



# Addressing Public Feedback - Interstate 405 Improvement Project



# Background

- I-405 in environmental phase
- DEIR/EIS comment period ended July 17, 2012\*
- 1,216 comments received
- Assimilating comments and issues
- Pursuing solutions to address issues

\* DEIR/DEIS = Draft Environmental Impact Report / Draft Environmental Impact Statement



# Key Issues

- Fairview Bridge replacement (Costa Mesa)
- Noise/visual impacts with SR-73 connector (Costa Mesa)
- Business relocations (Fountain Valley)
- Parking impacts (Westminster)
- Almond Avenue soundwall reconstruction (Seal Beach)
- Orange / Los Angeles border area traffic impacts (Seal Beach and Long Beach)
- Air quality impacts (Seal Beach)
- Soundwall heights
- Perceptions of tolling and high-occupancy vehicle (HOV) 2+ conversion
- Funding questions

# City of Costa Mesa

## Issues:

- Opposition to Fairview bridge replacement
- Impacts associated with SR-73 connector in Alternative (Alt) 3

## Recommended Approach:

- Truncate Alt 3 – Begin/end Express Lanes north of Fairview Ave.
  - Avoids reconstruction of Fairview Bridge
  - Eliminates SR-73 direct connector and associated impacts

# City of Fountain Valley

**Issue:** Braided ramps between Magnolia and Warner Avenues requires up to 4 business relocations (Alts 1, 2, 3)

## **Recommended Approach:**

- Use a collector/distributor configuration
  - Eliminates need for business relocations
  - May require non-standard design exceptions

# City of Westminster

**Issue:** Business parking impacts (Alts 1, 2, 3)

Sears: 20 spaces

El Torito: 35 spaces

## **Recommended Approach:**

- Designs refined to eliminate parking impacts to Sears
- Designs modified to reduce impacts to El Torito parking from 35 to 3 spaces (can be mitigated)
  - Requires non-standard lane width on city street (Westminster)

# City of Seal Beach

**Issue:** Replacement of Almond Avenue soundwall (Alts 2, 3)

Under existing plans:

- Alt 1 - No impact to wall
- Alts 2, 3 - Requires replacement of a portion of the wall

## **Recommended Approach:**

- For Alt 2 – Cannot avoid relocating soundwall
- For Alt 3 - Pursue operational and/or design variations to avoid soundwall relocation

# City of Seal Beach

**Issue:** Perception project worsens air quality (Alts 1, 2, 3)

## **Recommended Approach:**

- Share information about air quality impacts / benefits:
  - No-build has the worst impact
  - Alt 2 and Alt 3 are best for air quality
  - Alt 1 delivers only half the air quality benefit of Alt 2 or Alt 3



# City of Seal Beach / Rossmoor

**Issue:** Perceived bottleneck at Los Angeles county line  
(Alts 1, 2, 3)

## **Recommended Approach:**

- Conduct additional traffic analysis
- Review lane drop locations for optimization

# City of Long Beach

**Issue:** DEIR/DEIS does not consider traffic impacts in Los Angeles County

## **Recommended Approach:**

- Perform additional traffic analysis
  - Review impacts in Los Angeles County
- Continue and increase coordination efforts with Los Angeles Metropolitan Transportation Authority and City of Long Beach

# Soundwalls

**Issue:** Soundwall heights and locations (throughout corridor)

**Recommended Approach:**

- Maximize soundwall heights where possible
- Use non state and federal funds to augment soundwall program and work to address community issues

# Feedback on Alt 3

## Issues:

- Perceptions of tolling
- Perceived take-away when converting from HOV2+ to HOV3+ occupancy
- Cost of transponder

## Recommended Approach:

- Study policy options including part-time opportunities for HOV2+
- Explore HOV exclusive account with no monthly fees (similar to 91 Express Lanes)



# Feedback on Alt 3 (cont'd)

## Issue: Perception Measure M2 paying for toll road

### Recommended Approach:

- Incremental cost of toll lanes paid for by toll revenue
- Provide additional information about Alt 1, 2, 3 sources and uses of revenues



### Funding the Alternatives

	ALT 1	ALT 2	ALT 3
<b>M2 Project Promise</b> 1 regular lane each direction <b>\$1.3 Billion*</b>	\$1.3 B	\$1.3 B	\$1.3 B
<b>Above and Beyond M2</b> Added lanes beyond M2 promise	None	+1 Regular Lane Each Direction	+1 Express/Toll Lane Each Direction
<b>Additional Cost</b>	\$0	\$100 million	\$400 million
<b>Funding Source</b>		Traditional Transportation Funds**	Tolls/ User Fees***
<b>Total Cost</b>	\$1.3 B	\$1.4 B	\$1.7B

\* Measure M2 project funding assumes a combination of M2 funds, leveraged funds, and project savings

\*\*Funding shortfall – additional federal, state and/or local transportation funds are needed (unidentified)

\*\*\*Tolls finance construction, operations and maintenance of the express/toll lanes



# Feedback on Alt 3 (cont'd)

**Issue: Questions about potential uses of net toll revenues**

**Recommended Approach:**

- Provide information about Streets and Highways Code - 143 (j)(1):

*....any excess toll or user fee revenue under a lease agreement with a regional transportation agency may be paid to the regional transportation agency for use in improving public transportation in and near the project boundaries...*

# Upcoming Analysis & Policy Discussions

## Alternative 1

- Assess Design-Build (D-B) opportunities
- Analyze schedule & cost implications without D-B

## Alternative 2

- Assess D-B opportunities
- Analyze schedule & cost implications without D-B
- Explore funding and potential project tradeoffs

## Alternative “3-A”

- Modify Alt 3 to address public input (becomes 3-A)\*
- Revise traffic and revenue projections
- Analyze HOV2+ toll policy options

\* May require additional environmental review

# Next Steps

- Policy Working Group August 22, 2012
- Stakeholders Working Group August 23, 2012
- Regional Planning and Highways September 17, 2012
- Board of Directors LPA\* September 24, 2012
- Project Development Team PA\*\* Fall 2012

\* LPA = Locally Preferred Alternative

\*\* PA = Preferred Alternative

