



July 25, 2014

Members of the Board of Directors,

Chairman Nelson, Vice Chairman Lalloway, Director Miller and I met with Caltrans District 12 Director Ryan Chamberlain today to discuss the selection of a preferred alternative for the I-405 Improvement Project. The Caltrans Project Development Team met on Thursday and Director Chamberlain informed us that Caltrans recommends building Alternative 3, using a phased approach.

Under Caltrans plan, OCTA would construct the Board-approved one general-purpose lane in each direction between Euclid Street and the San Gabriel River Freeway (I-605). This will allow us to move forward on the freeway improvement project that was promised to voters in Measure M. All of the Measure M Project K funding would be directed toward adding the one general-purpose lane. Caltrans will pursue funding for the construction of an additional lane in each direction that would combine with the existing high-occupancy vehicle lane to operate as high-occupancy toll (HOT) lane facility.

This is a unique delivery model that will construct the board's locally preferred alternative and provide near-term congestion relief. At the same time, the project addresses Caltrans' priority of achieving a long-term sustainable transportation network by managing the system and providing trip reliability. In its recommendation, Caltrans notes that the HOT lanes alternative is the only alternative that provides free-flowing traffic during peak periods through congestion management.

The unique approach to the project raises a number of questions that we will work to answer in close coordination with Caltrans. At this point, Caltrans has not identified any funding for its portion of the project and a construction timeline has not been set. Additionally, there has been no determination as to the management and operation of the HOT lanes.

Caltrans recommendation will become an official decision when the environmental documents are completed and signed, which we anticipate will occur early next year. Based on that schedule and utilizing the design-build method of construction, OCTA's project would get under way building one lane in each direction in 2016 and be completed in 2020.

Darrell Johnson
CEO
Orange County Transportation Authority