

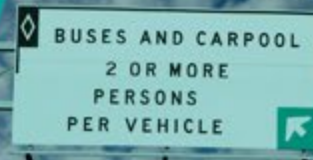


I-5 Managed Lanes Project (SR-55 to Orange/Los Angeles County Line)

*(Postmile 29.1 to 44.4 in Orange County
Postmile 0.0 to 0.5 in Los Angeles County)*

Virtual Scoping Meeting
Thursday, May 26, 2022



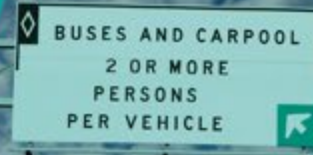


Virtual Scoping Meeting Program

- Welcome
- Breakout Room 1 – Project Overview
- Breakout Room 2 – Proposed Project Alternatives
- Breakout Room 3 – Environmental Process/Phase
- Breakout Room 4 – Public Comment

Disclaimer: We reserve the right to remove any participant for disruptive behavior of any kind.





Using Zoom / Asking Questions

Using Zoom on Computer/Laptop

- Open the ZOOM tool bar by clicking anywhere on your screen. Click on the Participants icon in the tool bar. (Panel will open)
- After selecting Participants, the Participants Panel will pop up; users can toggle between “raise hand” and “lower hand.”

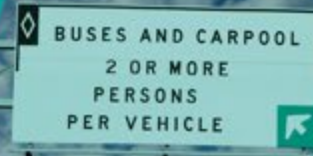
Using Zoom App from Smartphone/Tablet

- Click anywhere on ZOOM screen. Click the Participants icon (resembles a chat bubble with three dots).
- From the list, select your name and toggle between “raise hand” and “lower hand.”

From Telephone (without Zoom)

- Users can “raise hand” by pressing *9.

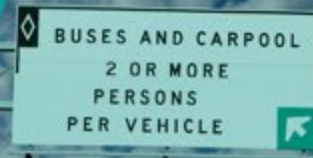




Virtual Meeting Overview (Spanish)

- Esta es la Reunión Virtual de Alcance al Público sobre el Proyecto de carriles administrados en la I-5 (SR-55 hasta el límite entre el Condado de Orange y el Condado de Los Angeles).
- Esta reunión y la información proporcionada dentro de cada sala de trabajo (Breakout Room) se compartirán en inglés. Un intérprete del idioma español estará disponible si es necesario. Utilice la función de "chat" para notificar al personal sobre su solicitud.





Non-Discrimination Policy Statement

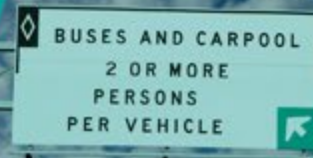
The California Department of Transportation, under Title VI of the Civil Rights Act of 1964, ensures "No Person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance."

Caltrans will make every effort to ensure nondiscrimination in all of its services, programs and activities, whether they are federally funded or not, and that services and benefits are fairly distributed to all people, regardless of race, color, or national origin. In addition, Caltrans will facilitate meaningful participation in the transportation planning process in a nondiscriminatory manner.

Related federal statutes, remedies, and state law further those protections to include sex, disability, religion, sexual orientation, and age.

For information or guidance on how to file a complaint, or obtain more information regarding Title VI, please contact the Title VI Branch Manager at (916) 324-8379 or visit the following web page: <https://dot.ca.gov/programs/civil-rights/title-vi>.





Declaración De Política De No Discriminación

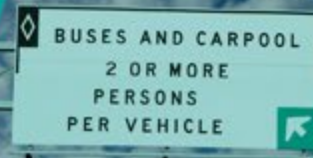
El Departamento de Transporte de California, bajo el Título VI de la Ley de Derechos Civiles de 1964, asegura que *“Ninguna persona en los Estados Unidos, debido a su raza, color u origen nacional, será excluída de participar, ni se le negarán los beneficios, o será objeto de discriminación, en ningún programa o actividad que reciba ayuda financiera federal.”*

Caltrans hará todos los esfuerzos para asegurar que no exista discriminación en ninguno de sus servicios, programas y actividades, ya sea que reciban fondos del gobierno federal o no, y que los servicios y beneficios sean justamente distribuidos a todas las personas sin importar su raza, color, u origen nacional. Adicionalmente, Caltrans facilitará la participación significativa en el proceso de planeación de los programas de transporte de manera no discriminatoria.

Los estatutos federales relacionados, los remedios, y la ley estatal refuerzan estas protecciones para incluir el sexo, la discapacidad, la religión, la orientación sexual y la edad.

Para información u orientación sobre cómo presentar una queja o para obtener más información relacionada con el Título VI, por favor comuníquese con el Gerente del Título VI al teléfono (916) 324-8379 o visite la siguiente página de Internet: <https://dot.ca.gov/programs/civil-rights/title-vi>





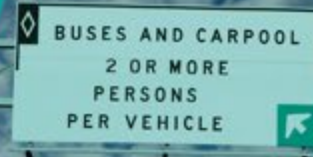
How to Submit a Comment

To submit a formal comment that is included as part of the environmental process for this project, you can do so by several means:

- Speak to a court reporter in Breakout Room 4
- Email: I-5ManagedLanesProject@dot.ca.gov and use **“I-5 Managed Lanes Project”** in the subject line of the email.
- Write to: Jayna Harris, Associate/Senior Environmental Planner
20 Executive Park, Suite 200
Irvine, CA 92614
- Complete Online Form: <https://dot.ca.gov/caltrans-near-me/district-12/district-12-programs/district-12-environmental/i-5-managed-lanes-project>

Public comments must be received by 5 p.m. Tuesday, June 8, 2022





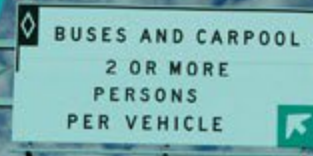
Stay Connected

VISIT – <https://dot.ca.gov/caltrans-near-me/district-12/district-12-programs/district-12-environmental/i-5-managed-lanes-project>

EMAIL – I-5ManagedLanesProject@dot.ca.gov

FOLLOW ON SOCIAL MEDIA – @Caltrans OC



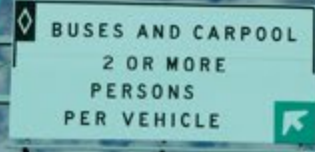


Breakout Room 1 – Project Overview

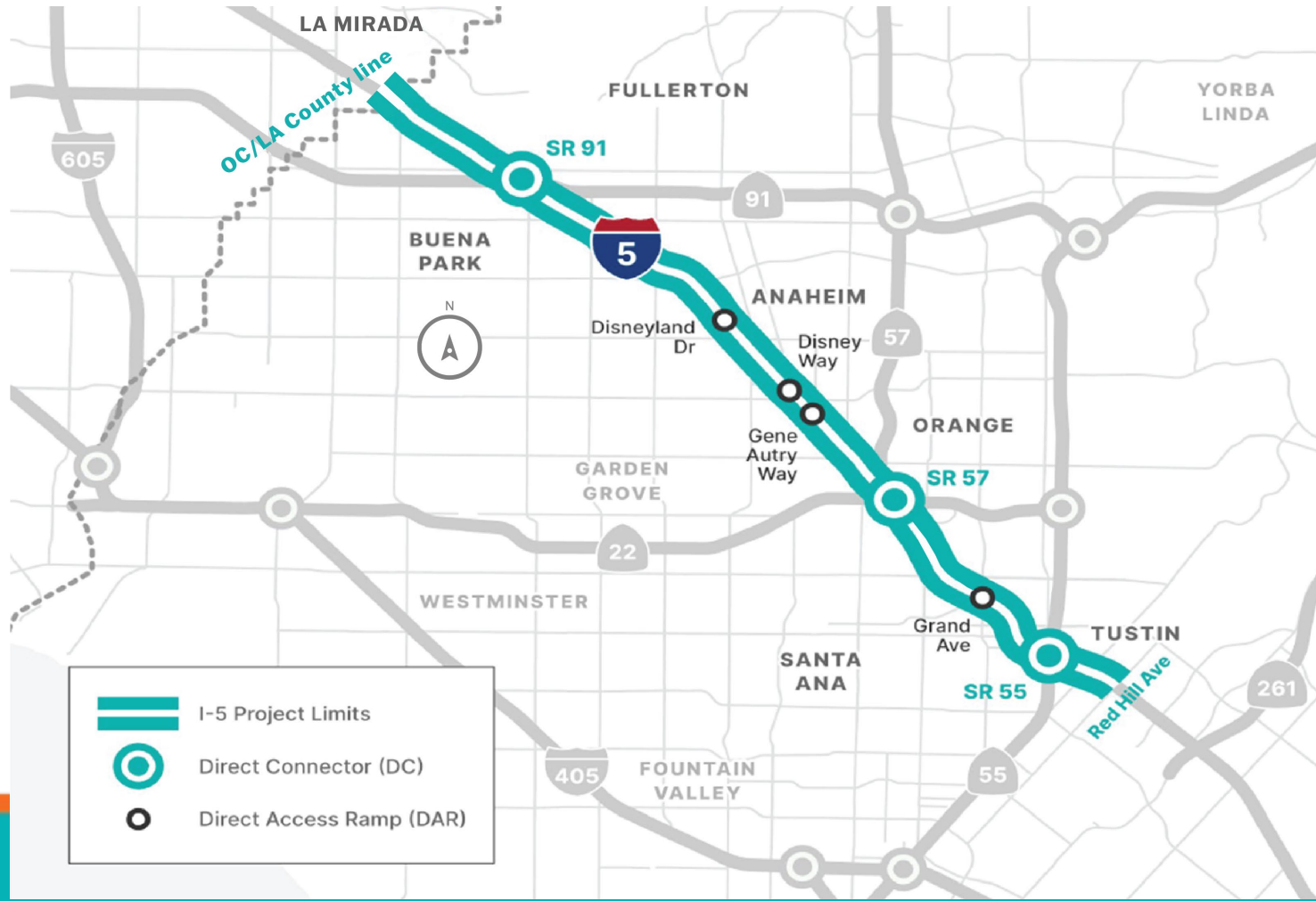
I-5 Managed Lanes Project
(SR-55 to OC/LA County Line)

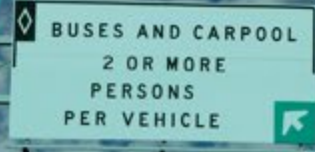
*(Postmile 29.1 to 44.4 in Orange County
Postmile 0.0 to 0.5 in Los Angeles County)*





Project Area Map





Managed Lanes in Southern California



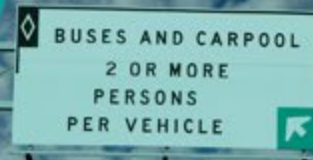
Current Express Lanes

- 91 Express Lanes in Orange and Riverside Counties
- The Toll Roads of Orange County – SR 73, 133, 241 and 261
- 15 Express Lanes in Riverside County
- LA Metro's Express Lanes on I-10 and I-110
- I-15 Express Lanes and South Bay Expressway in San Diego County

Future Express Lanes

- I-405 Improvement Project in Orange County
- SB Express Lanes on I-10 in San Bernardino County





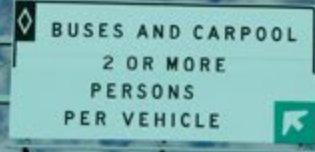
Purpose, Need and Funding

- The **purpose** of this project is to improve the overall movement of people and goods along this section of the I-5 by:
 - Improving managed lanes network operations
 - Improving mobility and trip reliability
 - Maximizing person throughput by facilitating efficient movement of bus and rideshare users
 - Applying technology to help manage traffic demand
- The **need** for the project is to address:
 - HOV degradation
 - Demand that exceeds existing capacity
 - Operational deficiencies
- Project phase is funded by state and federal funding and State Highway Operation and Protection Program, (SHOPP), a component under Senate Bill 1 (SB-1, Roads Repair and Accountability Act of 2017)



Investing in road, freeway, and bridge improvements across California to enhance transit and safety.





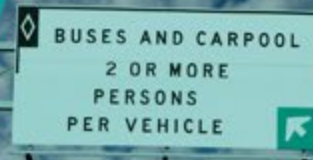
Proposed Project Alternatives Overview

Location	Alternative 1 No-Build		Alternative 2 HOV 3+		Alternative 3 Converted Express Lane (EL)				Alternative 4A/4B Converted and Expanded Express Lane (EL)			
OC/LA County Line	↓	↑	↓	↑	↓	↑	↓	↑	↓	↑	↓	↑
SR 91	HOV2	HOV2	HOV3	HOV3	EL	EL	EL	EL	EL	EL	EL	EL
SR 22/SR 57	HOV2	HOV2	HOV3	HOV3	EL	EL	EL	EL	EL	EL	EL	EL
SR 55	HOV2	HOV2	HOV3	HOV3	EL	EL	EL	EL	EL	EL	EL	EL
Red Hill Ave	↓	↑	↓	↑	↓	↑	↓	↑	↓	↑	↓	↑
Project Cost	-		\$3 M		\$300-\$400 M				4A: \$350-\$450 M 4B: \$1,000-\$1,500 M			



Legend

- HOV Lane (2+ or 3+)
Alt. 1 & Alt. 2
- Express Lane (EL)
Alt. 3, 4A & 4B
- Expanded EL
Alt. 4A and 4B
- Expanded EL
Alt. 4B



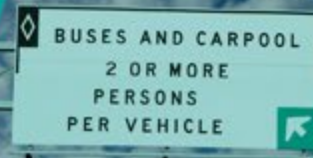
Project Overview Timeline

- **Summer 2023** – Draft Project Report and Environmental Document
- **Winter 2023** – Final Project Report and Environmental Document
- **Winter 2023** – Begin Design (PS&E*)
- **2026** – Begin Construction



* Plans, Specifications, and Estimates





What is Caltrans Preparing?

1. Project Report
A decision document approved by Caltrans
2. Environmental Document
Environmental Impact Report/Environmental Assessment (EIR/EA)
3. Equity Study
To understand the benefits and impacts to underserved and overburdened communities
4. Traffic Concept of Operations
Describes how the proposed system concept will be implemented
5. Traffic and Revenue Study
Used to develop preliminary traffic and revenue forecast for decision making



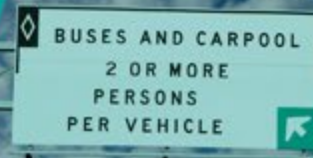


Breakout Room 2 – Proposed Project Alternatives

I-5 Managed Lanes Project
(SR-55 to OC/LA County Line)

*(Postmile 29.1 to 44.4 in Orange County
Postmile 0.0 to 0.5 in Los Angeles County)*





What are Managed Lanes?

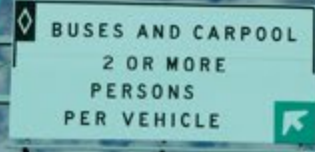
The term Managed Lanes refers to a variety of special-use highway lanes such as:

- Priced Managed Lanes
 - High Occupancy Toll (HOT) lanes
 - Express lanes (EL)
- High Occupancy Vehicle (HOV) lanes
- Truck-only toll lanes



Express lanes concepts use tolls to improve travel reliability by tolling one or two lanes – leaving other lanes toll-free. Tolls can vary based on congestion levels and other operating metrics, ensuring the lanes remain reliable for those who choose to use them.





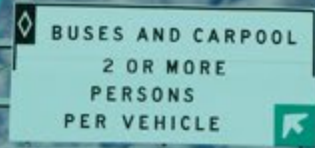
Proposed Project Alternatives Overview

Location	Alternative 1 No-Build		Alternative 2 HOV 3+		Alternative 3 Converted Express Lane (EL)		Alternative 4A/4B Converted and Expanded Express Lane (EL)					
OC/LA County Line	↓	↑	↓	↑	↓	↑	↓	↑	↓	↑	↓	↑
SR 91	HOV2	HOV2	HOV3	HOV3	EL	EL	EL	EL	EL	EL	EL	EL
SR 22/SR 57	HOV2	HOV2	HOV3	HOV3	EL	EL	EL	EL	EL	EL	EL	EL
SR 55	HOV2	HOV2	HOV3	HOV3	EL	EL	EL	EL	EL	EL	EL	EL
Red Hill Ave	↓	↑	↓	↑	↓	↑	↓	↑	↓	↑	↓	↑
Project Cost	-		\$3 M		\$300-\$400 M		4A: \$350-\$450 M 4B: \$1,000-\$1,500 M					



Legend

- HOV Lane (2+ or 3+)
Alt. 1 & Alt. 2
- Express Lane (EL)
Alt. 3, 4A & 4B
- Expanded EL
Alt. 4A and 4B
- Expanded EL
Alt. 4B

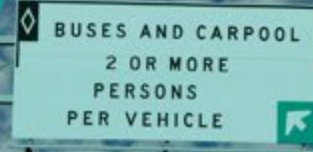


Alternative 1 – No Build

Location	Alternative 1 No-Build	
OC/LA County Line	↓ HOV2	↑ HOV2
SR 91	HOV2	HOV2
SR 22/SR 57	HOV2	HOV2
SR 55	HOV2	HOV2
Red Hill Ave	↓ HOV2	↑ HOV2
Project Cost	-	

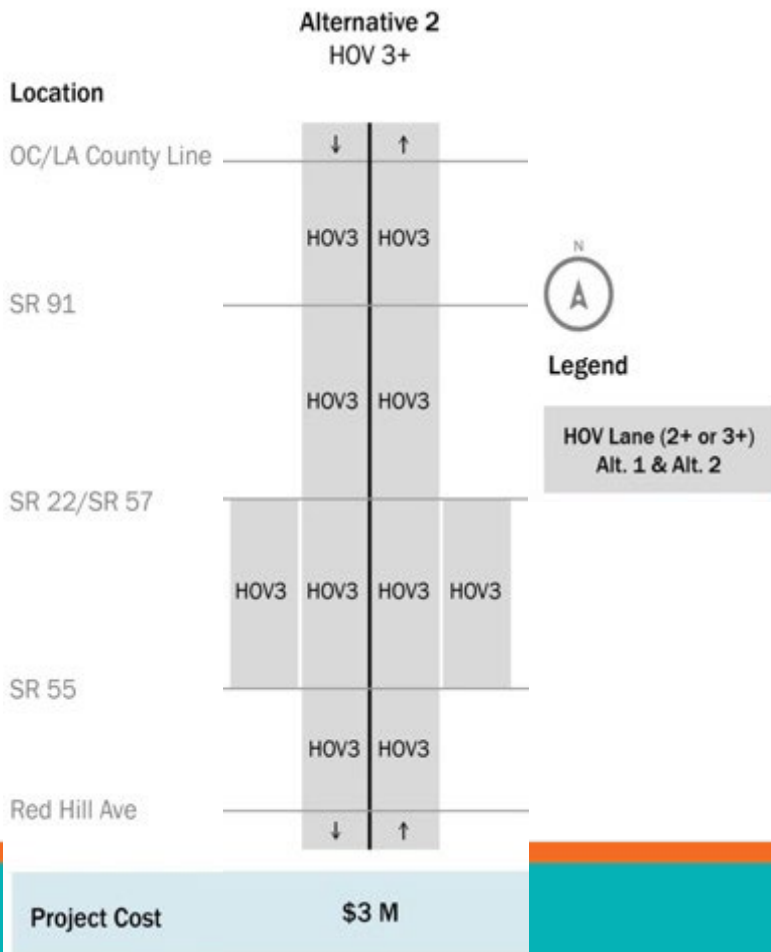
- The No Build Alternative does not include improvements to the existing lane configuration for I-5.
- No new general purpose (GP) lanes, managed lanes, or new connections would occur on I-5.





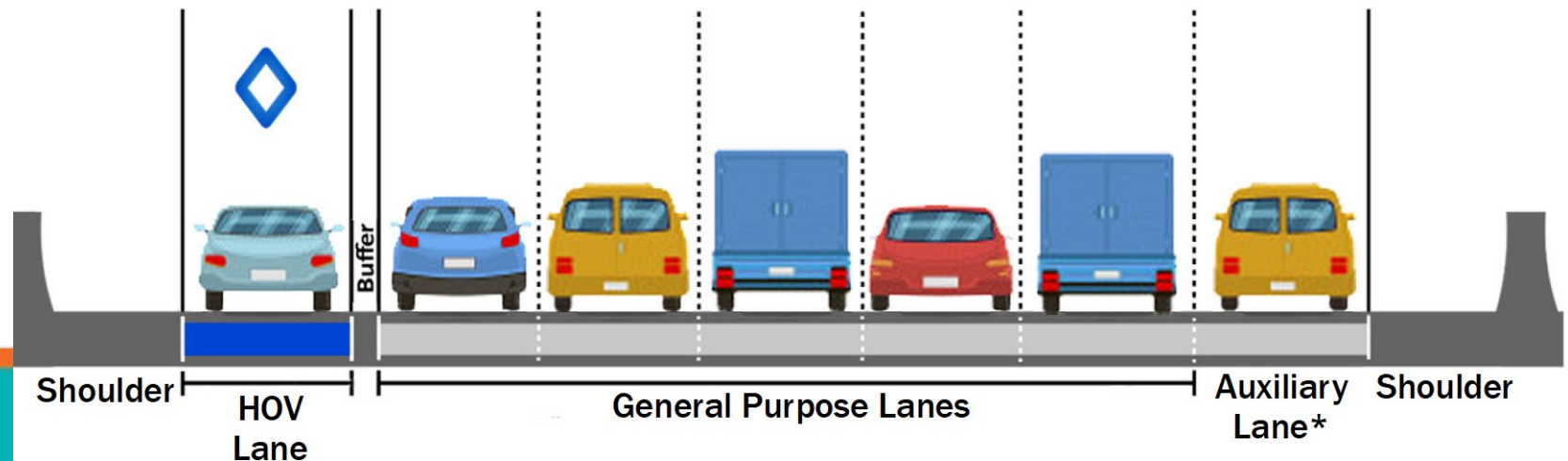
Alternative 2 – High Occupancy Vehicles 3+

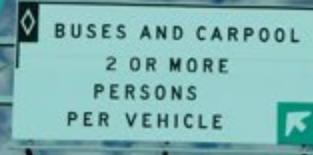
- Modify existing HOV minimum occupancy requirements from the existing two plus (2+) to three plus (3+) passengers between Red Hill Avenue and OC/LA County Line
- No anticipated right-of-way impacts



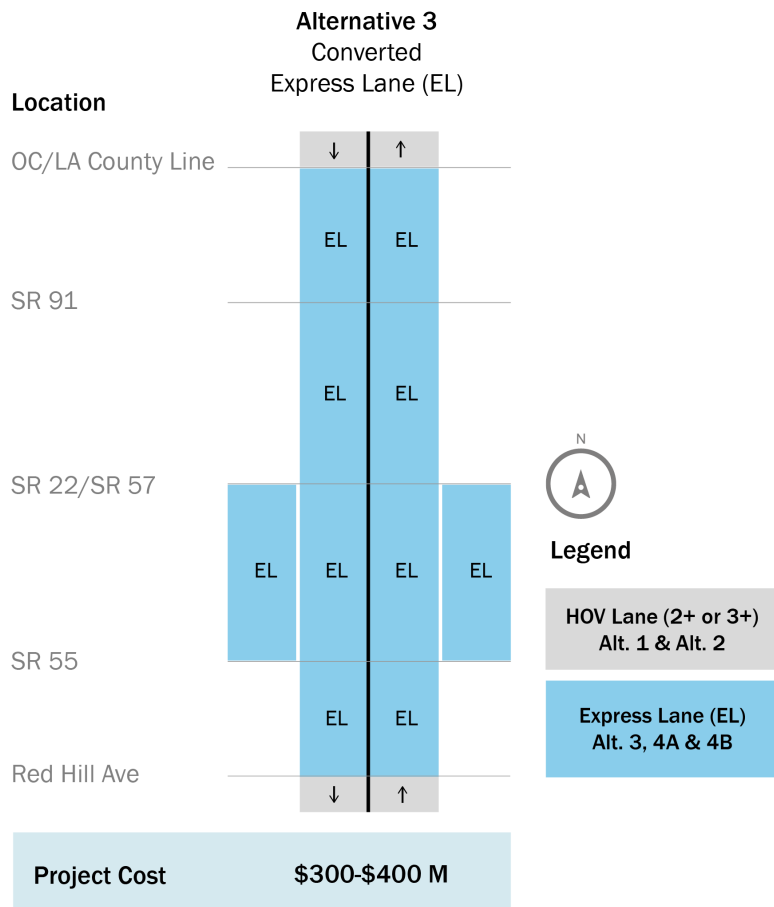
High Occupancy Vehicle Lane (HOV Lane)

Southbound / Northbound



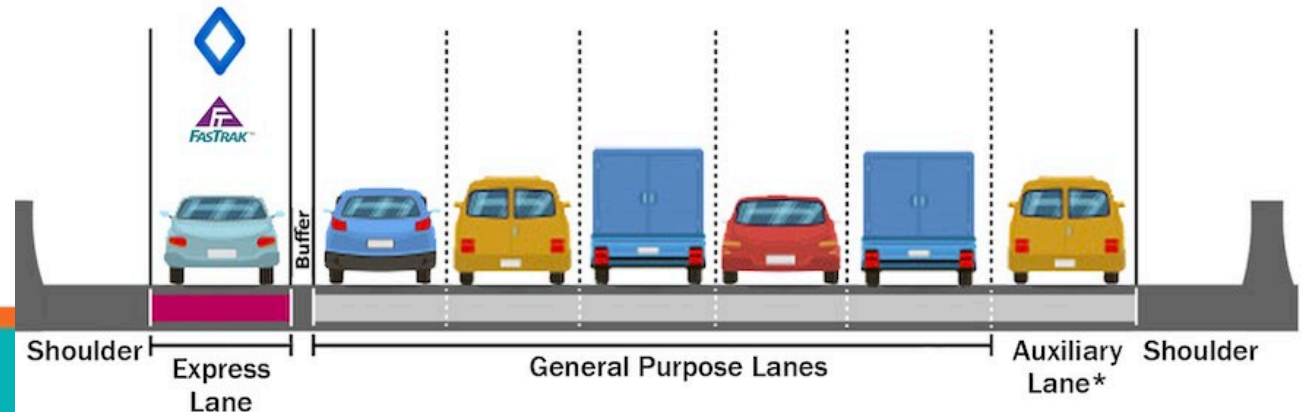


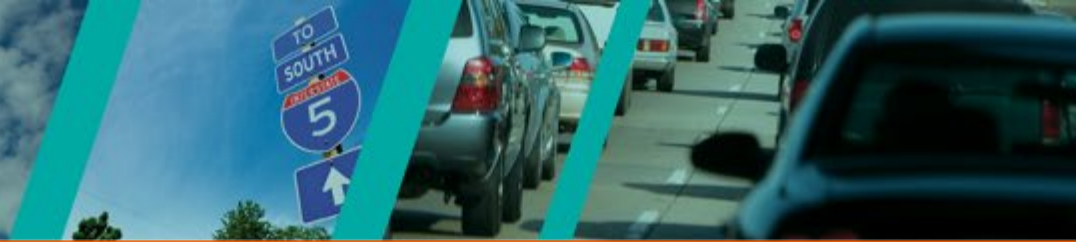
Alternative 3 – Converted Express Lane



- Convert existing HOV lanes to ELs between Red Hill Avenue and OC/LA County Line
 - Convert existing HOV to an EL in each direction between Red Hill Avenue and SR-55
 - Convert two existing HOV to EL in each direction between SR-55 and SR-57
 - Convert existing HOV to an EL in each direction from SR-57 to 0.2 miles just south of the OC/LA County Line

Single Express Lane (EL) Southbound / Northbound



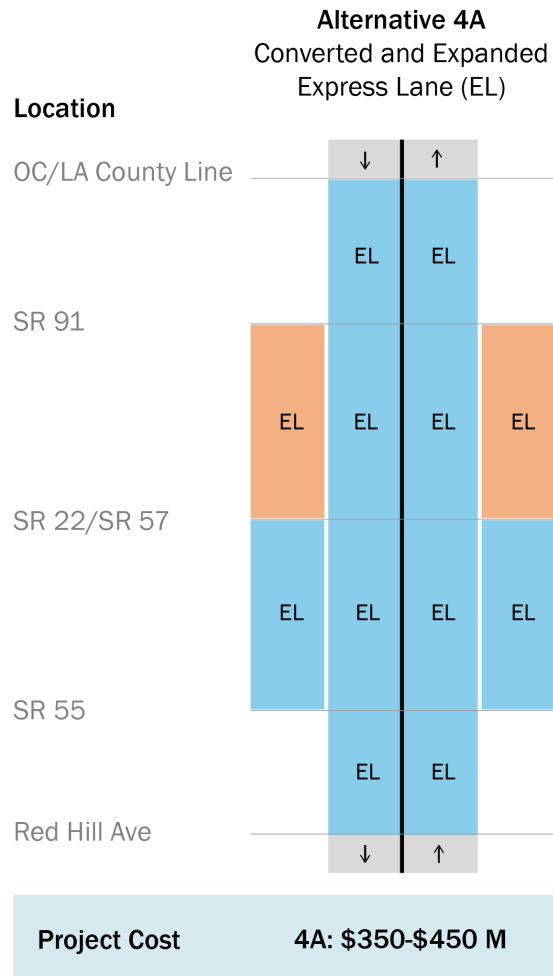


Alternative 4A – Converted and Expanded Express Lanes

- Convert existing HOV lanes to ELs and construct an additional EL between SR-57 and SR-91

- *Convert existing HOV to an EL in each direction between Red Hill Avenue and SR-55
- *Convert two existing HOV to ELs in each direction between SR-55 and SR-57
- *Convert existing HOV to an EL from SR-57 to 0.2 miles south of the OC/LA County Line
- Construct one new EL from SR-57 to SR-91

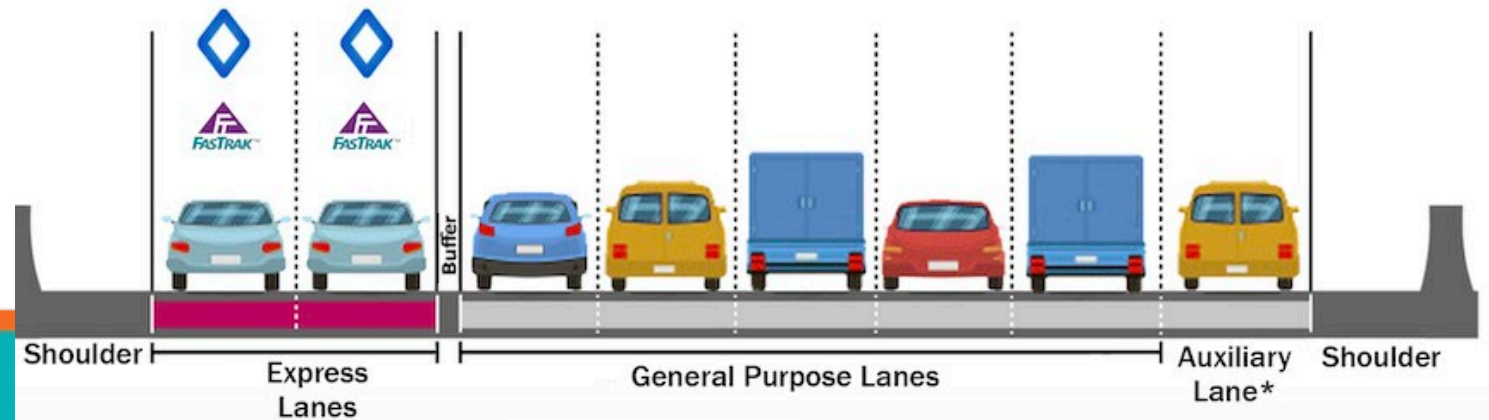
** These improvements are the same as Alternative 3*

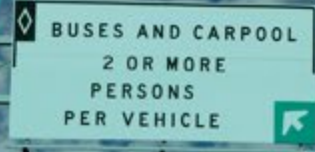


Legend

- HOV Lane (2+ or 3+) Alt. 1 & Alt. 2
- Express Lane (EL) Alt. 3, 4A & 4B
- Expanded EL Alt. 4A and 4B

Dual Express Lanes (EL) Southbound / Northbound





Alternative 4B – Converted and Expanded Express Lanes

Alternative 4B
Converted and Expanded Express Lane (EL)

Location	Southbound	Northbound
OC/LA County Line	EL	EL
SR 91	EL	EL
SR 22/SR 57	EL	EL
SR 55	EL	EL
Red Hill Ave	EL	EL

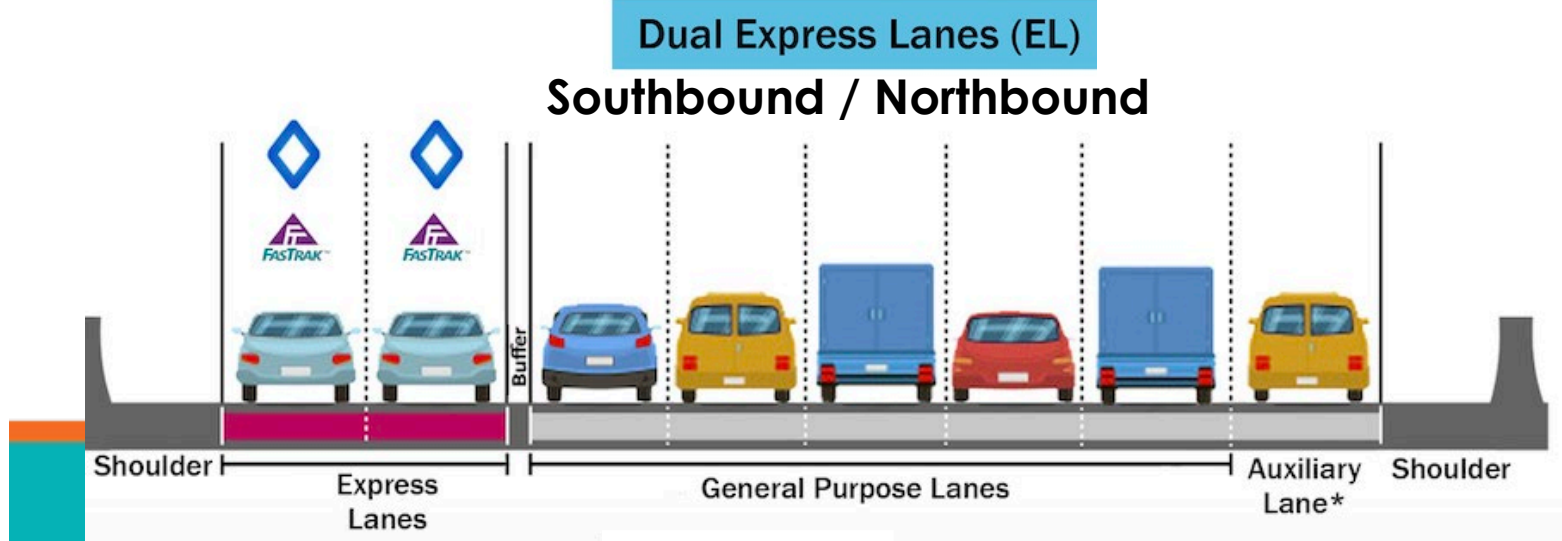
Project Cost 4B: \$1,000-\$1,500 M



- Legend**
- HOV Lane (2+ or 3+) Alt. 1 & Alt. 2
 - Express Lane (EL) Alt. 3, 4A & 4B
 - Expanded EL Alt. 4A and 4B
 - Expanded EL Alt. 4B

- Convert existing HOV lanes to ELs and construct an additional EL between SR-57 and the OC/LA County Line
 - *Convert existing HOV to an EL in each direction between Red Hill Avenue and SR-55
 - *Convert two existing HOV to ELs in each direction between SR-55 and SR-57
 - *Convert existing HOV to an EL from SR-57 to 0.2 miles south of the OC/LA County Line
 - **Construct one new EL from SR-57 to SR-91
 - Construct one new EL from SR-91 to 0.2 miles south of the OC/LA County Line

**These improvements are the same as Alternative 3*
***This improvement is the same as Alternative 4A*



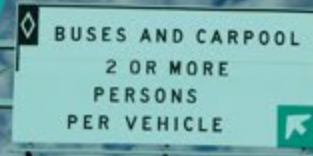


Breakout Room 3 – Environmental Process/Phase

I-5 Managed Lanes Project
(SR-55 to OC/LA County Line)

*(Postmile 29.1 to 44.4 in Orange County
Postmile 0.0 to 0.5 in Los Angeles County)*

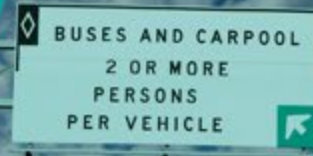




Environmental Process

- Caltrans is the lead agency for both CEQA and NEPA
 - CEQA – California Environmental Quality Act
 - NEPA – National Environmental Policy Act
- The anticipated Environmental Document will be an Environmental Impact Report (EIR) under CEQA and an Environmental Assessment (EA) under NEPA
- Technical studies will be completed
- Public participation during the environmental phase is critical

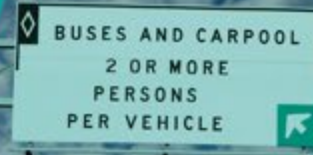




What is Scoping?

- First step in the environmental phase and part of the agency and public involvement process
- Scoping provides an opportunity for Caltrans to seek feedback about:
 - Understanding the proposed project
 - The purpose and intent of the project
 - Alternatives being considered
 - Issues and concerns for environmental analysis
 - Questions that should be answered as part of the environmental study
- All comments will be documented and may influence project alternatives

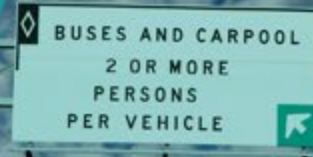




Environmental Topics of Study

Aesthetics	Land Use/Planning
Agricultural and Forestry	Mineral Resources
Air Quality	Noise
Biological Resources	Population/Housing
Cultural Resources	Public Services
Energy	Recreation
Geology/Soils	Transportation
Greenhouse Gas Emissions	Tribal Cultural Resources
Hazards and Hazardous Materials	Utilities/Service Systems
Hydrology/Water Quality	Wildfire
Community Impacts	Mandatory Findings of Significance





Equity Study

To understand the benefits and impacts to underserved and overburdened communities who use I-5 or live in proximity to I-5. We will consider:

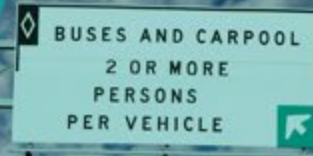
- Race
- Income
- Public Health & Safety
- Unbanked Customers
- Car Ownership
- Travel Patterns and Trip Purpose
- Proximity to alternative modes of transportation

Analyze numeric data and experiential data

Develop recommendations for policy and programs to address access, sustainability, and alternative mobility

The equity study will produce recommendations that will be included as part of the project's mitigation strategy.





Environmental Phase Timeline

- **Spring 2022** – Public scoping phase
- **Summer 2022** – Define and develop build alternatives
- **Summer through Winter 2022** – Conduct technical studies
- **Summer 2023** – Circulation of draft environmental document; public hearing/public comment
- **Fall 2023** – Response to public comments; Caltrans selects preferred alternative
- **Winter 2023** – Final environmental document



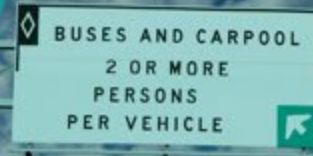


Breakout Room 4 – Public Comment

I-5 Managed Lanes Project
(SR-55 to OC/LA County Line)

*(Postmile 29.1 to 44.4 in Orange County
Postmile 0.0 to 0.5 in Los Angeles County)*





How to Submit a Comment

To submit a formal comment that is included as part of the environmental process for this project, you can do so by several means:

- Speak to a court reporter in Breakout Room 4
- Email: I-5ManagedLanesProject@dot.ca.gov and in the subject line of the email, use **“Comments on I-5 Managed Lanes Project.”**
- Write to: Jayna Harris, Associate/Senior Environmental Planner
20 Executive Park, Suite 200
Irvine, CA 92614
- Complete Online Form: <https://dot.ca.gov/caltrans-near-me/district-12/district-12-programs/district-12-environmental/i-5-managed-lanes-project>

Public comments must be received by 5 p.m. Tuesday, June 8, 2022

