



Welcome

**Public Hearing - Open House Format
May 24 & 30, 2018**

Website: octa.net/I5IrvineTustinProject

Helpline: (714) 560-5777





Station 1

PROJECT INTRODUCTION





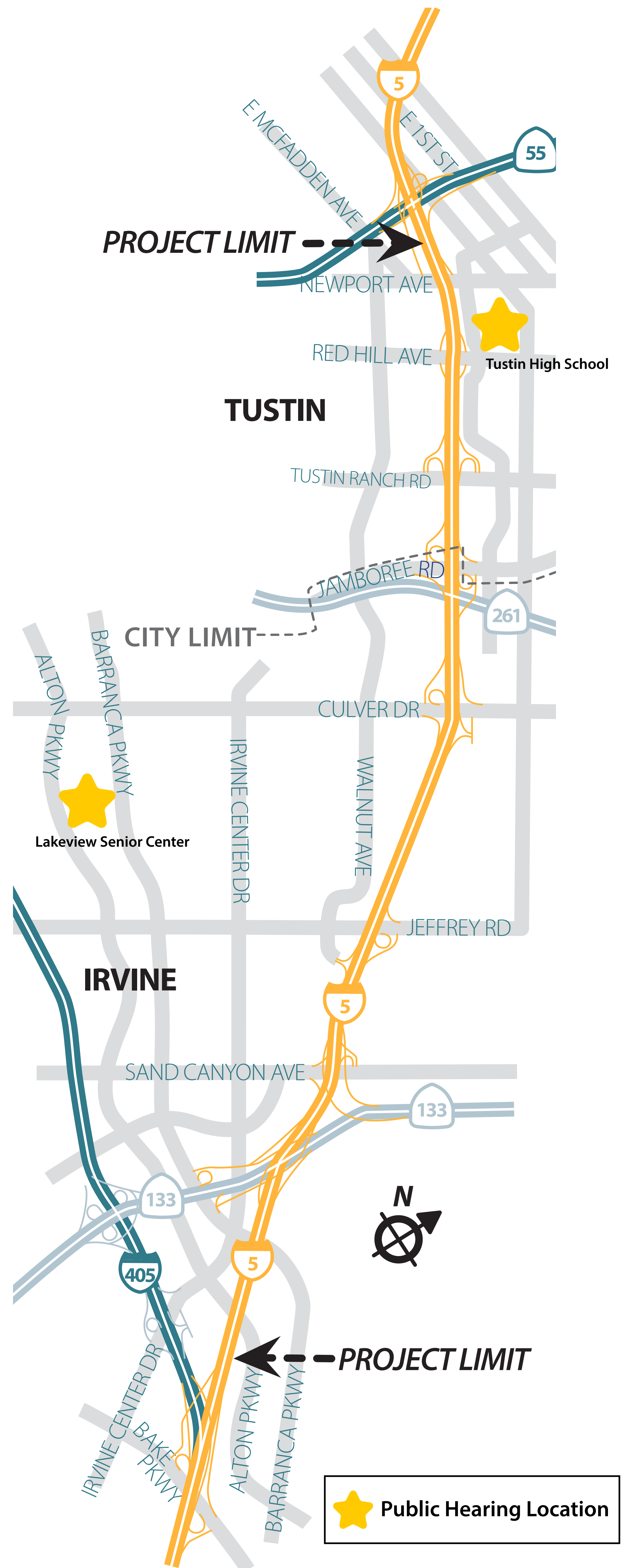
Project Description

OCTA and Caltrans District 12, in partnership with the cities of Irvine and Tustin, propose to improve I-5 between I-405 and SR-55 by:

- » Adding one general-purpose (regular) lane in each direction
- » Converting existing buffer-separated HOV (carpool) lanes to continuous access
- » Adding auxiliary (merge/diverge) lanes and improving operations
- » Modifying ramp configurations at select interchanges
- » Braiding the northbound Sand Canyon Avenue on-ramp and southbound SR-133 to northbound I-5 connector with the northbound Jeffrey Road off-ramp

See Station 3 for details.

A No Build Alternative and one Build Alternative with two design variations were studied.



Project Status

Development Process

Project Approval/Environmental Document (PA/ED), also referred to as the environmental process.



Purpose of the Environmental Process

State and federal laws mandate the environmental process under the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA), respectively. As part of this process, environmental and traffic studies were prepared to:

- ✓ **Inform** the public of the improvement study
- ✓ **Provide** a forum to discuss the project
- ✓ **Spotlight** the role and significance of the project
- ✓ **Recap** project purpose and need
- ✓ **Present** an overview of the environmental process
- ✓ **Highlight** anticipated milestones
- ✓ **Share** staff contact information
- ✓ **Invite** the public to sign-up for future alerts

Study Results

Following public review, the final environmental document is anticipated to result in a Mitigated Negative Declaration (MND) under CEQA and a Finding of No Significant Impact (FONSI) under NEPA.



Project Development Team



Project Sponsor

Funds and manages the environmental review process consistent with OCGo, formerly Measure M, which is Orange County's local transportation sales tax.

www.octa.net



Lead Agency and Freeway/Facility Owner

Lead Agency under the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA); Oversees compliance with CEQA and NEPA, and provides ultimate approval of environmental documents and preferred alternative.

www.dot.ca.gov



Team Members

Provides input and feedback during the environmental review process.

www.cityofirvine.org

www.tustinca.org





How to Participate

Read the Draft Environmental Document

Find out where to view/download copies of the draft environmental document (DED) at: www.octa.net/I5IrvineTustinProject or <http://bit.ly/the5ocDEA2>.

Attend the Public Hearing

- » Learn about the I-5 (I-405 to SR-55) Improvement Project and regional significance
- » Learn about the environmental review process
- » Submit your comments and discuss questions with the project team
- » Sign up to stay connected with the project

Public participation is essential in the environmental review process.



Submit Comments

Submit comments on the DED between **May 8 and June 8, 2018:**

-  **Submit** comment card (at hearing)
-  **Verbally** communicate comment to a licensed court reporter (at hearing)
-  **Email** D12.I-5.Improvements@dot.ca.gov
-  **Mail** to Brian Liu, Caltrans District 12, Division of Environmental Analysis, 1750 4th Street, Suite 100, Santa Ana, CA 92705



Station 2

PROJECT OVERVIEW



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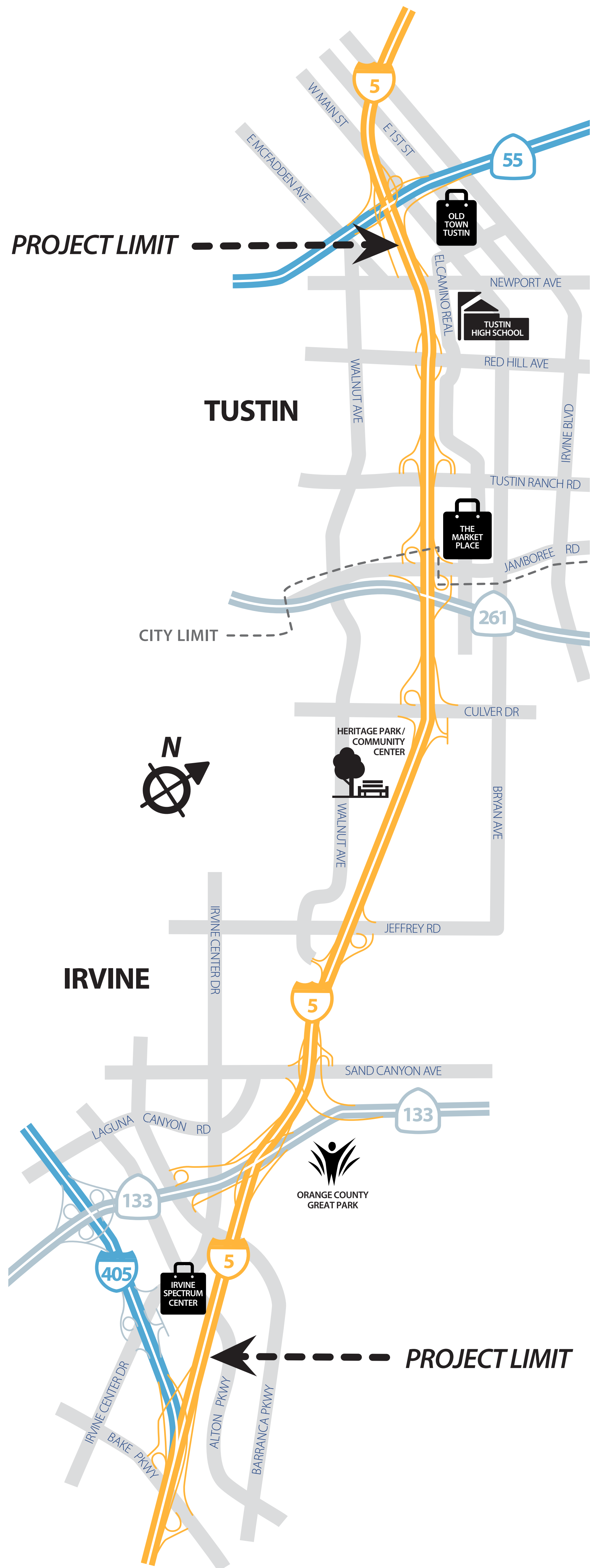
Project Area

I-5 is a vital part of Orange County's Transportation Network

- » Enhances quality of life by connecting residents and visitors with commercial, entertainment, recreational, academic, and employment destinations
- » Provides inter-regional access between Orange County, San Diego County and Los Angeles County
- » Fuels the economy through the regional and national goods movement

Major Destinations within the Project Corridor

- 📍 Old Town Tustin
- 📍 Tustin High School
- 📍 The Marketplace
- 📍 Beckman High School
- 📍 Kia Motors
- 📍 Irvine High School
- 📍 The District
- 📍 OCTA Irvine Bus Base
- 📍 Caltrans Traffic Management Center
- 📍 Irvine Valley College
- 📍 OC Great Park
- 📍 Webster University
- 📍 Taco Bell Headquarters
- 📍 Irvine Spectrum



Project Need & Purpose

The Need

I-5 between I-405 and SR-55 currently experiences:

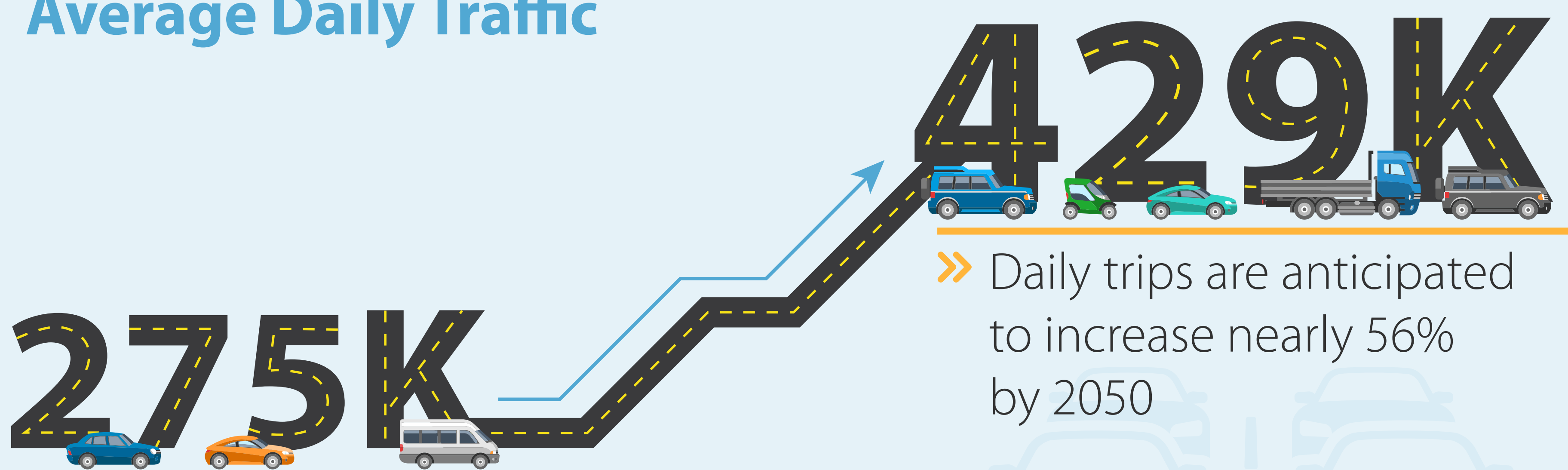
- » Severe congestion, which is anticipated to worsen
- » Traffic demand exceeding roadway capacity
- » Operational deficiencies



The Purpose

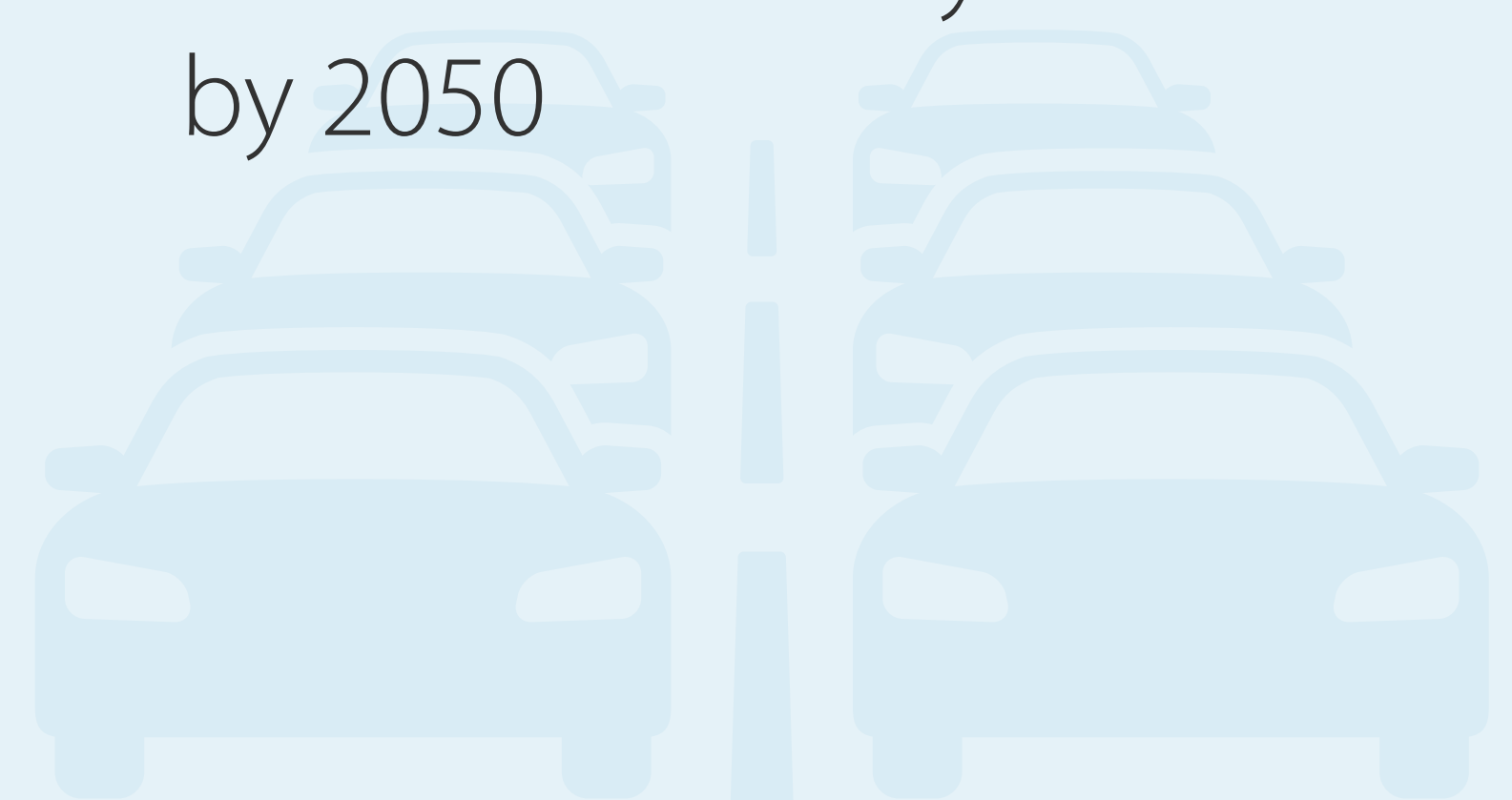
The purpose of the proposed project is to relieve congestion by increasing capacity and improving traffic operations to meet existing and future traffic demand.

Average Daily Traffic



- » Currently 275,600 vehicles drive this 9-mile stretch of the I-5 every day

- » Daily trips are anticipated to increase nearly 56% by 2050





Project Schedule & Milestones

Anticipated Schedule



*Project designed for construction completion in 2030. Exact schedule will be determined by funding availability.

Environmental Process Milestones



1. Initiate Project



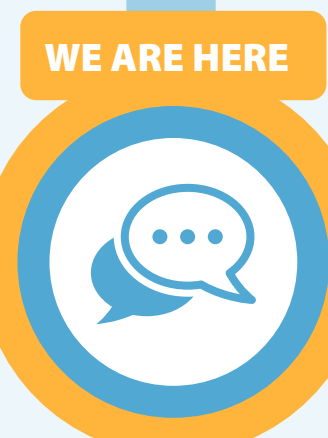
2. Public Information Meetings

- A. Meetings were held on January 26 and January 28, 2015 to inform the public about the project



3. Technical Studies and Preliminary Design Work

- A. Preliminary design and technical studies were conducted by technical experts



4. Public Review Period and Hearings (Open House Format)

- A. Technical studies are compiled into a draft environmental document (DED) for the project
- B. The DED is available for 30 days for public review and comment



5. Respond to Public and Identify the Preferred Alternative

- A. The preferred alternative will be based on the technical studies and public comments received
- B. Caltrans in cooperation with project Partners will identify the preferred alternative in the final environmental document (FED)



6. Project Approval

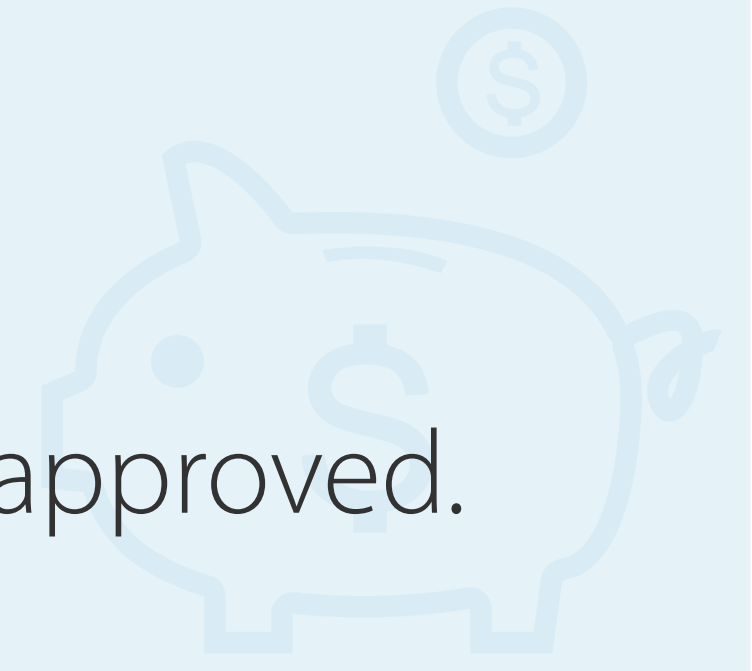
- A. The FED is anticipated to result in a Mitigated Negative Declaration (MND)/Finding of No Significant Impact (FONSI), under CEQA and NEPA respectively



Estimated Cost & Funding

Total Estimated Cost

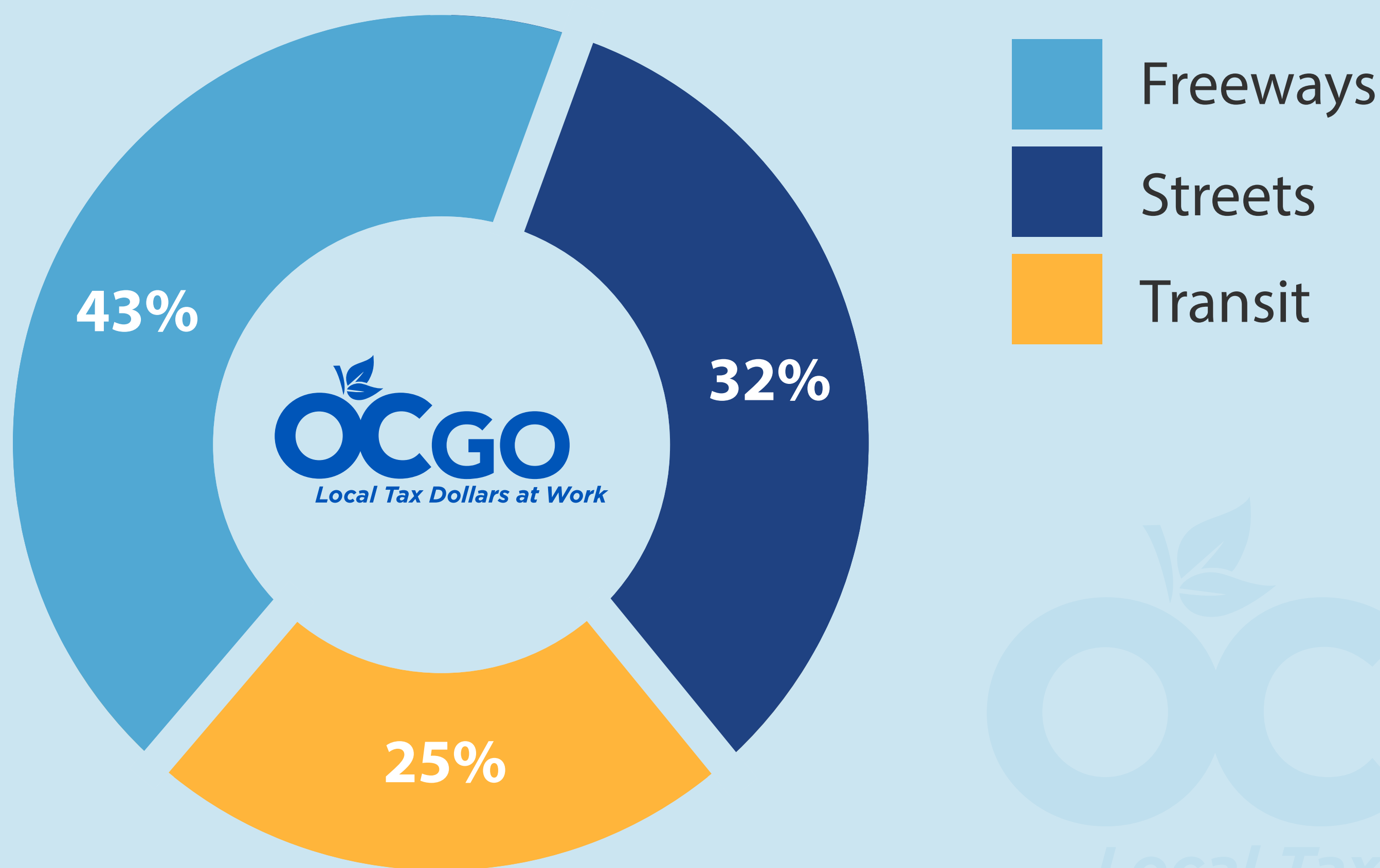
Ranges from approximately **\$480 million - \$960 million** (current dollars), depending on the alternative design variation approved.



Project Funding

The project is a part of OC Go (formerly Measure M), Orange County's half-cent sales tax for transportation improvements over 30 years.

This project will be funded by a combination of OC Go and external funding sources. The environmental review process is funded by federal funds and OC Go.



Environmental

A total of 5% is allocated to the Freeway Environmental Mitigation Program. A total of 2% is allocated to the Environmental Cleanup Program.





Station 3

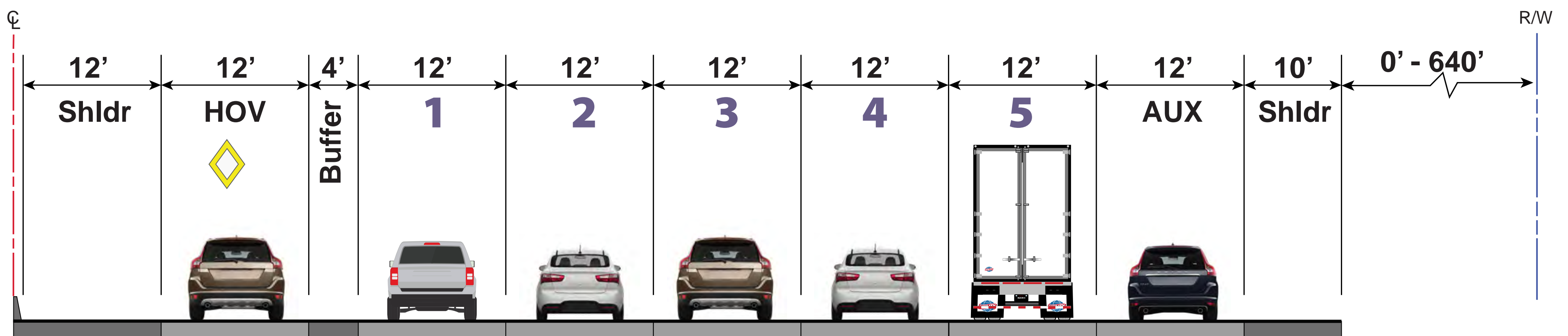
PROPOSED ALTERNATIVES



Alternatives

No Build Alternative

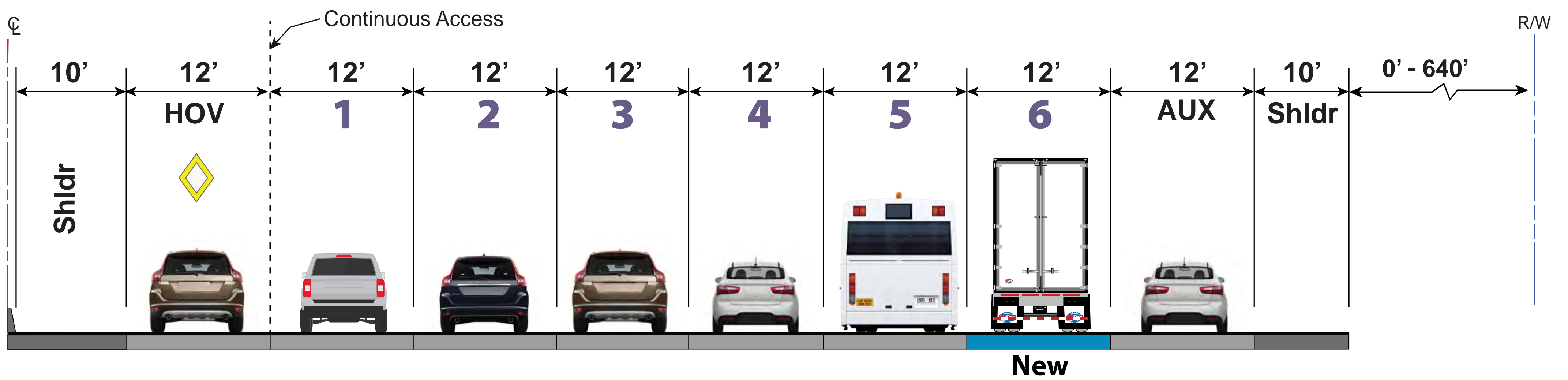
No capital or operational improvements. The No Build Alternative is considered a baseline to measure and compare the proposed Build Alternative Design Variations.



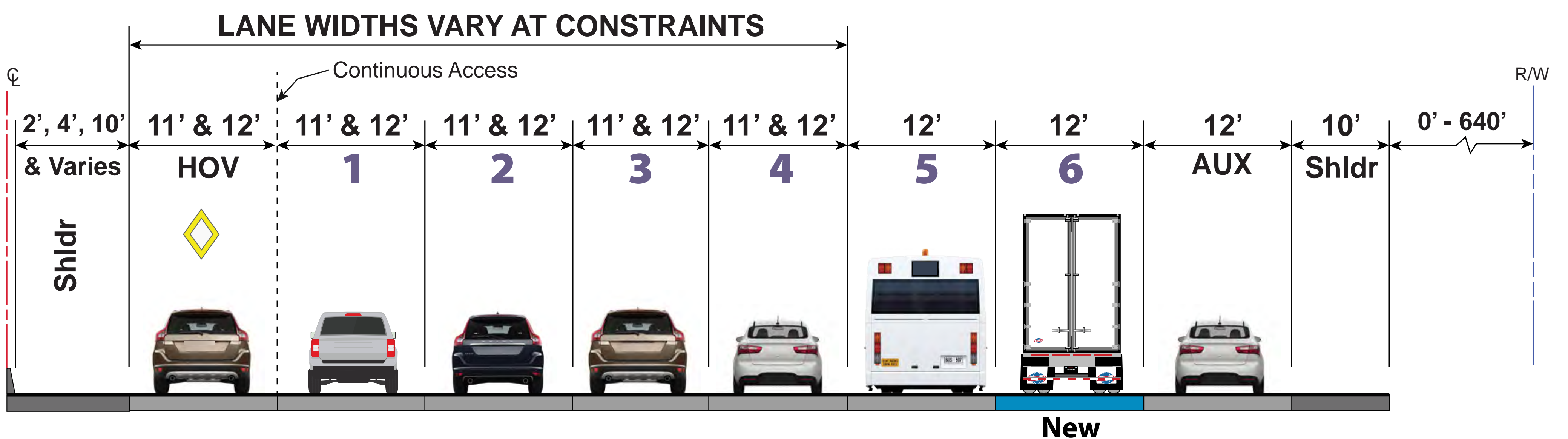
One Build Alternative with Two Design Variations

Each includes the addition of one general-purpose (regular) lane in each direction and restriping for continuous-access HOV (carpool) lanes.

Alternative 2 with Design Variation A (Alternative 2A)



Alternative 2 with Design Variation B (Alternative 2B)





Station 4

ENVIRONMENTAL PROCESS



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Areas of Study

Physical Environment



Air Quality



Geology & Soils



Hazards & Hazardous Materials



Noise



Paleontology



Hydrology & Floodplains



Water Quality & Storm Water Runoff

Human Environment



Growth



Community Impacts



Aesthetics/Visual



Cultural Resources



Traffic



Tribal Cultural Resources



Utilities & Services Systems

Biological Environment



Natural Communities



Wetlands & Other Waters



Plant Species



Animal Species



Invasive Species



Traffic Benefits

Average Daily Traffic Volumes

I-5	Existing	2050 - Alt 1 (No Build)	2050 - Alt 2
Northbound	130,200	215,800	228,700
Southbound	145,400	213,200	233,400
Total	275,600	429,000	462,100

I-5 Freeway General-Purpose Lane Average Speed

Peak Hour - 2050		Alt 1 (No Build)	Alt 2
Northbound	AM	39 MPH	44 MPH
	PM	34 MPH	38 MPH
Southbound	AM	43 MPH	45 MPH
	PM	44 MPH	47 MPH

Average Annual Vehicle Hours Saved

Northbound	1,906,000 Hours
Southbound	1,945,000 Hours





Station 5

PUBLIC PARTICIPATION





OCTA Project Staff



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Jeannie Lee

Project Manager

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Get Involved

Deadline to Submit Comments is June 8, 2018






Submit comments on the draft environmental document between **May 8 and June 8, 2018:**

-  **Submit** comment card (at hearing)
-  **Verbally** communicate comments to licensed court reporter (at hearing)
-  **Email** D12.I-5.Improvements@dot.ca.gov
-  **Mail** to Brian Liu, Caltrans District 12, Division of Environmental Analysis, 1750 4th Street #100, Santa Ana, CA 92705

Response to Comments

The final environmental document will include responses to comments, anticipated to be published in late 2018.

Access Draft Environmental Document & Stay Connected

-  <http://bit.ly/the5ocDEA2>
-  octa.net/I5IrvineTustinProject
-  (714) 560-5306
-  facebook.com/I5IrvineTustinProject
-  [@I5IrvineTustin](https://twitter.com/I5IrvineTustin)





Verbal Comments

Verbally communicate comments to a court reporter





Title VI Voluntary Survey

- ✓ This survey is **voluntary and anonymous**.
- ✓ Contains a short series of **multiple choice questions**.
- ✓ Takes **less than a minute** to complete.

About Title VI

Title VI of the Civil Rights Act of 1964 prohibits discrimination on the basis of race, color or national origin in programs or activities receiving federal financial assistance.

Under Title VI, this survey is designed to collect socioeconomic information to ensure that projects do not disproportionately impact certain communities more than others.

By taking this survey, you are helping identify potential discriminatory impacts early which will minimize and reduce negative impacts to minority and low income populations, as well as delays to project delivery.

Thank You





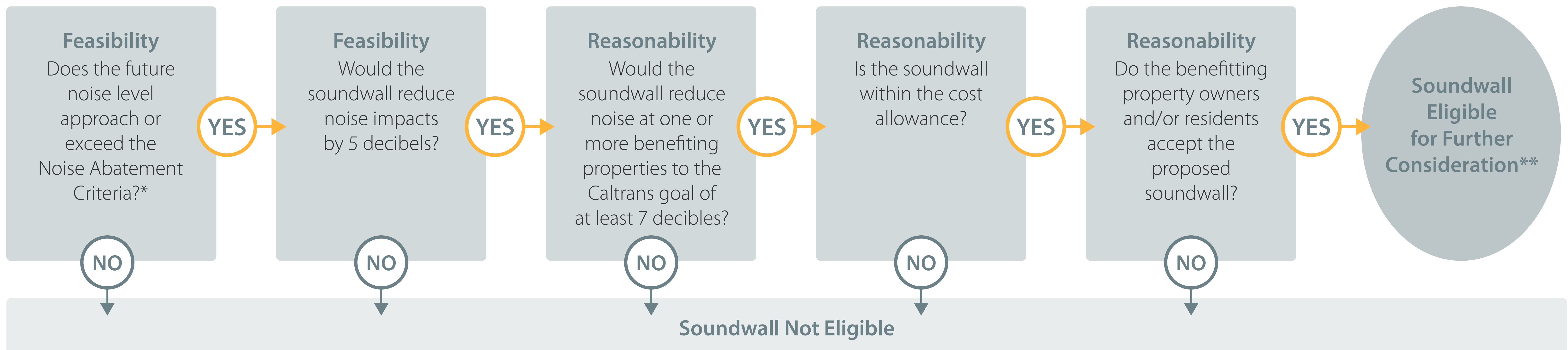
Station 6

PROPOSED SOUNDWALLS



Soundwall Evaluation Process

State law requires proposed soundwalls to be determined feasible and reasonable in the environmental study review to be further analyzed in the final design phase.



*To define CEQA traffic noise impact, predicted design-year traffic noise levels are compared to the existing conditions.

**Reasonableness of each eligible soundwall is further evaluated during the final design phase, when more detailed cost estimates are available. See Chapter 2 of the draft environmental document or speak with project staff for more information.

Proposed soundwalls on state right-of-way: If more than 50% of respondents oppose the proposed soundwall, the the soundwall will not be constructed.

Proposed soundwalls on private property: 100% of property owners, on whose property the soundwall will be built, must be in favor of the soundwall. Otherwise, the soundwall will not be constructed, even if the majority of respondents are in favor of the soundwall.