

FTIP ID# *(required)* LA9919118

TCWG Consideration Date January 23, 2024

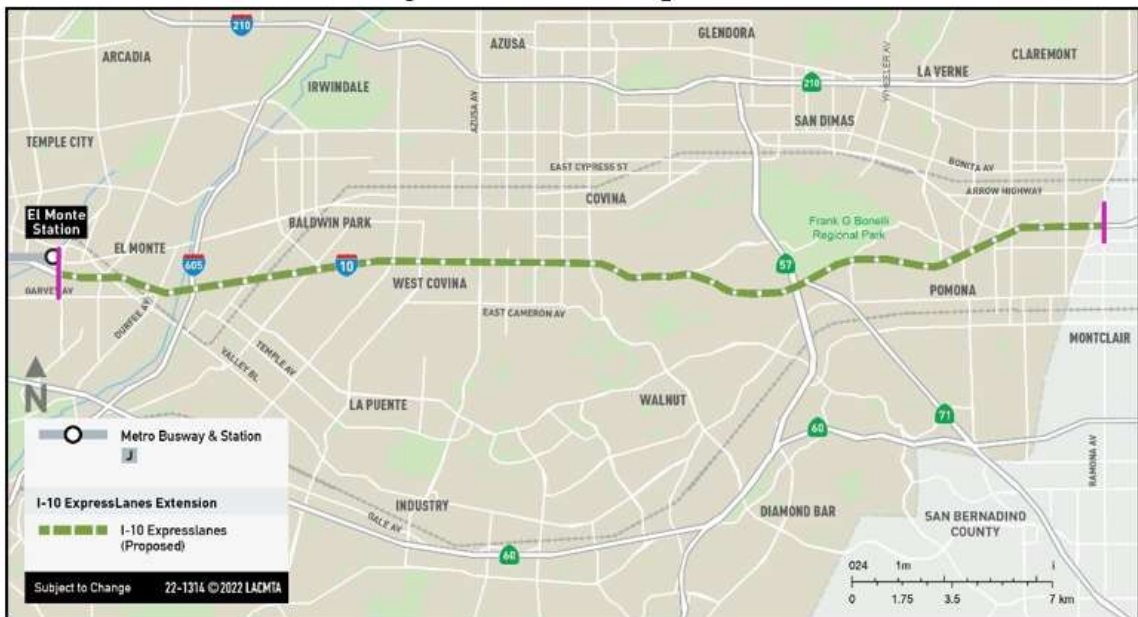
Project Description *(clearly describe project)*

Caltrans District 7, in cooperation with Metro, proposes to address High Occupancy Vehicle (HOV) lane degradation, improve mobility, provide multi-modal travel options, and address the ExpressLane gap on Interstate 10 (I-10) between I-605 and Los Angeles/San Bernardino County line through the conversion of the existing HOV lane into a High Occupancy Toll (HOT) lane/ExpressLane with the possible addition of a second ExpressLane or HOV lane in each direction, including advanced signage improvements.

This project is part of SCAG’s Regional ExpressLanes Network included in SCAG’s current 2020 RTP/SCS. Metro ExpressLanes currently operate on I-10 just west of I-605 while SBCTA’s I-10 Express Lanes is expected to open in 2024 just east of the Los Angeles/San Bernardino County line. This project aims to close the ExpressLanes gap between Metro and SBCTA’s facilities providing improved regional mobility along the I-10 corridor. The I-10 Corridor Vicinity Map attached to this form provides an overview of the various improvements along the 64-mile I-10 corridor through the County line.

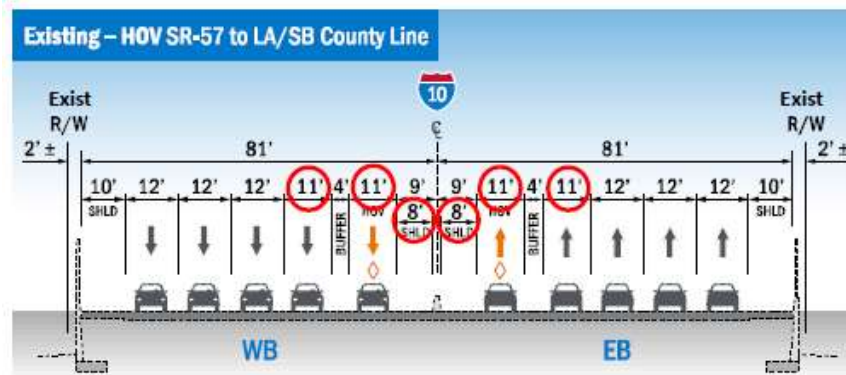
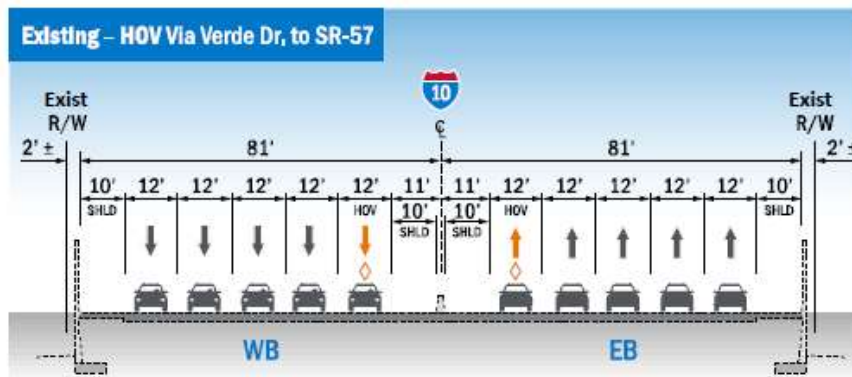
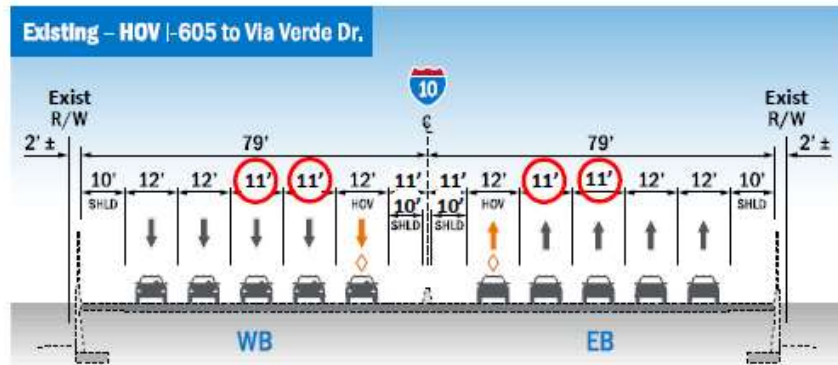
The improvements for this project are proposed from just west of I-605 to just east of the County line with Post Miles 28.9 to 48.3 on LA-10 and Post Miles 0.0 to 2.03 on SBD-10. The following four Alternatives are considered for the proposed project, including the No-Build.

Project Location Map



Alternative 1: No-Build

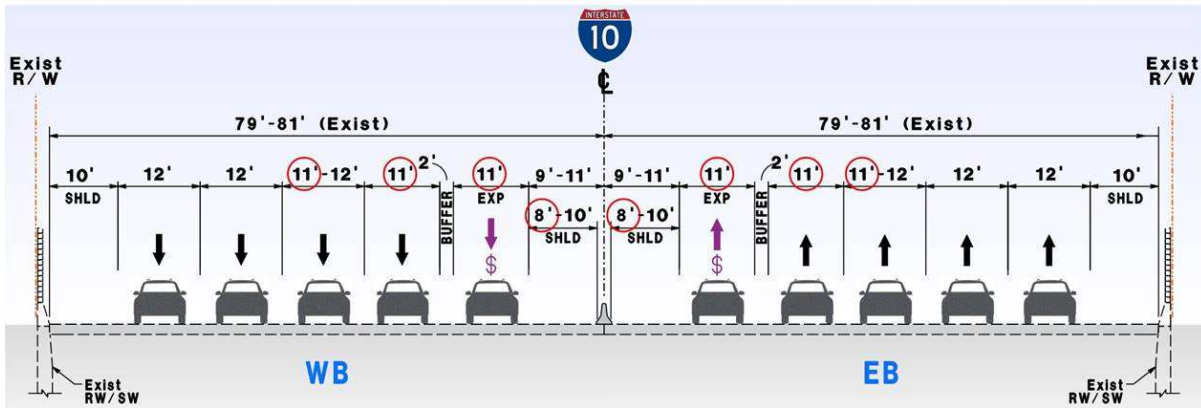
No improvements on I-10 within the project limits.



Alternative 2: Convert HOV to HOT

Convert existing HOV lane in EB and WB directions of I-10 within the project limits to an ExpressLane/HOT and include the items below:

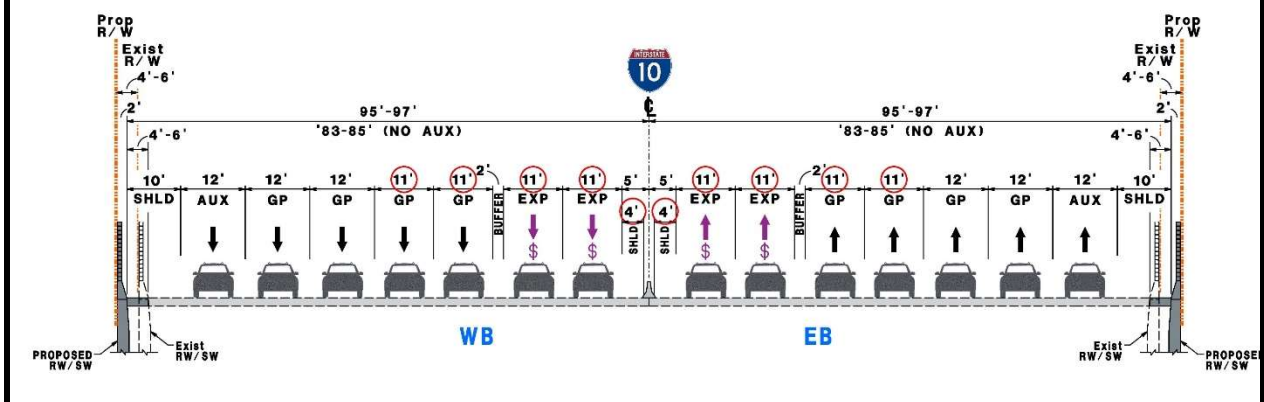
- Restripe existing I-10 in EB and WB directions to provide one 11' ExpressLane, 2' buffer, four 11'-12' GP lanes, 10' inside and outside shoulders, and auxiliary lanes (as needed) between on-ramp and off-ramp.
- Widen existing I-10 freeway in EB and WB directions to provide a weave zone for ExpressLane ingress/egress and provide appropriate stopping sight distance at horizontal curve locations. This widening would also require realignment of the on- and off-ramps at some locations.
- Construct retaining walls and sound walls, utility and drainage improvements at I-10 widening locations.
- Install toll and communication infrastructure and overhead signs for dynamic pricing.



Alternative 3: Convert HOV to HOT, add one HOT lane

Convert existing HOV lane to an ExpressLane/HOT and add a second ExpressLane/HOT in EB and WB directions of I-10 within the project limits and include items below:

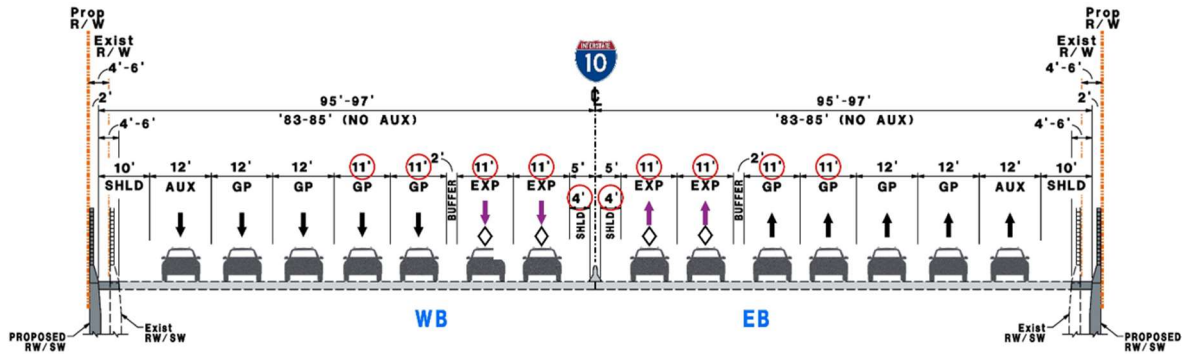
- Restripe and widen existing I-10 in EB and WB directions to provide two 11' ExpressLanes, 2' buffer, four 11'-12' GP lanes, 10' outside shoulder, varying width inside shoulder, and auxiliary lanes (as needed) between on-ramp and off-ramp. This widening would also require realignment of the on- and off-ramps in EB and WB directions.
- Widen existing I-10 freeway in EB and WB directions to provide a weave zone for ExpressLane ingress/egress and provide appropriate stopping sight distance at horizontal curve locations.
- Construct retaining walls and sound walls, utility and drainage improvements at I-10 widening locations.
- Install toll and communication infrastructure and overhead signs for dynamic pricing.



Alternative 4: Add one HOV lane

Maintain existing HOV lane and add a second HOV lane in EB and WB directions of I-10 within the project limits and include items below:

- Restripe and widen existing I-10 in EB and WB directions to provide two 11' HOV lanes, 2' buffer, four 11'-12' GP lanes, 10' outside shoulder, varying width inside shoulder, and auxiliary lanes (as needed) between on-ramp and off-ramp. This widening would also require realignment of the on- and off-ramps in EB and WB directions.
- Widen existing I-10 freeway in EB and WB directions to provide a weave zone for HOV ingress/egress and provide appropriate stopping sight distance at horizontal curve locations.
- Construct retaining walls and sound walls, utility and drainage improvements at I-10 widening locations.



PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

Type of Project (use Table 1 on instruction sheet) Change to Existing Highway				
County LA	Narrative Location/Route & Postmiles I-10, Postmile 28.9 to 48.3, from Valley Boulevard to 2 miles east of the San Bernardino/Los Angeles County Line; LA-10-28.90/48.3 and SBD-10-0.0/2.03 Caltrans Projects – EA/EFIS# 35431/0720000069			
Lead Agency: Caltrans				
Contact Person Andrew Yoon	Phone# 213-266-6892	Fax# 213-897-0683	Email andrew.yoon@dot.ca.gov	
Hot Spot Pollutant of Concern (check one or both) PM2.5 x PM10 x				
Federal Action for which Project-Level PM Conformity is Needed (check appropriate box)				
Categorical Exclusion (NEPA)	<input checked="" type="checkbox"/> EA or Draft EIS	<input type="checkbox"/> FONSI or Final EIS	<input type="checkbox"/> PS&E or Construction	<input type="checkbox"/> Other
Scheduled Date of Federal Action: Jan 2025				
NEPA Assignment – Project Type (check appropriate box)				
<input type="checkbox"/> Exempt	<input type="checkbox"/> Section 326 – Categorical Exemption	<input checked="" type="checkbox"/> Section 327 – Non-Categorical Exemption		
Current Programming Dates (as appropriate)				
	PE/Environmental	ENG	ROW	CON
Start	Nov 2021	Nov 2024	Dec 2024	Oct 2027
End	Jan 2025	Dec 2026	Apr 2027	Nov 2029

Project Purpose and Need (Summary): *(attach additional sheets as necessary)*

The purpose of the Project is to provide efficient operation of the ExpressLanes and HOV network, improve safety, enhance mobility and regional connectivity along I-10. The project aims to accomplish the following objectives:

- Reduce degradation of HOV/HOT lanes operation in accordance with FHWA regulations.
- Promote equitable and sustainable multi-modal travel options, advance equity by providing additional funding opportunities to implement related projects, and facilitate future improvements to enhance livability along I-10.
- Improve travel times, increase trip reliability, maximize vehicle and person throughput, and enhance safety and mobility by incorporating active traffic management and intelligent transportation system strategies.
- Address the gap between Metro's existing I-10 ExpressLanes and San Bernardino County Transportation Authority's (SBCTA's) I-10 ExpressLanes facility.
- Provide interregional continuity and consistency with Metro's Countywide Express Lanes Strategic Plan, Southern California Association of Governments' (SCAG's) 2020 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), and the California Transportation Plan 2050 (CTP 2050).

The deficiencies on I-10 between I-605 and Los Angeles (LA)/San Bernardino (SB) County Line (Project) are summarized below:

- The existing HOV lanes on I-10 (in EB and WB directions) around I-605 and between SR-57 to LA/SB County line result in travel speeds below 45 mph during the peak periods.
- All modes of traffic (vehicular, truck and buses) in the existing mixed flow lanes on I-10 (in EB and WB directions) between I-605 and LA/SB County line experience higher travel times and lower trip reliability during the peak periods.
- A gap in the I-10 HOT lanes/ExpressLanes will exist on I-10 (in EB and WB directions) between I-605 and LA/SB County line when the I-10 ExpressLanes in San Bernardino County are completed in 2023.

Surrounding Land Use/Traffic Generators *(especially effect on diesel traffic)*

The proposed project spans along the I-10 corridor roughly from just west of I-605 to just east of the Los Angeles/San Bernardino County line. Parcels along the I-10 corridor are consisted of mixture of residential, commercial, municipal, recreational, and industrial uses. Major traffic generators along the corridor include such commercial and educational facilities as shopping centers and California State Polytech University at Pomona. Sensitive receptors along the project corridors include schools, hospitals, child care centers, and nursing homes.

Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

See attached Tables

RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

See attached Tables

Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

N/A

RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

N/A

Describe potential traffic redistribution effects of congestion relief (*impact on other facilities*)

The proposed project is anticipated to improve safety, enhance regional connectivity, promote equitable and sustainable multi-modal travel options, encourage carpooling and transit, improve trip reliability, minimize degradation of the general purpose and HOV lanes and increase vehicle and person throughput.

Within a given forecast year (2029 or 2045), the forecast volumes respond logically with respect to the alternative (i.e., managed lane volume increases with increasing managed lane capacity). The reason we see a decrease (from 2029 to 2049) in forecast daily volumes on some segments of I-10 in the project corridor is because the regional travel demand model's (RTDM) distribution patterns (travel patterns) are changing over that time horizon. The RTDM is showing a slight decrease in trips from 2029 to 2045 between, broadly, areas west and east of the project corridor. San Bernardino County residents are increasingly being able to satisfy their trip-making within their county. For example, whereas in 2029 a San Bernardino County resident may have traveled to Los Angeles County for work, by 2045, that trip is increasingly being satisfied within San Bernardino County. This is consistent with the 2020 RTP/SCS strategies to reduce greenhouse gas emissions to focus on a regional jobs/housing balance to reduce commute times and distances and expand job opportunities near transit and along center-focused main streets. A comparison of socioeconomic growth forecasts, i.e., population, housing, and employment, in 2029 and 2045 is provided below for various counties in the SCAG region to illustrate the significant growth within the San Bernardino and Riverside counties.

2029 & 2045 Socioeconomic Growth Forecasts – SCAG Region

Area_Type	29Pop	45Pop	Growth	29HH	45HH	Growth	29Emp	45Emp	Growth
Imperial	243,912	281,227	13%	76,047	92,484	18%	98,811	129,665	24%
Los Angeles	10,795,238	11,669,601	7%	3,694,471	4,117,087	10%	5,013,814	5,379,173	7%
Orange	3,408,953	3,534,618	4%	1,097,716	1,154,274	5%	1,865,699	1,980,433	6%
Riverside	2,782,959	3,251,475	14%	902,438	1,086,013	17%	943,555	1,102,703	14%
San Bernardino	2,429,119	2,815,160	14%	734,082	874,896	16%	907,356	1,063,866	15%
Ventura	899,960	947,467	5%	288,241	306,448	6%	365,472	389,426	6%
Total	20,560,141	22,499,548	9%	6,792,995	7,631,202	11%	9,194,707	10,045,266	8%

- The Future 2045 Growth Rate in San Bernardino & Riverside Counties is double that of Los Angeles County as shown in the table above.
- This growth trend allows for trips produced and attracted in San Bernadino County to increase as they are satisfied locally.
- This in turn makes San Bernardino County less of an exporter of trips in the future 2045 forecast year compared to the 2029 opening year. The same holds good for the interaction between Riverside and LA counties in the future 2045 forecast year.

Off-Peak Period Tolling Adjustments

After Alternative 3 was determined a Project of Air Quality Concern by the TCWG, the project team revisited the traffic model to investigate high truck volumes. The traffic modelled for Alternative 3 shows trucks being attracted to I-10 from the I-210 and SR-60 corridors, and the model shows a net zero truck volume change in the east-west travel shed.

Daily Truck Volume Differences: Alt. 3 – Alt. 1 (Red = Increase Green = Decrease)



Truck volume changes were greatest during off-peak periods, Future SCAG tolls in the project corridor are consistent with Metro’s minimum toll rates during AM and PM peak periods, but the off-peak tolls were exceedingly low and below Metro’s minimum. Off-peak tolls in the SCAG model ranged from less than one cent to two cents per mile, while Metro’s policy minimum is seven cents (adjusted for inflation to 2011, the year used in the SCAG model) per mile during off-peak hours.

Average Toll per Mile (2011 \$) Used in SCAG Model, Weekday Drive-Alone Users

SCAG Time Period	Westbound		Eastbound	
	West of I-605	Project Corridor	West of I-605	Project Corridor
AM (6-9am)	\$0.3840	\$0.2496	\$0.2400	\$0.1080
PM (3-7pm)	\$0.2780	\$0.1811	\$0.3840	\$0.2496
Midday (9am-3pm)	\$0.3070	\$0.0200	\$0.2500	\$0.0130
Evening (7-9 pm)	\$0.2400	\$0.0040	\$0.3070	\$0.0120
Night (9pm-6am)	\$0.2400	\$0.0010	\$0.2400	\$0.0050

Metro coordinated with SCAG regarding toll rate changes, and SCAG concurred. Metro will provide the toll rate changes to SCAG as part of the 2024 RTP/SCS update. Additionally, toll rates within the project limit are different than the rates west of I-605. Metro is working with SCAG on the model to reflect a consistent and accurate rate throughout the corridor.

The low off-peak tolls were found to attract more vehicles to HOT lanes in the model even when congestion was not severe, which provided reserve capacity in the general purpose lanes for trucks. To address this, the highlighted tolls in the table above were revised to \$0.0700 and the traffic model was rerun for all alternatives. The peak period rates were not changed. The revised traffic tables are attached.

Comments/Explanation/Details *(attach additional sheets as necessary)*

The Build Alternatives propose to convert the existing HOV lane to an ExpressLane (Alternative 2); convert and add another ExpressLane (Alternative 3); or add another HOV lane (Alternative 4).

- Attached Tables provide average daily traffic (ADT) and truck volumes in the opening (2029) and horizon years (2045) in roadway segments along the I-10 corridor within the project limits. The Tables also provide comparison of daily auto and truck volumes associated with the Build Alternatives to the No-Build conditions (Alternative 1). As shown in the Tables, Alternatives 2, 3, and 4 would increase the truck volumes up to 2823, 5669 and 29, respectively, when compared to Alternative 1 in 2029. Alternative 4 would also result in reduction of daily truck volumes in some segments when compared to Alternative 1 in 2029. When compared to the No-Build conditions in 2045, Alternatives 2, 3, and 4 are projected to result in increase in daily truck volumes of up to 1235, 4859, 244, respectively. As shown in the Tables, percentages of truck traffic for the Build Alternatives, however, do not differ significantly when compared to those for the No-Build Alternative in each respective year.
- The Build Alternatives propose improvements to the managed lanes, sight distances and weave zones at HOT ingress/egress and incorporate CHP enforcement areas as well as improvements at some ramp intersections within the project limits. The project proposes improvements at intersections that are currently operating at LOS D, E, or F; however, these intersections experience daily truck traffic in much smaller volumes than those currently experienced in the GP lanes along the corridor.
- Furthermore, the proposed Build Alternatives do not propose construction of a new bus or rail terminals nor propose to expand an existing bus or rail terminals.

The original off-peak period SCAG toll rates in the project corridor were so low that drive-alone vehicles shifted to HOT lane(s) even when congestion was not severe, opening reserve capacity for trucks to shift from parallel corridors to I-10. The revised toll rates are more realistic and supported by Metro's ExpressLane tolling policy, and they result in lower truck volumes on the project corridor, in effect shifting the previously modelled truck increase back to I-210 and SR-60.

As a result, the proposed Build Alternatives 2, 3, and 4 for the I-10 ExpressLanes project do not satisfy the criteria listed in 40 CFR 93.123(b)(1); and it is recommended that the project be concurred as not of air quality concern for particulate matters (PM10 and PM2.5).

2029 ADT Tables for PM form for Alternative 2 and Changes in Comparison to No-Build (Alternative 1)

Segments	2029 Alternative 1, No-Build, 1 HOV Lane					2029 Alternative 2, 1 HOT Lane					Changes by Alternative 2, Compared to No-Build				
	GP Auto	GP Truck	HOV/T Auto	Total Daily Volume	Truck%	GP Auto	GP Truck	HOV/T Auto	Total Daily Volume	Truck%	GP Auto	GP Truck	HOV/T Auto	Total	Changes in Truck %
Between Garvey Ave & I-605	219,405	12,538	19,124	251,067	5.0%	213,012	12,654	28,467	254,133	5.0%	-6,393	116	9,343	3,066	0.0%
Between Bess Ave & Baldwin Park Blvd	218,228	24,715	19,124	262,068	9.4%	213,321	25,491	28,467	267,279	9.5%	-4,908	776	9,343	5,211	0.1%
Between Baldwin Park Off & Francisquito On	209,216	24,875	23,145	257,236	9.7%	207,321	25,671	29,586	262,578	9.8%	-1,896	797	6,441	5,342	0.1%
Between Puente Ave & Vineland Ave	189,846	24,637	27,324	241,807	10.2%	190,869	25,441	31,014	247,324	10.3%	1,023	804	3,690	5,517	0.1%
Between Cameron Ave & Garvey Ave	197,327	25,210	27,324	249,862	10.1%	198,863	25,982	31,014	255,859	10.2%	1,536	772	3,690	5,998	0.1%
Between Vincent Ave & West Covina Pkwy	194,181	25,345	27,324	246,850	10.3%	195,301	26,144	31,014	252,459	10.4%	1,120	799	3,690	5,609	0.1%
Between Vincent Ave & Azusa Ave	211,840	26,162	28,316	266,318	9.8%	214,857	26,946	29,971	271,774	9.9%	3,017	784	1,655	5,456	0.1%
Between Azusa Ave & Citrus St	213,032	26,527	28,316	267,875	9.9%	215,742	27,292	29,971	273,006	10.0%	2,710	766	1,655	5,131	0.1%
Between Cirus St & Barranca St	206,820	26,465	27,255	260,539	10.2%	216,060	27,210	22,191	265,461	10.3%	9,240	745	-5,064	4,921	0.1%
Between Garvey Ave Off & Grand Ave On	203,992	26,545	27,255	257,791	10.3%	214,449	27,202	22,191	263,842	10.3%	10,457	657	-5,064	6,050	0.0%
Between Holt Ave On & Grand Ave Off	187,984	26,203	27,255	241,442	10.9%	197,823	26,926	22,191	246,940	10.9%	9,839	723	-5,064	5,498	0.1%
Between Holt Ave & Via Verde St	183,490	26,421	27,255	237,166	11.1%	192,004	27,151	22,191	241,346	11.2%	8,514	731	-5,064	4,180	0.1%
Between Via Verde St & Kellog Dr	184,571	25,839	22,901	233,311	11.1%	194,773	26,489	15,526	236,788	11.2%	10,202	650	-7,375	3,477	0.1%
Between Fairplex Dr & SR 57	220,128	36,293	22,901	279,322	13.0%	230,565	37,087	15,526	283,178	13.1%	10,436	794	-7,375	3,855	0.1%
Between Gillette Rd On & Dudley St Off	206,606	35,780	22,901	265,287	13.5%	216,589	36,603	15,526	268,718	13.6%	9,983	823	-7,375	3,431	0.1%
Between Dudley St and N.White Ave	213,893	36,171	22,901	272,965	13.3%	223,595	37,176	15,526	276,297	13.5%	9,702	1,005	-7,375	3,331	0.2%
Between NGarey Ave On & NWhite On	202,481	35,917	24,088	262,486	13.7%	209,747	36,997	18,618	265,362	13.9%	7,266	1,080	-5,470	2,876	0.3%
Between NTowne On & NOrange Ave Off	208,021	35,945	24,212	268,177	13.4%	215,341	37,004	21,038	273,383	13.5%	7,320	1,059	-3,174	5,206	0.1%
Between NTowne Ave & S.Indian Hill Blvd	208,023	35,964	24,212	268,200	13.4%	217,211	37,139	21,038	275,387	13.5%	9,188	1,174	-3,174	7,188	0.1%
Between Indian Hill Blvd & Monte Vista Ave	215,293	36,280	20,638	272,211	13.3%	200,056	37,447	44,377	281,880	13.3%	-15,237	1,167	23,739	9,668	0.0%

2029 ADT Tables for PM form for Alternative 3 and Changes in Comparison to No-Build (Alternative 1)

Segments	2029 Alternative 1, No-Build, 1 HOV Lane					2029 Alternative 3, 2 HOT Lanes					Changes by Alternative 3, Compared to No-Build				
	GP Auto	GP Truck	HOV/T Auto	Total Daily Volume	Truck%	GP Auto	GP Truck	HOV/T Auto	Total	Truck%	GP Auto	GP Truck	HOV/T Auto	Total	Changes in Truck %
Between Garvey Ave & I-605	219,405	12,538	19,124	251,067	5.0%	201,449	13,382	48,356	263,187	5.1%	-17,957	844	29,232	12,119	0.1%
Between Bess Ave & Baldwin Park Blvd	218,228	24,715	19,124	262,068	9.4%	203,425	26,920	48,356	278,701	9.7%	-14,803	2,205	29,232	16,633	0.2%
Between Baldwin Park Off & Francisquito On	209,216	24,875	23,145	257,236	9.7%	195,671	27,129	51,906	274,706	9.9%	-13,546	2,255	28,761	17,470	0.2%
Between Puente Ave & Vineland Ave	189,846	24,637	27,324	241,807	10.2%	177,842	26,901	54,900	259,642	10.4%	-12,005	2,264	27,576	17,835	0.2%
Between Cameron Ave & Garvey Ave	197,327	25,210	27,324	249,862	10.1%	186,574	27,399	54,900	268,873	10.2%	-10,754	2,189	27,576	19,011	0.1%
Between Vincent Ave & West Covina Pkwy	194,181	25,345	27,324	246,850	10.3%	183,258	27,633	54,900	265,791	10.4%	-10,923	2,288	27,576	18,941	0.1%
Between Vincent Ave & Azusa Ave	211,840	26,162	28,316	266,318	9.8%	203,920	28,367	52,914	285,201	9.9%	-7,919	2,205	24,598	18,883	0.1%
Between Azusa Ave & Citrus St	213,032	26,527	28,316	267,875	9.9%	205,270	28,734	52,914	286,917	10.0%	-7,763	2,207	24,598	19,043	0.1%
Between Cirus St & Barranca St	206,820	26,465	27,255	260,539	10.2%	211,489	28,651	38,612	278,752	10.3%	4,669	2,187	11,357	18,213	0.1%
Between Garvey Ave Off & Grand Ave On	203,992	26,545	27,255	257,791	10.3%	209,331	28,592	38,612	276,535	10.3%	5,339	2,048	11,357	18,744	0.0%
Between Holt Ave On & Grand Ave Off	187,984	26,203	27,255	241,442	10.9%	191,368	28,263	38,612	258,243	10.9%	3,384	2,060	11,357	16,801	0.1%
Between Holt Ave & Via Verde St	183,490	26,421	27,255	237,166	11.1%	185,214	28,463	38,612	252,289	11.3%	1,724	2,043	11,357	15,124	0.1%
Between Via Verde St & Kellog Dr	184,571	25,839	22,901	233,311	11.1%	190,497	27,796	28,732	247,025	11.3%	5,926	1,957	5,831	13,714	0.2%
Between Fairplex Dr & SR 57	220,128	36,293	22,901	279,322	13.0%	226,306	38,577	28,732	293,616	13.1%	6,178	2,284	5,831	14,293	0.1%
Between Gillette Rd On & Dudley St Off	206,606	35,780	22,901	265,287	13.5%	212,624	37,922	28,732	279,278	13.6%	6,018	2,142	5,831	13,991	0.1%
Between Dudley St and N.White Ave	213,893	36,171	22,901	272,965	13.3%	219,734	38,510	28,732	286,976	13.4%	5,841	2,338	5,831	14,010	0.2%
Between NGarey Ave On & NWhite On	202,481	35,917	24,088	262,486	13.7%	204,829	38,306	32,657	275,792	13.9%	2,348	2,389	8,569	13,306	0.2%
Between NTowne On & NOrange Ave Off	208,021	35,945	24,212	268,177	13.4%	209,453	38,297	35,875	283,625	13.5%	1,433	2,352	11,663	15,448	0.1%
Between NTowne Ave & S.Indian Hill Blvd	208,023	35,964	24,212	268,200	13.4%	211,771	38,400	35,875	286,045	13.4%	3,748	2,435	11,663	17,846	0.0%
Between Indian Hill Blvd & Monte Vista Ave	215,293	36,280	20,638	272,211	13.3%	188,460	38,751	65,307	292,518	13.2%	-26,833	2,471	44,669	20,307	-0.1%

2029 ADT Tables for PM form for Alternative 4 and Changes in Comparison to No-Build (Alternative 1)

Segments	2029 Alternative 1, No-Build, 1 HOV Lane					2029 Alternative 4, 2 HOV Lanes					Changes by Alternative 4, Compared to No-Build				
	GP Auto	GP Truck	HOV/T Auto	Total Daily Volume	Truck%	GP Auto	GP Truck	HOV/T Auto	Total	Truck%	GP Auto	GP Truck	HOV/T Auto	Total	Changes in Truck %
Between Garvey Ave & I-605	219,405	12,538	19,124	251,067	5.0%	218,086	12,526	24,014	254,626	4.9%	-1,319	-12	4,890	3,559	-0.1%
Between Bess Ave & Baldwin Park Blvd	218,228	24,715	19,124	262,068	9.4%	217,339	24,737	24,014	266,089	9.3%	-889	21	4,890	4,022	-0.1%
Between Baldwin Park Off & Francisquito On	209,216	24,875	23,145	257,236	9.7%	207,557	24,896	29,327	261,780	9.5%	-1,659	21	6,182	4,544	-0.2%
Between Puente Ave & Vineland Ave	189,846	24,637	27,324	241,807	10.2%	187,773	24,660	33,931	246,364	10.0%	-2,074	23	6,607	4,557	-0.2%
Between Cameron Ave & Garvey Ave	197,327	25,210	27,324	249,862	10.1%	195,342	25,235	33,931	254,509	9.9%	-1,985	25	6,607	4,647	-0.2%
Between Vincent Ave & West Covina Pkwy	194,181	25,345	27,324	246,850	10.3%	192,473	25,374	33,931	251,778	10.1%	-1,708	29	6,607	4,928	-0.2%
Between Vincent Ave & Azusa Ave	211,840	26,162	28,316	266,318	9.8%	210,654	26,179	34,997	271,830	9.6%	-1,186	16	6,681	5,511	-0.2%
Between Azusa Ave & Citrus St	213,032	26,527	28,316	267,875	9.9%	211,342	26,533	34,997	272,872	9.7%	-1,691	7	6,681	4,997	-0.2%
Between Cirus St & Barranca St	206,820	26,465	27,255	260,539	10.2%	205,882	26,461	33,073	265,416	10.0%	-938	-3	5,818	4,877	-0.2%
Between Garvey Ave Off & Grand Ave On	203,992	26,545	27,255	257,791	10.3%	202,469	26,539	33,073	262,080	10.1%	-1,523	-6	5,818	4,289	-0.2%
Between Holt Ave On & Grand Ave Off	187,984	26,203	27,255	241,442	10.9%	186,351	26,203	33,073	245,627	10.7%	-1,633	0	5,818	4,185	-0.2%
Between Holt Ave & Via Verde St	183,490	26,421	27,255	237,166	11.1%	181,852	26,405	33,073	241,330	10.9%	-1,638	-16	5,818	4,164	-0.2%
Between Via Verde St & Kellog Dr	184,571	25,839	22,901	233,311	11.1%	184,416	25,830	26,854	237,100	10.9%	-155	-9	3,953	3,789	-0.2%
Between Fairplex Dr & SR 57	220,128	36,293	22,901	279,322	13.0%	219,859	36,267	26,854	282,980	12.8%	-269	-26	3,953	3,658	-0.2%
Between Gillette Rd On & Dudley St Off	206,606	35,780	22,901	265,287	13.5%	205,972	35,781	26,854	268,607	13.3%	-633	1	3,953	3,321	-0.2%
Between Dudley St and N.White Ave	213,893	36,171	22,901	272,965	13.3%	213,335	36,141	26,854	276,330	13.1%	-558	-30	3,953	3,365	-0.2%
Between NGarey Ave On & NWhite On	202,481	35,917	24,088	262,486	13.7%	203,179	35,887	27,103	266,169	13.5%	698	-30	3,015	3,683	-0.2%
Between NTowne On & NOrange Ave Off	208,021	35,945	24,212	268,177	13.4%	208,043	35,953	27,300	271,296	13.3%	22	9	3,088	3,119	-0.2%
Between NTowne Ave & S.Indian Hill Blvd	208,023	35,964	24,212	268,200	13.4%	207,815	35,991	27,300	271,105	13.3%	-209	26	3,088	2,906	-0.1%
Between Indian Hill Blvd & Monte Vista Ave	215,293	36,280	20,638	272,211	13.3%	215,286	36,284	23,409	274,979	13.2%	-7	4	2,771	2,768	-0.1%

2045 ADT Tables for PM form for Alternative -1 and Changes in Comparison to No-Build (Alternative 1)

Segments	2045 Alternative 1, No-Build, 1 HOV Lane					2045 Alternative 2, 1 HOT Lane					Changes by Alternative 2, Compared to No-Build				
	GP Auto	GP Truck	HOV/T Auto	Total Daily Volume	Truck%	GP Auto	GP Truck	HOV/T Auto	Total Daily Volume	Truck%	GP Auto	GP Truck	HOV/T Auto	Total	Changes in Truck %
Between Garvey Ave & I-605	219,826	15,138	16,960	251,924	6.0%	214,310	14,826	28,695	257,831	5.8%	-5,516	-312	11,735	5,907	-0.3%
Between Bess Ave & Baldwin Park Blvd	216,950	29,013	16,960	262,924	11.0%	211,891	28,713	28,695	269,298	10.7%	-5,060	-300	11,735	6,375	-0.4%
Between Baldwin Park Off & Francisquito On	207,410	29,313	21,224	257,947	11.4%	205,525	29,051	29,332	263,908	11.0%	-1,885	-262	8,108	5,961	-0.4%
Between Puente Ave & Vineland Ave	187,598	29,084	25,673	242,355	12.0%	189,389	28,799	30,155	248,343	11.6%	1,791	-285	4,482	5,988	-0.4%
Between Cameron Ave & Garvey Ave	194,494	29,737	25,673	249,904	11.9%	196,370	29,420	30,155	255,945	11.5%	1,876	-316	4,482	6,042	-0.4%
Between Vincent Ave & West Covina Pkwy	189,296	30,078	25,673	245,047	12.3%	190,646	29,782	30,155	250,583	11.9%	1,350	-296	4,482	5,536	-0.4%
Between Vincent Ave & Azusa Ave	208,472	30,981	25,839	265,292	11.7%	211,847	30,658	28,454	270,959	11.3%	3,375	-324	2,615	5,667	-0.4%
Between Azusa Ave & Citrus St	209,600	31,441	25,839	266,880	11.8%	213,041	31,082	28,454	272,577	11.4%	3,441	-359	2,615	5,697	-0.4%
Between Cirus St & Barranca St	203,266	31,434	24,658	259,357	12.1%	212,222	31,028	21,227	264,476	11.7%	8,956	-406	-3,431	5,119	-0.4%
Between Garvey Ave Off & Grand Ave On	200,285	31,540	24,658	256,483	12.3%	210,868	31,036	21,227	263,130	11.8%	10,583	-504	-3,431	6,648	-0.5%
Between Holt Ave On & Grand Ave Off	183,882	31,246	24,658	239,786	13.0%	194,054	30,801	21,227	246,082	12.5%	10,172	-444	-3,431	6,297	-0.5%
Between Holt Ave & Via Verde St	179,824	31,461	24,658	235,943	13.3%	188,342	31,030	21,227	240,599	12.9%	8,518	-431	-3,431	4,657	-0.4%
Between Via Verde St & Kellog Dr	181,319	30,860	19,702	231,881	13.3%	191,896	30,390	13,789	236,075	12.9%	10,577	-471	-5,913	4,194	-0.4%
Between Fairplex Dr & SR 57	213,850	42,267	19,702	275,819	15.3%	226,682	41,639	13,789	282,110	14.8%	12,831	-628	-5,913	6,290	-0.6%
Between Gillette Rd On & Dudley St Off	200,675	41,632	19,702	262,009	15.9%	212,743	41,219	13,789	267,751	15.4%	12,068	-413	-5,913	5,742	-0.5%
Between Dudley St and N.White Ave	208,157	42,053	19,702	269,913	15.6%	219,874	41,793	13,789	275,456	15.2%	11,717	-260	-5,913	5,544	-0.4%
Between NGarey Ave On & NWhite On	194,347	41,845	20,289	256,481	16.3%	202,234	41,627	18,406	262,266	15.9%	7,886	-218	-1,883	5,785	-0.4%
Between NTowne On & NOrange Ave Off	203,393	41,594	19,770	264,757	15.7%	210,182	41,467	21,670	273,319	15.2%	6,789	-126	1,900	8,562	-0.5%
Between NTowne Ave & S.Indian Hill Blvd	203,758	41,639	19,770	265,167	15.7%	212,284	41,584	21,670	275,539	15.1%	8,526	-54	1,900	10,372	-0.6%
Between Indian Hill Blvd & Monte Vista Ave	210,748	42,044	17,010	269,802	15.6%	194,305	42,043	46,355	282,703	14.9%	-16,443	-1	29,345	12,901	-0.7%

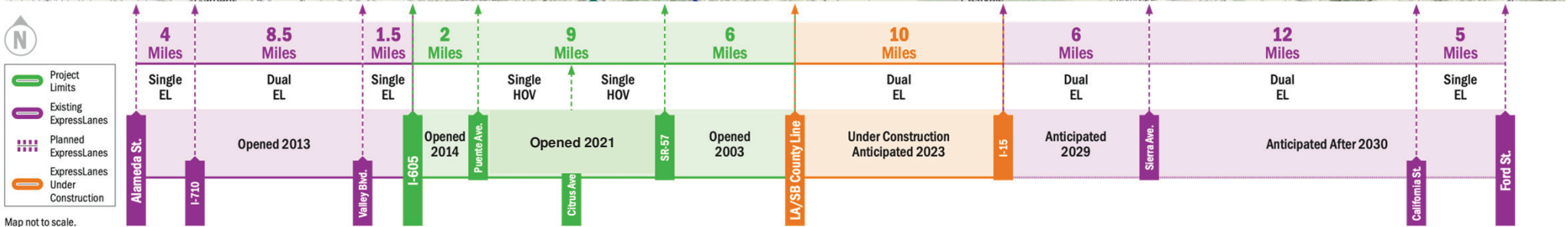
2045 ADT Tables for PM form for Alternative 0 and Changes in Comparison to No-Build (Alternative 1)

Segments	2045 Alternative 1, No-Build, 1 HOV Lane					2045 Alternative 3, 2 HOT Lanes					Changes by Alternative 3, Compared to No-Build				
	GP Auto	GP Truck	HOV/T Auto	Total Daily Volume	Truck%	GP Auto	GP Truck	HOV/T Auto	Total	Truck%	GP Auto	GP Truck	HOV/T Auto	Total	Changes in Truck %
Between Garvey Ave & I-605	219,826	15,138	16,960	251,924	6.0%	201,726	15,606	48,634	265,967	5.9%	-18,100	469	31,674	14,043	-0.1%
Between Bess Ave & Baldwin Park Blvd	216,950	29,013	16,960	262,924	11.0%	199,955	30,383	48,634	278,972	10.9%	-16,995	1,369	31,674	16,048	-0.1%
Between Baldwin Park Off & Francisquito On	207,410	29,313	21,224	257,947	11.4%	192,046	30,734	51,172	273,952	11.2%	-15,364	1,421	29,948	16,005	-0.1%
Between Puente Ave & Vineland Ave	187,598	29,084	25,673	242,355	12.0%	174,158	30,481	54,010	258,649	11.8%	-13,440	1,397	28,337	16,294	-0.2%
Between Cameron Ave & Garvey Ave	194,494	29,737	25,673	249,904	11.9%	181,623	31,093	54,010	266,726	11.7%	-12,871	1,356	28,337	16,822	-0.2%
Between Vincent Ave & West Covina Pkwy	189,296	30,078	25,673	245,047	12.3%	176,152	31,530	54,010	261,692	12.0%	-13,144	1,453	28,337	16,645	-0.2%
Between Vincent Ave & Azusa Ave	208,472	30,981	25,839	265,292	11.7%	199,306	32,373	50,083	281,762	11.5%	-9,166	1,392	24,244	16,470	-0.2%
Between Azusa Ave & Citrus St	209,600	31,441	25,839	266,880	11.8%	200,484	32,825	50,083	283,391	11.6%	-9,117	1,384	24,244	16,511	-0.2%
Between Cirus St & Barranca St	203,266	31,434	24,658	259,357	12.1%	205,270	32,764	36,855	274,890	11.9%	2,005	1,331	12,197	15,532	-0.2%
Between Garvey Ave Off & Grand Ave On	200,285	31,540	24,658	256,483	12.3%	203,408	32,710	36,855	272,973	12.0%	3,123	1,170	12,197	16,491	-0.3%
Between Holt Ave On & Grand Ave Off	183,882	31,246	24,658	239,786	13.0%	185,048	32,437	36,855	254,340	12.8%	1,166	1,191	12,197	14,554	-0.3%
Between Holt Ave & Via Verde St	179,824	31,461	24,658	235,943	13.3%	178,890	32,656	36,855	248,401	13.1%	-934	1,195	12,197	12,458	-0.2%
Between Via Verde St & Kellog Dr	181,319	30,860	19,702	231,881	13.3%	186,365	31,998	24,922	243,286	13.2%	5,046	1,138	5,220	11,404	-0.2%
Between Fairplex Dr & SR 57	213,850	42,267	19,702	275,819	15.3%	220,944	43,499	24,922	289,365	15.0%	7,093	1,232	5,220	13,546	-0.3%
Between Gillette Rd On & Dudley St Off	200,675	41,632	19,702	262,009	15.9%	207,525	42,863	24,922	275,310	15.6%	6,850	1,231	5,220	13,301	-0.3%
Between Dudley St and N.White Ave	208,157	42,053	19,702	269,913	15.6%	214,579	43,467	24,922	282,969	15.4%	6,422	1,414	5,220	13,056	-0.2%
Between NGarey Ave On & NWhite On	194,347	41,845	20,289	256,481	16.3%	196,064	43,305	30,400	269,769	16.1%	1,717	1,460	10,111	13,288	-0.3%
Between NTowne On & NOrange Ave Off	203,393	41,594	19,770	264,757	15.7%	201,227	43,183	36,461	280,871	15.4%	-2,166	1,589	16,691	16,115	-0.3%
Between NTowne Ave & S.Indian Hill Blvd	203,758	41,639	19,770	265,167	15.7%	204,064	43,304	36,461	283,829	15.3%	306	1,665	16,691	18,662	-0.4%
Between Indian Hill Blvd & Monte Vista Ave	210,748	42,044	17,010	269,802	15.6%	179,638	43,753	67,797	291,187	15.0%	-31,110	1,708	50,787	21,385	-0.6%

2045 ADT Tables for PM form for Alternative 1 and Changes in Comparison to No-Build (Alternative 1)

Segments	2045 Alternative 1, No-Build, 1 HOV Lane					2045 Alternative 4, 2 HOV Lanes					Changes by Alternative 4, Compared to No-Build				
	GP Auto	GP Truck	HOV/T Auto	Total Daily Volume	Truck%	GP Auto	GP Truck	HOV/T Auto	Total	Truck%	GP Auto	GP Truck	HOV/T Auto	Total	Changes in Truck %
Between Garvey Ave & I-605	219,826	15,138	16,960	251,924	6.0%	219,199	15,189	20,113	254,501	6.0%	-627	51	3,153	2,577	0.0%
Between Bess Ave & Baldwin Park Blvd	216,950	29,013	16,960	262,924	11.0%	216,594	29,094	20,113	265,801	10.9%	-356	80	3,153	2,877	-0.1%
Between Baldwin Park Off & Francisquito On	207,410	29,313	21,224	257,947	11.4%	206,187	29,405	25,424	261,017	11.3%	-1,223	92	4,200	3,070	-0.1%
Between Puente Ave & Vineland Ave	187,598	29,084	25,673	242,355	12.0%	185,812	29,176	30,443	245,432	11.9%	-1,785	92	4,770	3,077	-0.1%
Between Cameron Ave & Garvey Ave	194,494	29,737	25,673	249,904	11.9%	192,606	29,830	30,443	252,880	11.8%	-1,888	94	4,770	2,976	-0.1%
Between Vincent Ave & West Covina Pkwy	189,296	30,078	25,673	245,047	12.3%	187,472	30,222	30,443	248,136	12.2%	-1,825	144	4,770	3,089	-0.1%
Between Vincent Ave & Azusa Ave	208,472	30,981	25,839	265,292	11.7%	207,035	31,068	30,618	268,721	11.6%	-1,437	86	4,779	3,429	-0.1%
Between Azusa Ave & Citrus St	209,600	31,441	25,839	266,880	11.8%	208,162	31,513	30,618	270,292	11.7%	-1,439	72	4,779	3,412	-0.1%
Between Cirus St & Barranca St	203,266	31,434	24,658	259,357	12.1%	202,147	31,474	29,136	262,757	12.0%	-1,118	40	4,478	3,400	-0.1%
Between Garvey Ave Off & Grand Ave On	200,285	31,540	24,658	256,483	12.3%	198,899	31,592	29,136	259,627	12.2%	-1,386	53	4,478	3,145	-0.1%
Between Holt Ave On & Grand Ave Off	183,882	31,246	24,658	239,786	13.0%	182,484	31,286	29,136	242,906	12.9%	-1,398	40	4,478	3,120	-0.2%
Between Holt Ave & Via Verde St	179,824	31,461	24,658	235,943	13.3%	178,153	31,496	29,136	238,785	13.2%	-1,671	35	4,478	2,842	-0.1%
Between Via Verde St & Kellog Dr	181,319	30,860	19,702	231,881	13.3%	181,829	30,921	21,848	234,598	13.2%	510	61	2,146	2,717	-0.1%
Between Fairplex Dr & SR 57	213,850	42,267	19,702	275,819	15.3%	213,532	42,480	21,848	277,859	15.3%	-319	213	2,146	2,040	0.0%
Between Gillette Rd On & Dudley St Off	200,675	41,632	19,702	262,009	15.9%	200,116	41,820	21,848	263,784	15.9%	-559	188	2,146	1,775	0.0%
Between Dudley St and N.White Ave	208,157	42,053	19,702	269,913	15.6%	207,778	42,191	21,848	271,816	15.5%	-380	137	2,146	1,904	-0.1%
Between NGarey Ave On & NWhite On	194,347	41,845	20,289	256,481	16.3%	195,758	42,026	21,513	259,297	16.2%	1,410	182	1,224	2,816	-0.1%
Between NTowne On & NOrange Ave Off	203,393	41,594	19,770	264,757	15.7%	204,056	41,825	21,458	267,339	15.6%	663	232	1,688	2,582	-0.1%
Between NTowne Ave & S.Indian Hill Blvd	203,758	41,639	19,770	265,167	15.7%	204,226	41,883	21,458	267,567	15.7%	468	244	1,688	2,401	0.0%
Between Indian Hill Blvd & Monte Vista Ave	210,748	42,044	17,010	269,802	15.6%	211,254	42,271	18,588	272,114	15.5%	506	227	1,578	2,312	0.0%

I-10 Corridor Vicinity Map



Map not to scale.