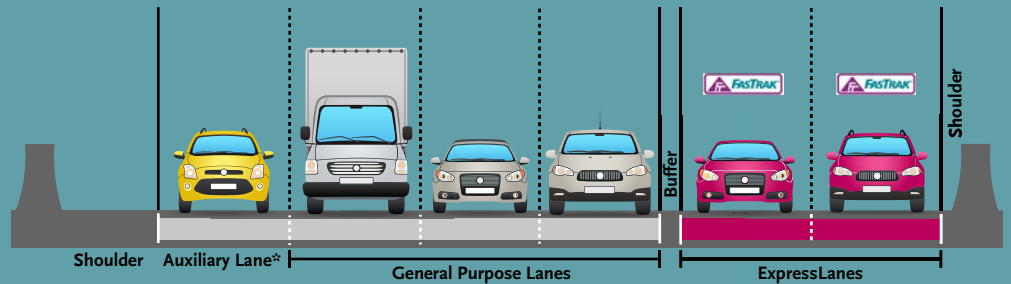
ALTERNATIVE 1:
Existing Conditions (No Build)



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)



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

Stay Connected

For more Project information and/or to ask questions, please use any of the following communication methods:

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