



San Diego Freeway (Interstate 405) Improvement Project

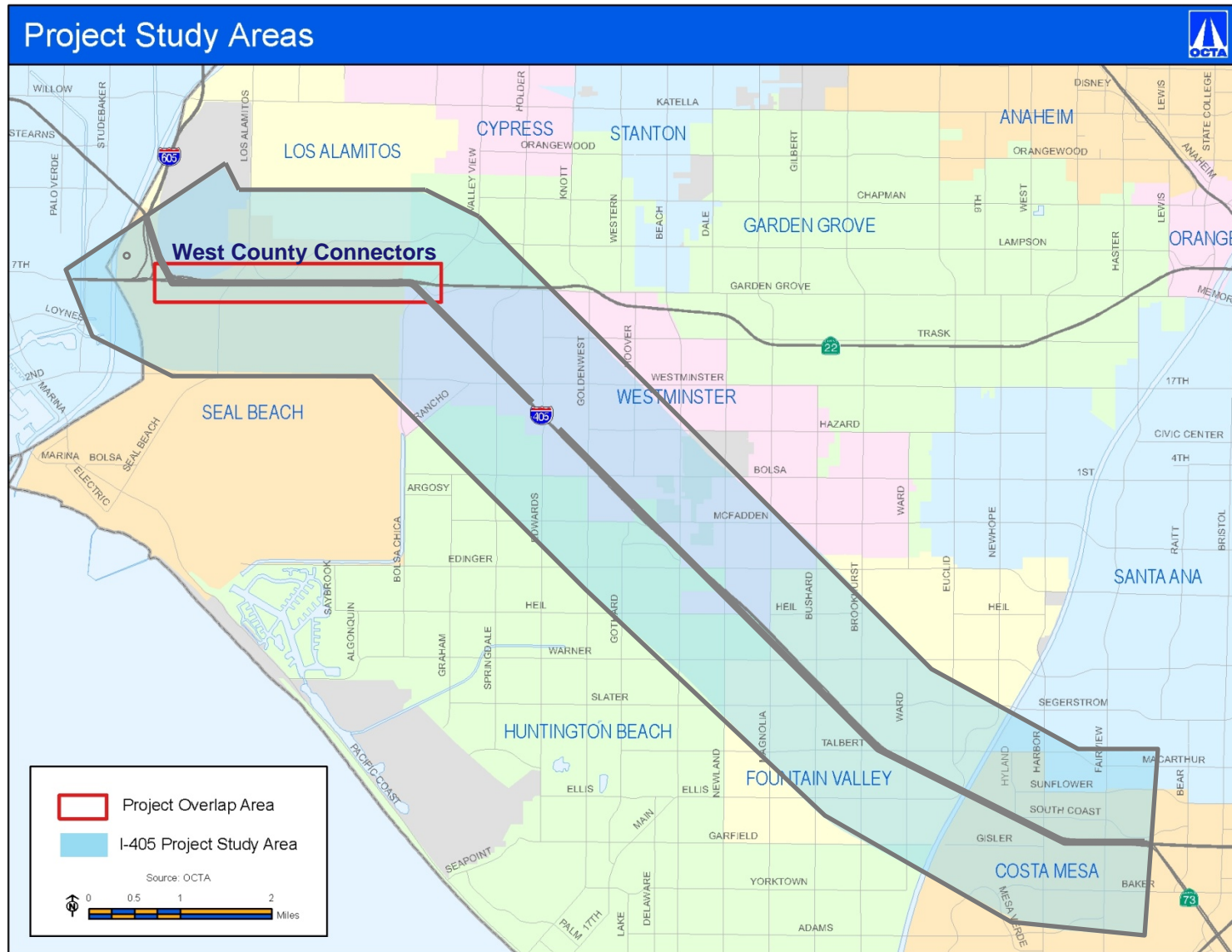


Policy Working Group
August 26, 2009

Presentation Topics

- Project Alternatives
- Viability of Alternatives
- Express Lane Information
- Environmental Process & Scoping Meetings
- Public Outreach Efforts

Interstate 405 Project Location



September 13, 2007

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Current and Projected Traffic

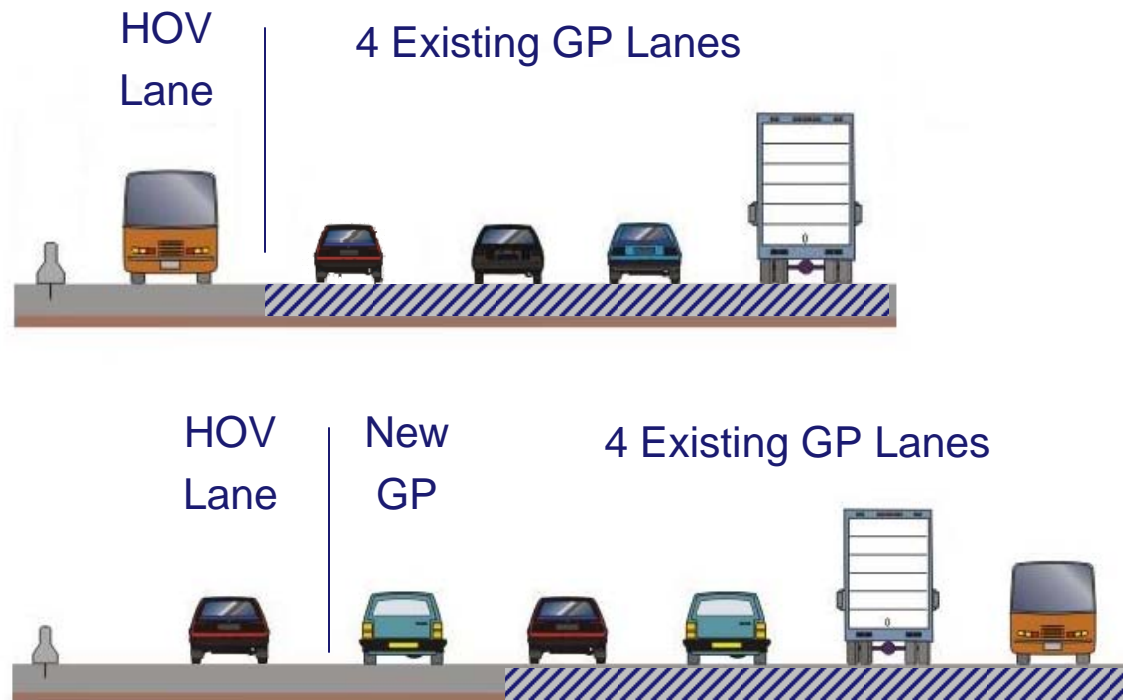
- Current volume:
300,000 vehicles per day
- 2035 forecast:
370,000 vehicles per day
- If built for demand – up to 20 lanes needed



Project Alternatives

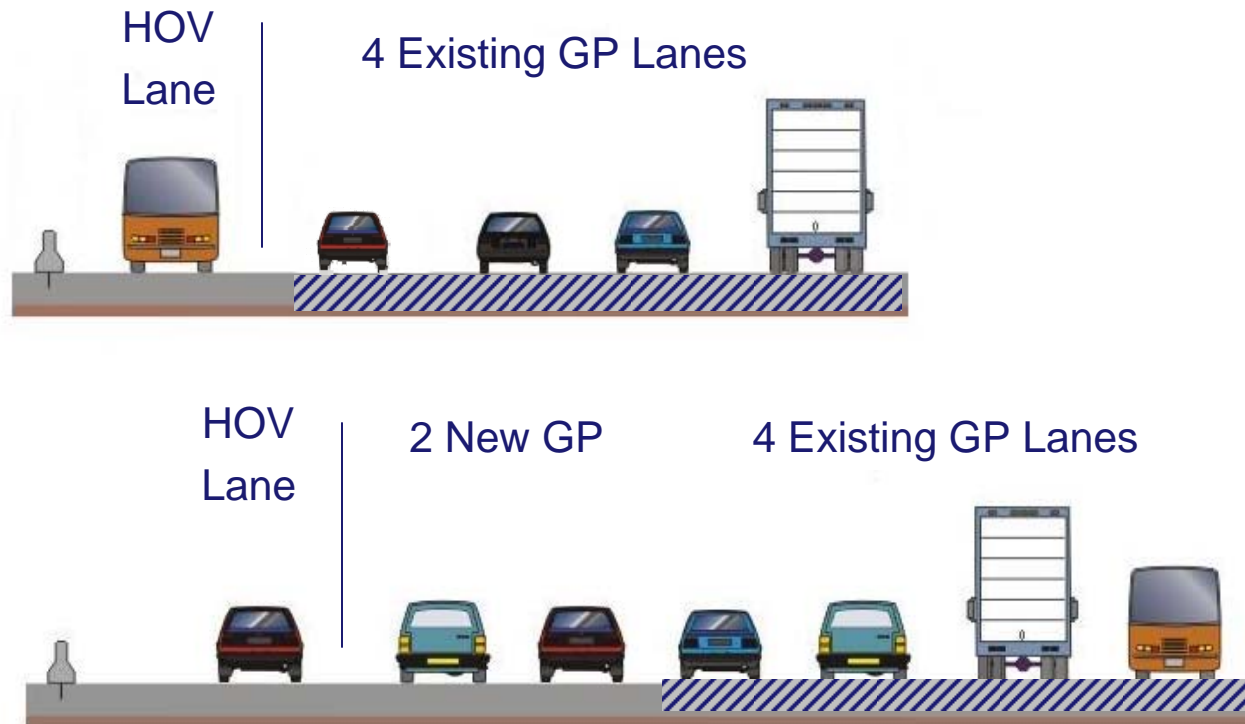
- No Build Alternative
- Alternative 1: Adds one general purpose lane in each direction
- Alternative 2: Adds two general purpose lanes in each direction
- Alternative 3: Adds one new general purpose lane, adds two new express lanes to accommodate existing HOV operation and provide additional capacity for high-occupancy toll (HOT) usage
- Alternative 4: Localized Improvements Alternative

One General Purpose Lane (Alternative 1)



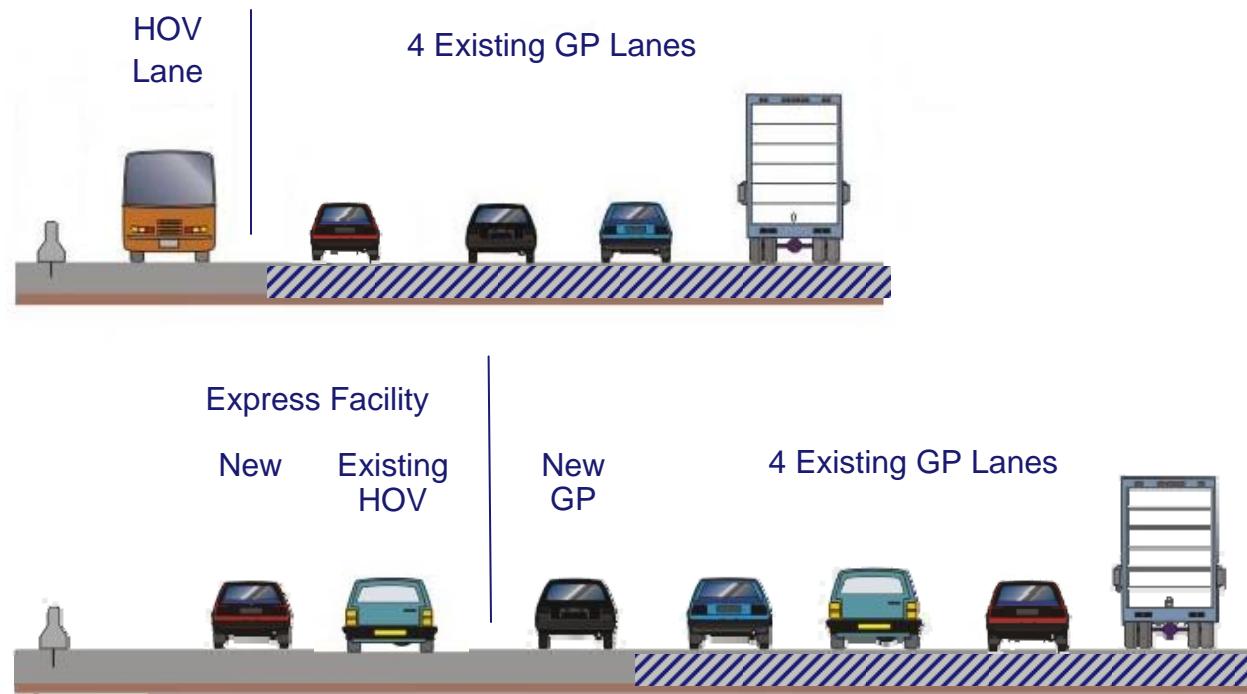
- Adding one GP lane will improve mobility in GP lanes but the cost is beyond available funding

Two General Purpose Lanes (Alternative 2)



- Adding two GP lanes will further improve mobility in GP lanes but the cost is far beyond available funding

Express Lanes (Alternative 3)



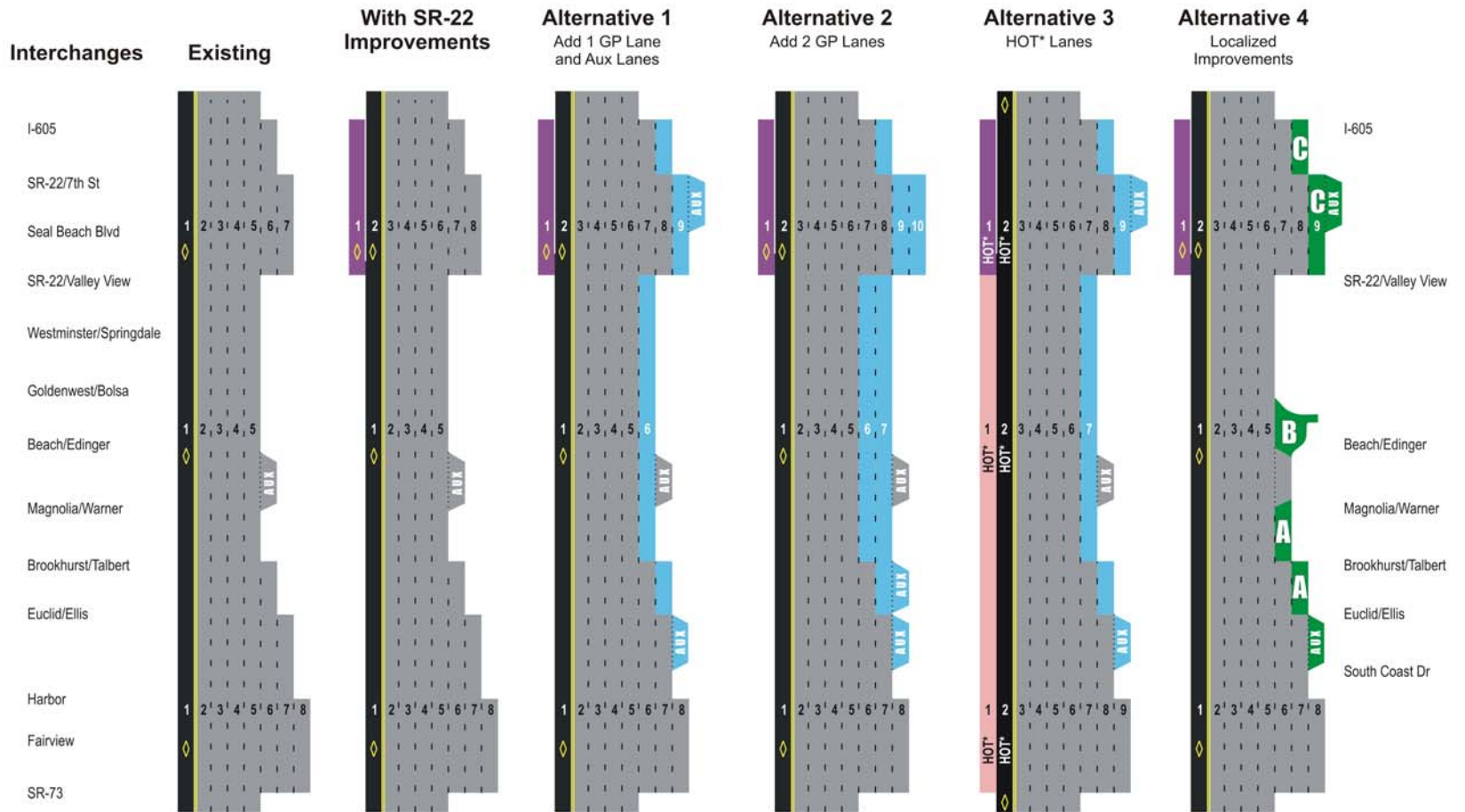
Express alternative:

- accommodates both HOV and toll lanes
- improves mobility in GP lanes
- may fund other improvements

Project Alternatives – Last 3 Months



I-405 Alternatives: SR-73 to I-605 (Northbound Shown)



LEGEND
 Existing General Purpose Lane [Grey Box] Existing Carpool Lane [Black Box with Diamond] New SR22 Carpool Lane [Purple Box with Diamond] New General Purpose Lane [Blue Box] New HOT Lane [Pink Box with HOT*] New Auxiliary Lane [Light Blue Box with AXX] Existing Auxiliary Lane [Dark Blue Box with AXX] Candidate Localized Improvements [Green Box with ABC]



Initial Assessment of Alternatives

- March – August 2009:

 - Evaluate viability of alternatives:

 - ✓ Freeway footprint and right-of-way impacts
 - ✓ Scope of improvements within available funding
 - ✓ Revenue potential of express lanes

- Modified alternatives will be carried forward into the Environmental Impact Report/Environmental Impact Statement (EIR/EIS) based on initial assessment

Initial Findings

- One lane cannot be added throughout corridor within available funding
- Adding two lanes in each direction (Alternatives 2 and 3) can generally fit within the Locally Preferred Strategy (LPS) footprint
- Full width lanes and shoulders can be accommodated
- Further analysis needed at interchanges and spot locations
- Alternative 4 (Localized improvements) does not meet intent of Measure M Extension to add one lane

Optimized Design Process

Objective: Maximize the traffic improvements within the LPS footprint

Identify opportunities to minimize impacts and optimize alternatives

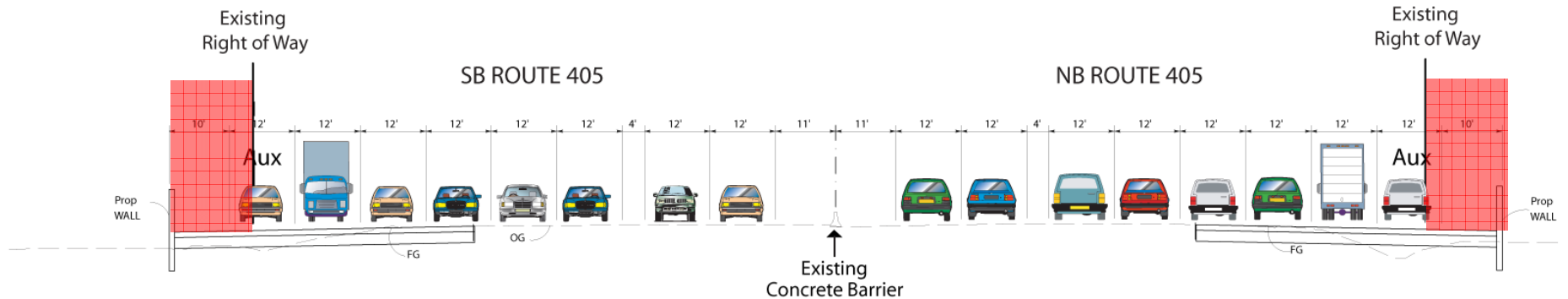
An example of what we found

Existing Condition: Springdale St to Bolsa Chica Rd

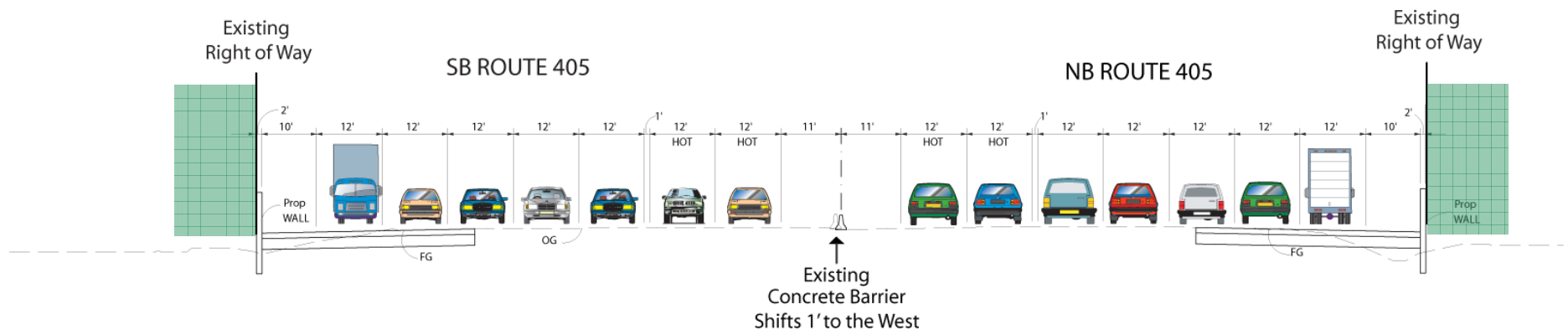


Alternatives 2 & 3: Initial and Optimized Cross Sections

Alternatives 2 & 3 - Initial Cross Section



Alternative 2 & 3 - Optimized Cross Section



Alternatives 2 & 3: Optimized Footprint



Initial Conclusions on Right-of-Way

- Adding two lanes in each direction is generally consistent with LPS footprint
- No fatal flaws currently identified
- Right-of-way refinements for EIR/EIS phase:
 - Interchanges
 - Overcrossing arterials
 - Maintenance vehicle pullouts
 - Sign footings
- Further engineering to be performed during EIR/EIS

Costs and Revenue

- Renewed Measure M (M2) revenue
 - Less than \$400 million
- Project Study Report (PSR) cost estimates:
 - Alternative 1 – \$1.2 billion
 - Alternative 2 – \$1.7 billion
 - Alternative 3 - \$1.7 billion+

Cost Estimate Change

- Reasons for changes in cost estimate
 - Major interchange improvements not included
 - PSR estimate based on additional design information and engineering
 - Major increases in construction costs:
 - Bridge construction per sq ft from \$1300 to \$2500
 - Cubic yard of concrete from \$105 to \$380
 - Ton of asphaltic concrete from \$50 to \$110

Express Lanes Alternative

- Adds one new free lane to fulfill M2 voter contract
- Adds one new toll lane
- Creates “Express Lanes” facility like 91 Express Lanes
 - Two lanes each direction
 - New toll lane + existing carpool lane
 - Carpools free or reduced price
 - Single occupant autos pay toll



Future Board Policy Discussions

- Define operating scenarios:
 - ✓ Where are terminus/access points?
 - Connection to San Joaquin Toll Road (State Route 73)?
 - Intermediate access
 - ✓ What is the HOV policy?
 - ✓ What are pricing options?
 - Congestion management policy
 - Fixed pricing policy



Express Lanes Initial Feedback

- **Benefits:**
 - Proven transportation model
 - Offers choice for travel time savings
 - Buys more capacity for all
 - Funds I-405 improvements
- **Expressed concerns:**
 - Limited access
 - HOV take away
 - Benefits higher income users
 - Double taxation

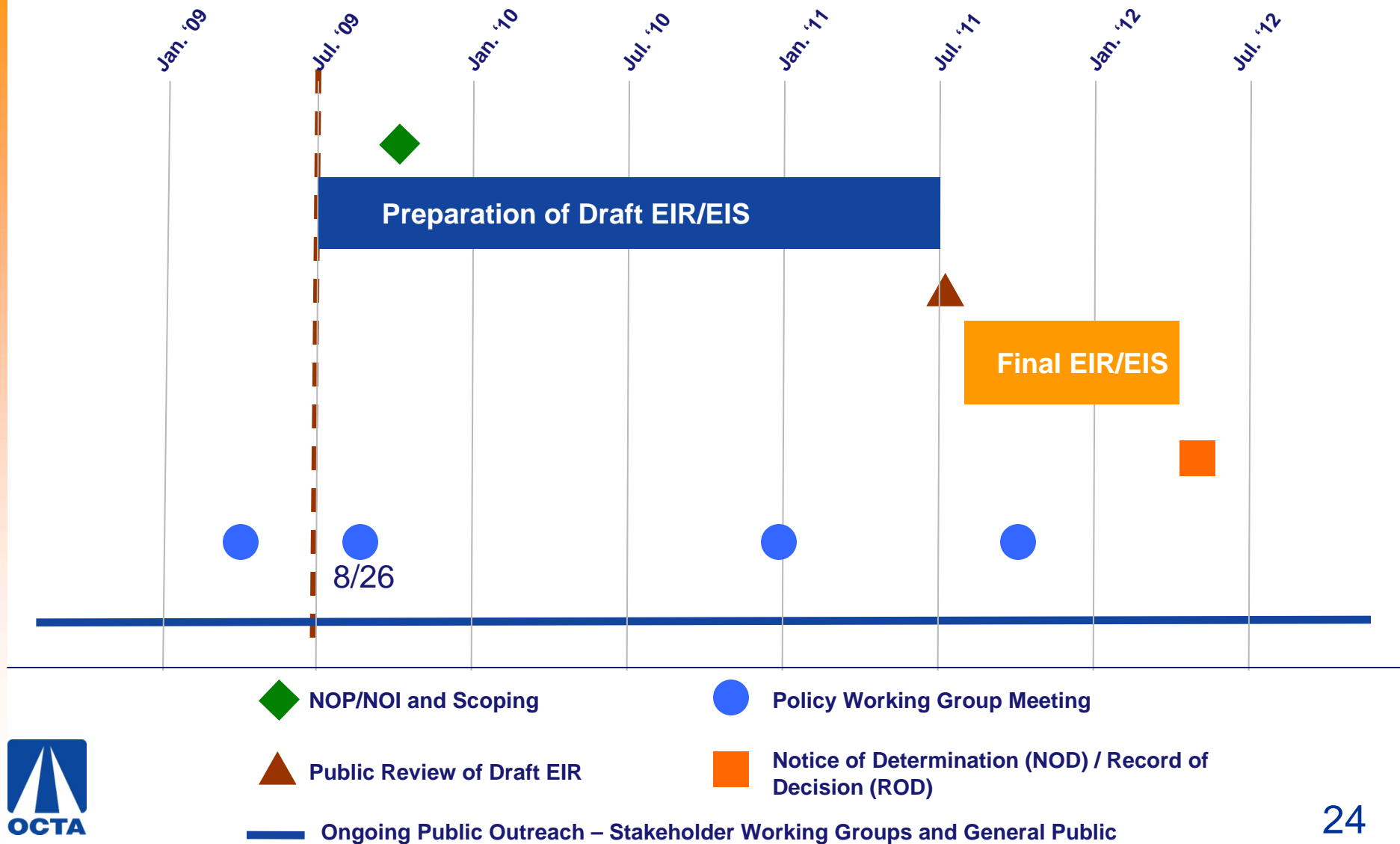
Initial Conclusion on Express Lanes

- Viable to advance to EIR/EIS phase where:
 - Revenue generation will be further analyzed
 - Operational and policy issues will be addressed
 - Intermediate access points will be defined

Topics from Stakeholder Working Group Meetings

- Right-of-way impacts and LPS footprint
- Funding for corridor improvements
- Express lane operations: tolling and access
- Use of HOV lane as express lane
- Equity of express lanes

Environmental Phase Schedule



Technical Reports Required for EIR/EIS

- Floodplain Evaluation
- Water Quality Report
- Air Quality Report
- Growth Inducement and Cumulative Analysis
- Traffic/Circulation Report
- Hazardous Materials/Waste Report
- Visual Impact Assessment Report
- Parks and Rec Evaluation
- Relocation Impact Document
- Community Impact Assessment
- Topography/ Geology/ Soils/Seismic Analysis
- Energy Analysis
- Cultural Resources
- Noise Study

Scoping Meetings

- Beginning of the EIR/EIS process
- Opportunity for public input
- Open house with brief presentation
- Staff on hand to answer questions
- Comment cards and court reporter available



Scoping Meetings

- Newspaper ads and mailings
- Four scoping meetings:
 - Sept 22: Fountain Valley Senior and Community Center
 - Sept. 23: Huntington Beach Public Library
 - Sept. 30: Westminster Community Services Facility
 - Oct. 1: Rush Park Auditorium, Rossmoor
- Written record open until October 8 to receive comments

Public Outreach Efforts

- Scoping meeting notices mailed September 4
- Website
- Civic/community group briefings
- Postcard
- Online survey
- Newsletter
- Activity center flier distribution

Summary

- Goal: make substantive improvements while staying generally within right of way
- Alternatives 1, 2, 3 viable - engineering continues
 - Alternative 3 traffic and revenue analysis underway
- Alternative 4 does not meet intent of Measure M Extension to add one lane

Next Steps

- Initiate environmental process
 - Public scoping meetings in September 2009 in Fountain Valley, Huntington Beach, Rossmoor, and Westminster
 - Begin technical studies for environmental document

- Future Board Meetings
 - ✓ Express facility operating and tolling policies
 - ✓ Initial traffic and revenue analysis
 - ✓ Development options