



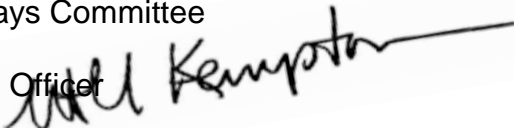
ORANGE COUNTY TRANSPORTATION AUTHORITY

**Selection of a Locally Preferred Alternative for the
Interstate 405 Improvement Project Between State Route
55 and Interstate 605**

Staff Report



September 17, 2012

To: Regional Planning and Highways Committee
From: Will Kempton, Chief Executive Officer 
Subject: Selection of a Locally Preferred Alternative for the Interstate 405 Improvement Project Between State Route 55 and Interstate 605

Overview

Project development and environmental documentation continues on the Interstate 405 Improvement Project that spans the area between State Route 55 and Interstate 605. Three build alternatives have been considered. Following many years of technical analysis and public outreach, a locally preferred alternative is being recommended.

Recommendations

- A. Select the modified Alternative 3 as the locally preferred alternative for the Interstate 405 Improvement Project between State Route 55 and Interstate 605 and transmit this selection to the California Department of Transportation for consideration.
- B. Direct staff to develop a financing plan for the modified Alternative 3 and work with the Finance and Administration Committee on a recommended approach. Continue to look for financing through mechanisms such as the Transportation Infrastructure Finance and Innovation Act to minimize interest costs.
- C. Incorporate the Measure M2 cost of the single general purpose lane, inherent in all build alternatives, into the M2020 Plan, and direct staff to establish separate funding and accounting for express lanes costs and revenues for Alternative 3.
- D. Adopt the 91 Express Lanes toll policy for the Interstate 405 Express Lanes, but allow carpools with three or more persons to ride free at all times. Continue to explore opportunities to allow two-person carpools to ride free during non-peak hours.

- E. Direct staff to develop a strategy for the use of excess toll revenues and return to the Board of Directors within 60 days with a recommendation.
- F. Direct staff to inform the California Transportation Commission of the Orange County Transportation Authority's decision and intent to seek its approval to deliver the project using a design-build procurement.

Background

In fall 2003, the Orange County Transportation Authority (OCTA) launched the Interstate 405 (I-405) Major Investment Study (MIS). On October 14, 2005, following an extensive public outreach effort and a comprehensive technical review, the OCTA Board of Directors (Board) adopted the minimal widening alternative, MIS Alternative 4, as the alternative to move forward in the project development process. The minimal widening proposed the addition of one general purpose (GP) lane in each direction from the area near Brookhurst Street to Interstate 605 (I-605), generally staying within existing right-of-way (ROW). This was the basis for improvements known as Project K in the Measure M2 (M2) Transportation Investment Plan approved by voters on November 7, 2006.

The next phase of project development was the preparation of a project study report/project development support (PSR/PDS) document which was completed in July 2008. The PSR/PDS analyzed MIS Alternative 4, the minimal widening alternative, and the potential to maximize corridor capacity by adding a second GP lane in each direction on I-405 to better meet long-term traffic demand.

On January 26, 2009, the OCTA Board added another build option developed to further enhance mobility and help fund the project (during difficult economic times). This involved studying the potential for managed lanes, tolled express lanes similar to the 91 Express Lanes. In fall 2009, scoping meetings were conducted launching the environmental review phase for improvements to the I-405 between State Route 55 (SR-55) and I-605.

Throughout project development, OCTA has involved a myriad of stakeholders. This includes an I-405 Policy Working Group comprised mainly of corridor city elected officials, as well as a Stakeholder Working Group with members from various homeowners associations, community organizations, as well as business, labor, and other interested parties.

Discussion

Environmental Phase of Project Development

A key milestone in the environmental phase of project development was the release of the I-405 Improvement Project draft environmental impact report/ environmental impact statement (DEIR/EIS) on May 18, 2012. The DEIR/EIS includes a “no build” and three “build” alternatives specified in Attachment A. All build alternatives deliver the M2 commitment defined in the I-405 MIS, adding one GP lane in each direction. Alternative 1 is the M2 Project K adding one GP lane in each direction. Alternative 2 goes beyond the M2 commitment and adds two GP lanes in each direction. Alternative 3 includes the M2 project (one GP lane in each direction) and adds another lane which is combined with the existing carpool lane to form a two-lane express lanes facility in each direction, similar to the 91 Express Lanes. Alternatives 1, 2, and 3 deliver the M2 project commitment by offering an additional lane of capacity in each direction.

Public Review

The 45-day public review and comment period commenced with the release of the DEIR/EIS. Four public hearings provided an opportunity for members of the public to learn more about the project and provide comments:

- June 4, 2012 in the City of Costa Mesa (Costa Mesa)
- June 6, 2012 in the City of Westminster (Westminster)
- June 7, 2012 in the Community of Rossmore
- June 14, 2012 in the City of Fountain Valley (Fountain Valley)

More than 800 people attended the hearings. In addition, based on a request from the City of Seal Beach, a community meeting was held on June 26, 2012, with more than 200 attendees. Also, in response to a request from the City of Long Beach for a longer review period, the public comment period was extended by 15 days to July 17, 2012.

A summary of all of the public outreach is included in Attachment B. The outreach report demonstrates the comprehensive approach OCTA has taken to involve the public in project development. From early issues related to residential ROW acquisitions, to requests from local jurisdictions to build bridges to Master Plan of Arterial Highways (MPAH) ultimate lane widths, to requests from corridor cities for intermediate access to the express lanes, to

soundwall modifications, OCTA has been committed to reaching out and involving the public as well as responding to public feedback.

During the official DEIR/EIS public comment period, more than 1,200 comments were received via letters, e-mails, written comments at hearings, and verbal comments received through a court reporter. OCTA and the California Department of Transportation (Caltrans) are preparing responses to these comments, with final responses to be included in the final EIR/EIS expected to be completed by early 2013.

Key issues identified during the circulation of the DEIR/EIS and staff proposals to address issues include:

Issue: Fairview Bridge replacement (Alternative 3)
Proposal: Terminate the toll facility north of Fairview Avenue – This proposal would result in \$180 million cost savings.

Issue: Four business relocations in Fountain Valley (all alternatives)
Proposal: At the Magnolia Street/Warner Avenue (Magnolia/Warner) interchange, incorporate design variations to eliminate the southbound braided ramps in favor of a traditional on-ramp/off-ramp configuration, and eliminate the northbound braided ramps in favor of a collector-distributor configuration – This proposal would result in a \$70 million cost savings.

Issue: Parking impacts to Westminster businesses (all alternatives)
Proposal: Incorporate design variations to further minimize parking impacts.

Issue: Relocation of a soundwall paralleling Almond Avenue in the City of Seal Beach (Seal Beach) (Alternatives 2 and 3)
Proposal: Alternative 1 – wall is not impacted.
Alternative 2 – design variations cannot avoid the relocation.
Alternative 3 – design variations may avoid the relocation.

Issue: DEIR/EIS does not adequately consider traffic impacts within Los Angeles County (all alternatives)
Proposal: Augment traffic analyses in Los Angeles County.

Issue: Perceived “take-away” when converting from high-occupancy vehicle (HOV)2+ to HOV3+ (Alternative 3)
Proposal: Review HOV2+ opportunities for part-time use.

A project update and details regarding potential modifications to address the issues raised in the public feedback process were presented to the I-405 Policy Working Group on August 22, 2012, and to the Stakeholders Working Group on August 23, 2012.

Net Toll Revenue

On August 27, 2012, staff presented information related to how toll revenues in excess of capital, operations, maintenance, and debt service (net toll revenues) could be used under existing legislation. Should Alternative 3 be selected, I-405 Express Lanes net toll revenue, estimated to be \$1.3 billion to \$1.5 billion over 30 years, could be available as early as 2020. The Streets and Highways Code Section 143, as amended in February 2009 by Senate Bill 4 X2, and the Express Lanes Policy and Implementation Principles adopted by the Board on December 12, 2011, were used for overarching policy guidance (Attachment C).

I-405 corridor travel patterns also were presented as background for suggestions as to how an I-405 project corridor could be defined, and how net toll revenues could be used. This is summarized in the presentation given to the Finance and Administration Committee on September 12, 2012 (Attachment D). Potential uses of net toll revenue include I-405 freeway improvements, arterial road improvements, and/or transit improvements within the I-405 project corridor. Debt incurred by Alternative 3 could also be retired earlier with excess net revenue.

Design-Build versus Design-Bid-Build

The use of a design-build delivery method is proposed to expedite completion of the project, minimize escalation costs, take advantage of the existing competitive bidding market, and share the risk associated with design and construction with private contractors. If Alternatives 1 or 2 are selected as the build alternative, OCTA would likely be required to obtain design-build authority through the legislative process. This is the same approach the Riverside County Transportation Commission took for the State Route 91 Corridor Improvement Project (AB 2098). If design-build is not selected as the delivery method for either Alternative 1 or Alternative 2, there could be a two-year impact to the schedule and cost escalation due to inflationary pressures. If Alternative 3 is selected, provisions of Streets and Highways Code Section 143 provide best value design-build authorization for the project and allow for tolling the express lanes.

Project Costs

The DEIR/EIS cost estimates include the latest preliminary engineering and represent year-of-expenditure dollars, assuming construction begins in 2015. Alternative 1, adding a single GP lane in each direction, costs \$1.3 billion. Alternative 2, adding two GP lanes in each direction, costs \$1.4 billion. Alternative 3, adding a single GP lane and another lane to form a two-lane single express lane in each direction, costs \$1.7 billion.

The proposal to remove braided ramps in Fountain Valley will save approximately \$70 million, primarily in ROW capital and support costs. Truncation of the express lanes at Euclid Street, proposed under the modified Alternative 3, would further reduce the cost by approximately \$180 million. Revised engineering cost estimates reflecting these design variations are identified in the table below. Costs for both design-build and design-bid-build delivery methods are shown for comparative purpose.

Description	Design-Build	Design-Bid-Build	Difference
Alternative 1*	\$1.23 billion	\$1.33 billion	\$100 million
Alternative 2*	\$1.33 billion	\$1.43 billion	\$100 million
Alternative 3*	\$1.63 billion	Not applicable	Not applicable
Modified Alternative 3**	\$1.45 billion	Not applicable	Not applicable

*Reflects design modifications at the Magnolia/Warner interchange

**Reflects truncation and design modifications at the Magnolia/Warner interchange

Traffic and Revenue Estimates

On September 10, 2012, staff presented additional traffic information related to throughput, average daily traffic, and travel time. Attachment E provides a summary of mobility by alternative. Note that peak hour vehicle throughput and average daily traffic is greatest under Alternative 3. Stantec provided information demonstrating how congestion management pricing can be used to generate greater throughput with higher traffic speeds rather than slow speed congested traffic conditions.

Stantec also updated its traffic and revenue forecasts related to the modified Alternative 3 given various HOV occupancy and pricing operating assumptions. Traffic, revenue, and bonding capacity is greatest under the operating policy allowing HOV3+ to travel free in the express lanes. This generates funds sufficient to pay capital, operating, maintenance, and debt service. Allowing

HOV2+ users to ride free does not generate sufficient funds to pay for project costs. This information is provided as Attachment F.

For modified Alternative 3, staff recommends a toll policy which allows HOV3+ carpoolers to ride free and further explore the potential for offering HOV2+ carpoolers to ride free during off peak hours. Staff recommends pursuing federal Transportation Infrastructure Financing and Innovative Infrastructure (TIFIA) loans. TIFIA funding would reduce debt costs and possibly increase the time period during which free off-peak trips could be offered to HOV2+ carpoolers.

Impacts of Moving Ahead for Progress in the 21st Century Act (MAP-21)

On July 6, 2012, a new federal transportation bill was signed into law. MAP-21 reauthorizes the federal aid highway program at the Congressional Budget Office's baseline level. As part of MAP-21, states are required to implement proposed solutions to ensure that HOV lanes, which were funded mostly with federal dollars, operate at or above minimum federal standards of speed in peak hour congestion.

In a letter dated September 4, 2012, Caltrans outlined its approach to implementing the requirements of MAP-21 (Attachment G). Caltrans indicated that "Preliminary studies on I-405 in Orange County indicate degradation on some segments. Caltrans will have an updated degradation status of the statewide HOV system, including I-405, in spring 2013. Caltrans will prepare a strategy to address statewide HOV lane degradation within 180 days of the degradation findings."

The likely method identified in MAP-21 to ensure HOV lanes operate at or above federal standards is to change the occupancy requirement from HOV2+ to HOV3+. If modified Alternative 3 was selected, Orange County would be assured that excess HOV lane capacity within the I-405 Improvement Project limits (that will initially arise when HOV2+ lanes are converted to HOV3+) can be utilized. Excess HOV lane capacity can be priced through tolling. Higher occupancy vehicles would have priority on available capacity, and single and lower occupant vehicles would pay a toll. Tolls would be adjusted to ensure maximum lane capacity utilization and to provide a reliable trip time in the Express Lanes.

Key Findings and Conclusions

A summary of the key findings and conclusions of the I-405 Improvement Project to date are as follows:

- Alternative 1 is the M2 Project K. It meets the commitment to voters for I-405 improvements and represents the lowest cost and revenue risk to the overall freeway program. Alternative 1 provides near-term congestion relief, eliminates critical lane drops north of Euclid Street, and rebuilds freeway crossings to ultimate MPAH standards. Alternative 1 also responds to public comments because it does not require the Fairview Bridge to be replaced in Costa Mesa, favors a collector-distributor design variation at the Magnolia/Warner interchange to avoid business relocations in Fountain Valley, includes reduction of parking impacts in Westminster, and does not require relocation of the soundwall that parallels Almond Avenue in Seal Beach.
- Alternative 2 includes the M2 Project K and adds capacity beyond the M2 commitment to voters. It provides greater mobility benefits than Alternative 1 and also rebuilds freeway crossings to ultimate MPAH standards. Like Alternative 1, Alternative 2 responds to public comments because it does not require the Fairview Bridge to be replaced in Costa Mesa, favors a collector-distributor design variation at the Magnolia/Warner interchange to avoid business relocations in Fountain Valley, and includes reduction of parking impacts in Westminster. However, it is anticipated that Alternative 2 would require relocation of the soundwall parallel to Almond Avenue in Seal Beach. Alternative 2 also is constrained by available funding. There are no federal or state funds to deliver this alternative without delaying or eliminating other programmed projects.
- Given the nearly 40 percent revenue decline that has been experienced since 2006, utilizing M2 revenue for improvements that are not included in the M2 Expenditure Plan is not advisable as it is only two years into the 30-year program. Early funding could potentially delay other shelf-ready M2 projects and potentially result in not being able to deliver all M2 projects promised to the voters. Funding additional improvements with M2 revenues is not recommended until later in the program when revenues and actual project costs are more certain. Staff recommends against pursuing the use of M2 funds for the incremental cost of Alternative 2 and would only recommend Alternative 2 if state or federal dollars which are not already committed become available.

- Modified Alternative 3 is the best long-term transportation solution for mobility and congestion relief in the corridor and is superior in terms of meeting the project's purpose and need as defined in the environmental document. It provides congestion relief, enhances operations, improves trip reliability, maximizes corridor throughput, is consistent with the Regional Transportation Plan (RTP) express lane plans and is the most cost-effective solution. It moves the most vehicles and people through the corridor and induces higher vehicle occupancy and trip reduction during both peak hours and throughout the day. Alternative 3 also brings with it a revenue stream which can be used to fund I-405 project corridor congestion relief and encourages the use of transit, vanpools, and other high-occupancy vehicles. It also gives the public a choice for a free-flow trip with travel time certainty.
- Modified Alternative 3 responds to public comments as it includes truncating the express lanes in the vicinity of Euclid Avenue to avoid reconstruction of the Fairview Avenue overcrossing, uses a revised ramp configuration at the Magnolia/Warner interchange to avoid relocation of four businesses in Fountain Valley, uses design variations to minimize parking impacts in Westminster, and proposes design variations to avoid relocation of a soundwall that parallels Almond Avenue in Seal Beach. Caltrans has committed to work with OCTA to explore all alternatives and design features that do not adjust the Almond Avenue soundwall (Attachment H). As with Alternatives 1 and 2, additional traffic analyses would be conducted to further analyze impacts in the City of Long Beach.
- Design-build authorization currently exists for Alternative 3 under California Streets and Highways Code, Section 143. This provides for a more certain, expedited construction schedule that will minimize disruptions to the public and deliver improvements and much needed congestion relief sooner. Alternatives 1 and 2 require OCTA to pursue and secure design-build legislation or complete the project utilizing the design-bid-build delivery model. If the design-bid-build model is used, the construction schedule would be extended by approximately two years. Inflationary pressures are likely to result in overall project cost increases.
- MAP-21 will likely cause a change in the HOV occupancy requirement for deficient HOV lanes, including the I-405. It is anticipated the HOV occupancy requirement will be changed from HOV2+ to HOV3+ in the

future; Caltrans is currently updating HOV degradation studies for the I-405.

Consistency with Long-Range Transportation Plan and RTP

On March 28, 2011, the OCTA Board approved the Long Range Transportation Plan which included the voter-approved M2 Project K as well as tolled express lanes on I-405. This became OCTA's submittal for the Southern California Association of Governments (SCAG) RTP. Since the RTP is required to be a financially constrained planning document, Project K was assumed to be funded with M2 revenues. The express lanes were assumed to be funded with toll revenues. The I-405 project Alternative 3 is included in the RTP submittal and provides the greatest congestion relief with financially constrained M2 funding.

On April 4, 2012, SCAG adopted the *2012-2035 RTP/Sustainable Communities Strategy: Towards a Sustainable Future*. The plan included OCTA's M2 Project K and the Express Lanes contained in Alternative 3. Alternative 3 is compatible with regional mobility goals and Senate Bill 375 requirements. Should the Board select a different alternative, an RTP amendment would be required which would likely involve additional technical analysis and potentially a replacement project that achieves similar RTP mobility and air quality benefits.

Modified Alternative 3 2012 RTP benefits not offered by Alternatives 1 and 2 include:

- **Mobility and Accessibility** – contributes to improvements between the RTP baseline and RTP financially-constrained plan, such as the 45 percent decrease in total system delay, the 15 percent increase in HOV trips that are under 45 minutes, and system reliability and productivity improvements.
- **Congestion Management** – provides the most vehicular throughput of all the alternatives by implementing additional capacity as well as transportation system management strategies, which include congestion pricing, improved ramp metering, signal coordination, changeable message signs, closed-circuit video, and vehicle detection for volumes, speeds, and vehicle classifications.
- **Express/High-Occupancy Toll (HOT) Lane Network** – creates an express lane link between Orange County and Los Angeles County, contributing toward the development of a major portion of the regional

Express/HOT Lane Network that is being studied in the Express Travel Choices Phase II Study, a multi-county pricing study led by SCAG. The 2012 RTP also includes a connecting express lane on the I-405 in Los Angeles County that continues to the Interstate 5 interchange in the San Fernando Valley. Completion of the I-405 express lane segment in Orange County would be a major contribution to completing the regional Express/HOT Lane Network, which improves freeway throughput and provides new funding from net tolls for transportation maintenance, operations, and improvements estimated to be \$22.3 billion regionally by 2035.

- **Transportation Demand Management** – incentivizes carpooling and vanpooling through increased HOV capacity and implementation of congestion pricing.
- **Greenhouse Gas Reductions** – congestion pricing and additional capacity improve throughput for the forecasted travel demand. This equates to a reduction in congestion levels and, therefore, greenhouse gas emission levels. In addition, as noted above, modified Alternative 3 provides incentives for carpooling and vanpooling by offering additional HOV capacity. Furthermore, the express lanes provide opportunities for efficient and reliable inter- and intra-county transit service.
- **Investment Effectiveness** – the RTP cost/benefit analysis shows a return of \$2.90 for each \$1 invested based on delay savings, air quality improvements, and reductions in vehicle operating costs; therefore, the I-405 Improvement Project (estimated to cost about \$1.7 billion for Alternative 3) would provide an economic return of roughly \$4.93 billion.

Managed lanes, similar to the express lanes proposed in Alternative 3, are being considered throughout the nation. At a special December 5, 2011 OCTA Board meeting, Robert Poole, Director of Transportation Policy and Searle Freedom Trust Transportation Fellow at the Reason Foundation positioned managed lanes as a “21st Century Transportation Solution.” He cited plans for managed lanes in Atlanta, Dallas, Houston, San Diego, San Francisco, Seattle, Los Angeles, Miami-Dade/ Broward/Palm Beach Counties, and Washington, D.C. He noted that built-out areas are considering express lanes because express lanes optimize use of available roadway capacity, increase throughput compared with GP lanes during peak periods, add capacity in air quality non-attainment areas, generate revenue to pay at least part of project costs, and create and sustain a new time-saving opportunity (congestion insurance).

Growth of Transponder Use

Tolling and the use of transponders are not new transportation approaches in Orange County. Nearly one million transponders have been issued by agencies in Orange County that could be used on the I-405 Express Lanes. In addition, Los Angeles County is opening express lane pilot projects requiring transponders on Interstate 110 in fall 2012 and on Interstate 10 in early 2013. Also, California's Code of Regulations Title 21 requires interoperability of transponders so these can be used on all tolled facilities in the state. Adopting an account policy whereby all HOV riders can be provided a free transponder with no monthly fees as long as a credit card (or cash deposit) is on account would provide low cost public accessibility.

Next Steps

Based on a nearly 10-year planning process, and in consultation with both regional and local stakeholders, staff is recommending the OCTA Board select the modified Alternative 3 as the locally preferred alternative (LPA) for the I-405 Improvement Project. Staff will work with Caltrans to determine whether a recirculation of the DEIR/EIS will be required due to the extent of impacts created by the proposed design variations.

Summary

Staff is recommending the Board select the modified Alternative 3 as the LPA for the I-405 Improvement Project between SR-55 and I-605, and submit the LPA to Caltrans. Then, after comparing and weighing the benefits and impacts of all of the feasible alternatives, the Project Development Team, which consists of OCTA and Caltrans representatives, will select the preferred alternative for final documentation and approval by the Caltrans District Director. The current project schedule requires OCTA and Caltrans to proceed immediately into the implementation phase once the notice of determination/record of decision for the final EIR/EIS is approved in mid-2013.

Attachments

- A. Interstate 405 (I-405) Alternatives
- B. Interstate 405 Public Outreach Program Summary
- C. Draft I-405 Express Lane Toll Revenue Policies
- D. Interstate 405 Net Toll Revenue Expenditure Concepts
- E. Mobility by Alternative - 2040
- F. Stantec Traffic and Revenue Update
- G. State of California, Department of Transportation September 4, 2012
Letter Regarding MAP-21
- H. State of California, Department of Transportation September 4, 2012
Letter Regarding Seal Beach Almond Avenue Soundwall

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Attachment A

Interstate 405 (I-405) Alternatives

No Build Alternative

The No Build Alternative maintains the status quo condition on I-405. This alternative includes no additional freeway lanes or interchange improvements.

Alternative 1: Add One General Purpose (GP) Lane in Each Direction

Alternative 1 adds a single GP lane in each direction on I-405 from Euclid Street to the Interstate 605 (I-605) interchange and improvements to freeway interchanges with the local streets. This alternative delivers on the promise to voters included in Measure M2.

Alternative 2: Add Two GP Lanes in Each Direction

Alternative 2 adds one GP lane in each direction on I-405 from Euclid Street to the I-605 interchange inclusive of the interchange improvements (as in Alternative 1), plus adds a second GP lane in the northbound direction from Brookhurst Street to the State Route 22 (SR-22)/7th Street interchange and a second GP lane in the southbound direction from the Seal Beach Boulevard on-ramp to Brookhurst Street.

Alternative 3: Add One GP Lane and One Tolloed Express Lane in Each Direction

Alternative 3 adds one GP lane in each direction of I-405 from Euclid Street to the I-605 interchange inclusive of the interchange improvements (as in Alternatives 1 and 2), plus adds a tolloed express lane in each direction on I-405 from State Route 73 (SR-73) to the SR-22 east.

The tolloed express lane and the existing high-occupancy vehicle (HOV) lanes would be managed jointly as a tolloed express facility with two lanes in each direction from the SR-73 to I-605. The tolloed express facility would operate so that carpools with three or more persons (HOV3+) would ride free and single occupant vehicles would pay a toll. Carpools with two or more persons per vehicle (HOV2+) would ride free for all but super peak rush hours for as long as possible. From SR-22 to the I-605, the existing HOV lane and the second HOV lane being built as part of the current West County Connectors project would be part of the tolloed express facility.



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Attachment B

Interstate 405 Public Outreach Program Summary



I-405 Improvement Project Public Outreach Summary 2003 to 2012

Major Investment Study (MIS)

A Major Investment Study (MIS) for the I-405 corridor from SR-73 to I-605 was completed in February 2006. The MIS, launched in 2003, addressed a variety of potential solutions to the mobility problems in the corridor. There are five major phases of a MIS, each of which includes public input:

Phase 1: Pre-Scoping – determines the baseline transportation system performance, defines the mobility problem, and develops the Purpose and Need Statement. The Public Involvement Program provided input into the development of the Purpose and Needs Statement.

Phase 2: Scoping – develops a broad range of initial conceptual transportation alternatives for the future, which will then be thoroughly reviewed and analyzed. The outcome of this phase leads to the selection of the Conceptual Set of Alternatives that best meet the purpose and need for the I-405 Corridor. The Public Involvement Program assisted in screening the alternatives.

Phase 3: Initial Screening – screens the list of conceptual alternatives down to a reduced set of viable alternatives that will then be carried forward for detailed analysis. The Public Involvement Program identified support or opposition to the various alternatives and helped ultimately determine the list of most viable alternatives.

Phase 4: Technical/Environmental Analysis – assesses list of most viable alternatives using a more-detailed engineering and preliminary environmental analyses. A more-detailed analysis was presented to the public as part of the Public Involvement Program in order to refine the alternatives.

Phase 5: Draft and Final Evaluation Reports – All of the technical and public involvement work conducted in previous phases culminate in the development of the preferred strategy for the I-405 corridor. The Public Involvement Program worked closely with the technical team to identify and develop options for consensus on the locally preferred strategy.

Each phase of the MIS also included public involvement tactics such as public input cards, newsletters, workshops, surveys, public notices, door-to-door canvassing, website, media outreach, community meetings and open houses. Please see the MIS Public Involvement Program Executive Summary for more information.

The MIS outreach effort included the formation of advisory committees. These committees included a Stakeholder Working Group (SWG), comprised of corridor businesses homeowner associations, chambers of commerce and other community representatives and a Policy Working Group (PWG), comprised of elected officials and public works staff.

Thirteen conceptual alternatives were developed during this process. There was a strong public presence at all of the project public meetings. Considerable opposition was expressed regarding the wider alternatives requiring significant right of way. The City of Westminster was especially vocal regarding potential right of way impacts during the MIS. The City would not support the project unless right-of-way impacts were minimal.

In September 2005, the OCTA Board of Directors adopted the minimal widening alternative (Alternative 4) as the recommended locally preferred strategy (LPS) for the I-405 corridor. This alternative included one general purpose lane in each direction from Brookhurst Street to the I-605 and auxiliary lanes. This alternative was widely supported by the corridor cities.

Balancing transportation improvements and the impacts to businesses and residences, especially right-of-way acquisition, was a major factor leading to the selection of Alternative 4 as the LPS.

Project Study Report/Project Development Support (PSR/PDS)

In 2006, voters approved Renewed Measure M (M2). A project to add one general purpose lane in each direction on I-405 was included in M2. Approximately \$600 million was allocated to the I-405 freeway in M2 as Project K. The proposed project would make best use of the existing available freeway right of way, update interchanges, and replace all local overcrossings according to city and regional master plans.

A Project Study Report/Project Development Support (PSR/PDS) document for this project, then called the "I-405 Widening Project," was completed in July 2008. The PSR/PDS document describes the transportation problem, identifies the scope of viable alternatives, and provides an estimate of the project development support resources required. This document included two alternatives: adding one lane in each direction or two lanes in each direction generally within existing right of way. A Preliminary Environmental Assessment Report (PEAR) was also prepared as part of the PSR/PDS. This process resulted in a determination that a joint

Environmental Impact Report (EIR) / Environmental Impact Statement (EIS) would be required in compliance with CEQA and NEPA, respectively.

During this phase of project development, the PWG met four times. The SWG went dark until the start of the environmental phase. The project website was updated as needed. No formal public meetings were held. However, OCTA conducted numerous speakers bureau presentations.

Environmental Impact Report/ Environmental Impact Statement (EIR/EIS)

In 2009, the OCTA Board directed staff to further study the two alternatives from the Project Study Report:

- One lane in each direction
- Two lanes in each direction

The OCTA Board of Directors has also directed staff to study a:

- “build to available funding” alternative
- a high-occupancy toll (HOT) lane and general purpose lane option

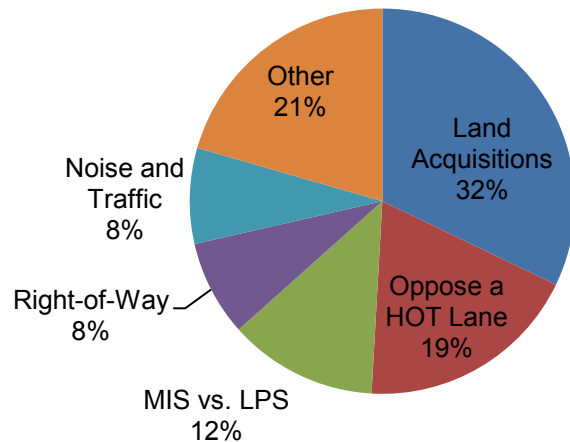
The “funding constrained” alternative was referred to as the “localized improvements alternative.”

The Stakeholder Working Group was reinstated in May 2009 and the membership was expanded to include a more varied list of constituents. The SWG met three times in 2009.

Four Public Scoping Meetings were held in fall 2009 to provide an early exchange of information and to give interested parties an opportunity to provide comments or identify concerns. Comments received at the meetings became part of the public record and were considered in defining the scope of the project and developing the I-405 Improvement Project EIR/EIS.

Stakeholder participation for each scoping meeting was primarily proximity-based and representative of residents living closest to the cities where the meetings were held. As such, the feedback for each tended to be driven by the concerns of that particular geographic area. Please reference the attached Scoping Meeting Summary for additional information about the outreach effort during this project milestone.

I-405 Improvement Project Scoping Meeting Comments Top 5 Topics



Source: Public Scoping Meetings Summary - October 8, 2009

Right-of-way acquisition and associated impacts were of paramount concern to the general public followed by opposition to the HOT lane alternative.

The OCTA continued efforts to engage the public in the I-405 Improvement Project between the scoping phase and the release of the draft environmental document through speakers bureau presentations, website updates and the launch of a Facebook page. During this period of time, the public seemed very receptive to the concept of adding express lanes to the I-405 in light of funding constraints for all of the proposed alternatives. Approximately \$600 million was identified for Project K and the cost estimates for each alternative were more than \$1 billion.

At the PWG, SWG and other presentations the OCTA noted support for the Express Lane alternative (Alternative 3).

When it was approved by voters in 2006, M2 provided funding for the I-405 Improvement Project. In 2008, the national and local economies experienced a recession that reduced the forecasted amounts for the entire M2 program by approximately 36 percent. As a result, OCTA's 2012 forecast projects approximately \$600 million available for the I-405 Improvement Project. However, the cost estimates for each of the proposed alternatives were more than \$1 billion.

The M2020 plan identified savings from other M2 projects that could be made available to fill the I-405 Improvement Project funding gap pending OCTA Board approval.

\$1.3 billion in funding for the I-405 Improvement Project was identified assuming a combination of M2 funds, leveraged funds and project cost savings.

Support for Alternative 3 began to erode once the public started to feel Alternative 3 was no longer needed to fund improvements on the I-405 freeway.

The draft environmental impact report / environmental impact statement was released for public review and comment May 18, 2012 through July 17, 2012. A total of four public hearings were held in the cities of Costa Mesa, Fountain Valley, Westminster and the community of Rossmore. OCTA and Caltrans developed a robust outreach plan to inform the public about the release of the DEIR/EIS and public comment opportunities.

Advertisements were placed in several widely circulated papers in Orange and Los Angeles counties. In addition, a postcard was mailed to more than 15,000 parcels a quarter mile along the I-405 corridor. Staff doubled its efforts to conduct speakers bureau presentations to civic and community organizations and briefed local elected officials through council presentations or special study sessions. More than 1,200 letters were received at the public hearings, by email and mail. In summary the key issues ranged from typical project impacts such as noise, visual and business impacts to the Fairview bridge reconstruction and Almond Avenue wall replacement as well as air quality and bottleneck concerns at the Orange County / Los Angeles County line. Many are also philosophically opposed to Alternative 3 for reasons such as requiring a transponder to access the lanes and occupancy requirements.

After the close of the public review period, OCTA received a letter from the cities of Costa Mesa, Fountain Valley, Westminster, Huntington Beach and Seal Beach in support of Alternative 2 and opposing the implementation of express lanes on the I-405 freeway. A detailed response was signed by OCTA Chair Paul Glaab. In addition, OCTA CEO Will Kempton sent a letter to the Gateway Cities Council of Governments and the City of Long Beach in response to concerns regarding coordination between Orange and Los Angeles counties and acknowledging their request for additional traffic analysis to properly mitigate a perceived bottleneck at the county line.

Please reference the attached DEIR/EIS Strategic Outreach Plan and Public Review Period Executive Summary for additional information about the outreach effort during this project milestone.

All comments received will be formally responded to the final environmental impact report / environmental impact statement scheduled for completion in spring 2013.



I-405 Improvement Project Draft Environmental Impact Report/Statement

Public Review Period
May 18, 2012 to July 17, 2012

Background

In 2006, Orange County voters approved the renewal of the Measure M (M2), a one-half cent sales tax for transportation improvement projects. Under Project K, Measure M2 promised to deliver one general purpose lane in each direction to improve the San Diego Freeway (I-405), one of the most congested freeways in Orange County, carrying more than 300,000 vehicle trips in some sections each day. Throughout the environmental review phase of the I-405 Improvement Project, which began in the fall of 2009 with four scoping meetings, the Orange County Transportation Authority (OCTA) has been dedicated to implementing a public awareness program that ensures corridor cities, major decision makers, key stakeholders, and community members are cognizant of the three proposed build alternatives being considered for the I-405 Improvement Project.

The I-405 Improvement Project is a result of an 18-month I-405 Major Investment Study (MIS), completed in October 2005. The goal of the MIS was to examine the transportation needs of the western portion of Orange County, and it resulted in the creation of a transportation vision that will serve as a guide for the next 20 years. The study area for the I-405 Improvement Project stretches along the I-405 freeway from State Route 73 (SR-73) in Costa Mesa to Interstate 605 (I-605) at the Orange and Los Angeles county line, traveling through the cities of Costa Mesa, Fountain Valley, Huntington Beach, Westminster, Garden Grove, Seal Beach, Los Alamitos and the community of Rossmoor.

After additional technical analysis, OCTA and the California Department of Transportation (Caltrans) identified three “build” alternatives to be further studied in the I-405 Draft Environmental Impact Report/Draft Environmental Impact Statement (DEIR/EIS) in addition to a “no build” alternative. The public awareness program for the environmental phase was developed with the goal of proactively engaging the community, commuters, civic organizations and their memberships and other interested stakeholders in the project’s environmental process. The community outreach program provided a transparent and open process for the public to voice their opinions, concerns, provide feedback to OCTA and technical staff. The public received accurate up-to-date information about the alternatives, project need, benefits and potential impacts. A wide range of communication mediums were used to solicit feedback from the community.

The following report details the outreach activities conducted prior to and during the draft environmental impact report / environmental impact statement (EIR/EIS) public review period.

Pre-Draft Environmental Impact Report/Environmental Impact Statement Public Review Period

Project Database

The cornerstone of the I-405 Improvement project outreach program is the project database with more than 7,200 stakeholders. The database includes: elected officials, large employers, business and community leaders and organizations, as well as transportation, environmental and faith based organizations. The I-405 Improvement project database began in the MIS phase and it continues to grow daily through website sign-ups. Stakeholders from the West County Connectors Project are also added on an ongoing basis since the two project corridors overlap.

Public Information Materials

To introduce the DEIR/EIS phase of the I-405 Improvement Project a project fact sheet, frequently asked questions, and city specific fact sheets outlining the local improvements for each corridor city (including Costa Mesa, Fountain Valley, Huntington Beach, Westminster, Seal Beach, Los Alamitos, Garden Grove, Long Beach, and the community of Rossmoor) were developed.

Policy Working Group

The Policy Working Group (PWG) was developed in the MIS Phase of the I-405 Improvement Project. During the DEIR/EIS phase, PWG members reviewed project information and provided feedback that guided the project's technical team. Orange County Supervisor and OCTA Director John Moorlach is the Chair of the PWG. The PWG is comprised of elected officials from cities and county supervisorial districts within or immediately adjacent to the I-405 project area. In addition, the Director of Caltrans, District 12, or representative, serves on this committee. The PWG's continued involvement during the environmental phase is necessary to ensure that corridor cities are engaged throughout the entire process.

Goals of the I-405 PWG include:

1. Provide input into the development and implementation of the I-405 alternatives consistent with the Measure M2 project description
2. Help develop consensus among corridor cities and ensure adequate public input as the project progresses
3. Assure timely completion of the environmental review process

During the EIR/EIS phase the PWG met on the following dates:

- December 2, 2010
- October 5, 2011
- August 22, 2012

December 5, 2010 Meeting

Eighteen PWG members attended the December 5, 2010 meeting. The staff presentation included the following information:

- Overview of the project study area
- Right-of-way status
- Speed and throughput metrics
- Lane dispersal at the Los Angeles County line
- Schedule for the Environmental Document and questions

The most common comments and questions were:

- How are there no residential acquisitions?
- Will there be intermediate access points under Alternative 3?
- How will the Express Lanes operate?

October 5, 2011 Meeting

The following information was shared with the eighteen PWG members that attended the October 5, 2011 meeting:

- Review of the project's purpose and need
- Current status of the project
- Purpose of the Public Review period
- Public Hearing format
- Review of the project milestones, the dates, locations, and format of the scoping meetings

Several PWG members asked for clarification regarding project funding and Express Lanes operating policy. The most common comments and questions were:

- Will there be any commercial property acquisition?
- What are the goals of the outreach program?
- What are the benefits to a design-build contract?
- How does OCTA plan to fill the funding gap?

August 22, 2012 Meeting

The PWG meeting held on August 22, 2012 and was attended by 30 members. The PWG members received the following information:

- Review of the public comment period
- Key issues
- Project Design refinements
- Upcoming analysis and policy discussions

The majority of suggestions and comments expressed by the PWG members at this meeting related to opposing Alternative 3 and design refinements proposed by OCTA.

- Will the design refinements result in a cost savings?
- If Alternative 3 is selected what will OCTA do with the excess toll revenue?
- Can there be a blended alternative of Alternative 1 and 2?

The PWG also voted to support Alternative 2 and requested staff to share with the OCTA Board their recommendation for Alternative 2 as the locally preferred alternative.

Stakeholder Working Group (SWG)

The SWG was developed as a vehicle for a cross-section of community stakeholders from throughout the project area to be directly engaged in the environmental process and provide feedback on the various alternatives under consideration. The SWG is charged with serving as a liaison between the project team and the organization they represent. Members are asked to think regionally and work collaboratively to find common ground on the alternatives being considered. Nearly 180 community and business leaders were invited to participate in the SWG. Currently, the SWG is comprised of 41 leaders including representatives from the residential, educational, business, entertainment, health care and other stakeholder communities.

Throughout the entire project the committee convened on the following dates:

- October 19, 2010
- October 18, 2011
- May 8, 2012
- August 23, 2012

Following the Scoping phase the first SWG meeting was held on October, 19 2010 and was attended by 16 members. SWG members received the following information:

- Project Overview
- Addition of Alternative 3 as a proposed Build-Alternative
- Right-of-way status
- Speed and throughput metrics
- Lane dispersal at the Los Angeles County line
- Schedule for Environmental Document and questions

The majority of questions and concerns expressed by SWG members at this meeting were regarding project schedule and the potential operations of the Express Lanes. The most common questions and comments were:

- When will construction begin?
- How will the Express Lanes operate?
- Will Alternative 3 resemble the SR-91 Express Lanes?

The SWG meeting held on October 18, 2011 was attended by 22 members. SWG members received the following information:

- Review of the project purpose and status
- Purpose of the Public Review period
- Proposed format of the Public Hearings
- Next steps after the Public Hearings

The majority of questions and concerns expressed by SWG members at this meeting were related to the funding gap and the purpose of the public review period. The most common questions and comments were:

- Is the locally preferred alternative predetermined?
- Where are the egress/ingress locations under Alternative 3?
- Will there be any state or federal funding available?

The SWG held on May 8, 2012 was attended by 30 members. SWG members received the following information:

- Release date of the Draft Environment Impact Report/Statement
- Preview of the Public Hearing presentation
- Proposed Public Hearing dates
- Outreach update
- Next Steps

The majority of questions and concerns expressed by SWG members at this meeting were related to potential right of way acquisitions and Alternative 3. The most common questions and comments were:

- When will the locally preferred alternative be selected?
- What will traffic look like at the Los Angeles County line?
- Can replacement of the Fairview bridge be avoided under Alternative 3?

The most recent SWG was held on August 23, 2012 and attended by 40 members. SWG members received the following information:

- Review of the public comment period
- Key issues
- Project Design refinements
- Upcoming analysis and policy discussions

The majority of questions and concerns expressed by SWG members at this meeting were related to potential right of way acquisitions and Alternative 3. The most common questions and comments were:

- What will OCTA do with the excess revenue?
- Will legislation be needed for design-build?
- What has the collaboration with the City of Long Beach, the Gateway Cities Council of Governments, and Metro been?

Commuter Outreach Plan

A Commuter Outreach plan was created and implemented in November of 2011. Orange County's major employers were identified and prioritized based on their location, function, size, and presence in Orange County. Toolkits were distributed to 280 organizations. The toolkit included:

- A cover letter explaining why their organization has been identified, introduction to the project, and opportunities to become engaged in the project.
- Posters with project, contact, and social media information
- Tear sheets also with project contacts and social media and website information
- Self-addressed postcards so employees could sign up for the project database

Follow-up calls were made to each business to offer a I-405 project briefing within one month of the toolkits being delivered.

Multi-Unit Outreach

A multi-unit outreach plan was created and implemented in the spring of 2012 to contact hard-to-reach residents of apartments, condos, manufactured homes and strip mall tenants in the project corridor. The Commuter Outreach items were repurposed to engage this group of stakeholders door-to-door. Materials were left at 75 multi unit properties along the project corridor and at every strip mall within a half mile of the I-405 freeway.

Speaker's Bureau

A speaker's bureau was utilized to engage stakeholders such as elected officials, businesses, and civic and community organizations. The speakers bureau presentation adhered to the project key messages and included a project overview, proposed alternatives, throughput and mobility information, environmental process, project schedule and funding as well as highlighted our robust community outreach program.

To date, OCTA has made more than 150 speakers bureau presentations as well as provided regular briefings to the Measure M Technical Advisory Committee (TAC), Citizens Advisory Committee (CAC), public works/city staff, city councils, and other regional partners such as LA Metro, and Long Beach on the status of the project. During the 60-day public comment period alone 177 organizations were contacted and offered a briefing. Materials used for the Commuter Outreach plan were also used for Speaker's Bureau presentations. The posters, tear sheets, and postcards were used as "leave behinds," at each presentation beginning in 2012.

Social Media

In July of 2011, the I-405 Improvement Project joined Facebook. The Facebook page is updated on a weekly basis (or more frequently as information is available) and is used to inform the digital audience of major project milestones. Social media provides another channel to reach stakeholders and provides an opportunity to elicit stakeholder's opinions and feedback.

Digital Media

Email blasts and E-newsletters were also created to ensure that important project information was effectively and quickly disseminated to stakeholders. In addition OCTA hosts an interactive website designed to enhance communication and serves as an efficient means to provide up-to-date accurate information including corridor specific information, public presentation materials, and meeting notices at key milestones.

Circulation of Draft Environmental Impact Report/Statement and Public Hearings

Public Hearing Notification

To notify the public of the release of the DEIR/EIS, meeting notices were mailed to 15,537 street addresses. The mailing list included residents and businesses, and encompassed a quarter mile radius in each direction along the I-405. The postcards included contact information in Spanish and Vietnamese. In addition, five e-blasts were sent to over 27,000 stakeholders. Banners were also displayed at two locations in the community of Rossmoor. Posters were also delivered to 285 locations including multi-unit buildings, commercial strip malls, community centers and city halls.

A total of 18 advertisements reaching more than 340,000 subscribers were placed in local and regional newspapers such as the Orange County Register, Daily Pilot, Huntington Beach Independent, Westminster Herald, Nguoi Viet News, Long Beach Press Telegram and the Excelsior. These are the dates ads were placed in these publications:

OC Register	May 18, June 1, 2,8,9,11, 29, July 6
Daily Pilot	May 30 June 1, June 3
Huntington Beach Independent	May 31, June 7
Westminster Herald	May 31, June 7
Nguoi Viet News	May 18
Long Beach Press Telegram	May 18
Excelsior	May 18

Following the release of the DEIR/EIS, the document was available at 14 public libraries throughout Los Angeles and Orange Counties. OCTA and each corridor city also provided a website link to the DEIR/EIS document on the Caltrans website.

I-405 Public Hearings

The Draft EIR/EIS was released on May 18, 2012 for a 45-day public review period. OCTA and Caltrans received a request to extend the public review period and they honored this request by extending the review period by 15 days. OCTA and Caltrans conducted four public hearings for the I-405 Improvement Project. This far exceeds the minimum requirements of one public hearing as part of the California Environmental Quality Act (CEQA) / National Environmental Policy Act (NEPA) environmental review process. The main purpose of the public review period is to receive feedback on the proposed alternatives. More than 800 people attended the public hearings strategically held throughout the project area. Spanish and Vietnamese translation was available at each meeting. In addition, Title VI requirements were met. During the 60-day public review period, 1,216 comments were received by court reporter, mail or email.

Public information materials at all four Public Hearings included: project fact sheets(English, Spanish, and Vietnamese versions were available), frequently asked questions, the power presentation, city specific fact sheets (for all corridor cities), public hearing agenda, welcome sheet/roadmap, and Title VI brochures.

The public hearings were conducted from 6 to 8 p.m. The meeting was a hybrid format that included an open house portion with stations, a formal presentation, and formal question and answer session.

Public Hearing Information

Monday, June 4, 2012	Orange Coast Community College - Student Center 2701 Fairview Road Costa Mesa	235 Attendees
Wednesday, June 6, 2012	Westminster Community Center 8200 Westminster Avenue Westminster	200 Attendees
Thursday, June 7, 2012	Rush Park Auditorium 3021 Blume Drive Rossmoor	190 Attendees
Thursday, June 14, 2012	Fountain Valley Senior Center 17967 Bushard Street Fountain Valley	180 Attendees

Public Hearing Feedback

Stakeholder participation for each meeting was primarily proximity-based and representative of residents living closest to the cities where the meetings were held. As such, the feedback for each tended to be driven by the concerns of that particular geographic area. The following is a list of key issues identified during the public review period:

- Fairview Bridge replacement (Costa Mesa)
- Noise/visual impacts with the SR-73 connector (Costa Mesa)
- Business relocations (Fountain Valley)
- Parking impacts (Westminster)
- Almond Avenue soundwall reconstruction (Seal Beach)
- Orange/Los Angeles county line traffic impacts (Seal Beach, Rossmoor, Long Beach)
- Air quality impacts (Seal Beach, Rossmoor)
- Sound wall heights
- Feedback on Alternative 3
- Funding questions
- Perceptions of tolling

Conclusion

The outreach program throughout this phase of the project has successfully solicited feedback from the community that resulted in a better understanding of the issues and interests of stakeholders and most importantly the opportunity to refine the project to address these concerns. The outreach efforts also provided OCTA with a channel to accurately identify and mitigate stakeholder concerns, as well as clarify any misinformation about the project.



**I-405 Improvement Project
Public Scoping Meetings Summary
October 8, 2009**

Introduction:

Between September 22 and October 1, 2009, the Orange County Transportation Authority (OCTA) and the California Department of Transportation (Caltrans) conducted four public scoping meetings for the I-405 Improvement Project as part of the California Environmental Quality Act (CEQA) / National Environmental Policy Act (NEPA) environmental review process. The scoping meetings served as the first step in this process and offered stakeholders the opportunity to provide their input into the issues and potential impacts that should be evaluated, as well as feedback on the project alternatives presented at the meetings.

The four public scoping meetings were as follows:

- Tuesday, Sept. 22, 2009 – Fountain Valley
- Wednesday, Sept. 23, 2009 – Huntington Beach
- Wednesday, Sept. 30, 2009 – Westminster
- Thursday, Oct. 1, 2009 – Rossmore

Meeting Noticing:

To notify the public, meeting notices were mailed to approximately 20,404 street addresses. The mailing list included residents and businesses, and encompassed a quarter mile radius in each direction along the I-405 Freeway beginning at State Route 73 (SR-73) and ending at Interstate 605 (I-605). In addition, a scoping meeting e-blast was created and distributed on Sept. 4 and Sept. 21 to more than 2,100 e-mail addresses.

Newspaper advertisements were placed in local newspapers, including *The Orange County Register* (issue date – Friday, Sept. 4), *Long Beach Press Telegram* (issue date – Friday, Sept. 4), and *Westminster Herald* (issue date – Thursday Sept. 17). A Spanish-language ad was placed in the *Excelsior* (issue date – Friday, Sept. 4), and a Vietnamese-language ad was placed in the *Nguoi-Viet* (issue date – Friday, Sept. 4).

Copies of the project newsletter (which included the scoping meetings dates, times and locations) were also distributed to the city hall and public works department information counters in each corridor city, as well as other civic buildings, including:

City of Costa Mesa

- Costa Mesa Community Center
- Costa Mesa Senior Center

City of Fountain Valley

- Fountain Valley Senior and Community Center
- Fountain Valley Recreation Center

City of Huntington Beach

- Edison Community Center
- Huntington Beach Central Library
- Murdy Community Center
- Rodgers Senior Center

City of Los Alamitos / Rossmoor

- Los Alamitos Community Center
- Los Alamitos / Rossmoor Library
- Rossmoor Montecito Center

City of Seal Beach

- Mary Wilson Library
- North Seal Beach Community Center
- Seal Beach Marina Community Center
- Seal Beach Senior Center

City of Westminster

- Westminster Family Resource Center
- Westminster Community Center
- Westminster Senior Center
- Westminster Library

Brief articles about the I-405 public scoping meetings ran in *The Orange County Register* on Wednesday, Sept. 10 and Tuesday, Sept. 22.

Meeting Format:

The public scoping meetings were conducted from 6 to 8 p.m. The meeting format was an open house, consisting of information stations placed at intervals where staff were available to answer questions and talk directly with attendees prior to and following a brief presentation by OCTA staff. There were a total of 28 information boards presented to the public.

The meetings were held at the following locations:

- Fountain Valley Senior and Community Center, 17967 Bushard St., Fountain Valley, CA
- Huntington Beach Library, 7111 Talbert Ave., Huntington Beach, CA
- Westminster Community Center – East/West Room, 8200 Westminster Blvd., Westminster, CA
- Rush Park Auditorium, 3021 Blume Drive, Rossmoor, CA

A court reporter was also present at each scoping meeting to record verbal comments from individuals. Two court reporters were provided at the Westminster meeting to accommodate a larger stakeholder crowd.

Information Materials:

Attendees were provided with a welcome sheet outlining the purpose and format of the meeting, and how to submit comments. A newsletter that contained an introduction to the project, information about the environmental process, a description of the alternatives currently under consideration and information on how to submit public comments was also distributed to attendees. Attendees were also provided with a glossary of terms, which was intended to help them understand acronyms and other project terminologies, and a set of frequently asked questions. The project website was updated immediately

following the scoping meeting, providing links to the PowerPoint presentation and all other public information materials.

Project Presentation:

A PowerPoint presentation was conducted at each scoping meeting. The presentation included the following:

- Current and Projected Traffic
- Current and Projected Travel Time Between State Route 73 and Interstate 605
- I-405 Project Objectives
- I-405 Improvement Project Partnership Agencies
- Review of Project Environmental Documents
- Technical Reports Required for EIR/EIS
- Scoping Meetings and Scoping Process
- I-405 Improvement Project Location
- Project Alternatives in the EIR/EIS
 - **No Build Alternative**
 - **The Transportation Systems Management (TSM)/Transportation Demand Management (TDM)/ Mass Transit Alternative:** Involving low-cost operational improvements, rather than major capital projects
 - **Alternative 1:** Adding one general purpose lane in each direction
 - **Alternative 2:** Adding two general purpose lanes in each direction
 - **Alternative 3:** Adding one toll lane to the existing carpool lane in each direction, which will be managed together. The alternative also adds a general purpose lane in each direction north of Euclid Street to I-605
 - **Alternative 4:** Providing an additional general purpose lane at various locations and improving various interchanges from Euclid Street to I-605
- Current Project Funding and Projected Costs
- Origins of the Identified Alternatives
- Steps Taken to Minimize Right-of-Way Impacts
- Environmental Schedule and Public Involvement Opportunities
- Next Steps for the I-405 Improvement Project

Meeting Attendance:

A total of 401 stakeholders attended the scoping meetings. The attendance for each meeting was:

- Fountain Valley Scoping Meeting 95 attendees
- Huntington Beach Scoping Meeting 107 attendees
- Westminster Scoping Meeting 132 attendees
- Rossmoor Scoping Meeting 67 attendees

Elected Officials:

Several elected officials representing cities within the project area also attended the scoping meetings, including:

Fountain Valley Scoping Meeting

- Cheryl Brothers, Council Member, City of Fountain Valley
- John Collins, Council Member, City of Fountain Valley
- Larry Crandall, Mayor Pro-Tem, City of Fountain Valley
- Allan Mansoor, Mayor, City of Costa Mesa / OCTA Board Member
- John Moorlach, Orange County Supervisor, District 2 / OCTA Board Member
- Matthew Harper, Office of Supervisor Janet Nguyen, District 1

Huntington Beach Scoping Meeting

- Gil Coerper, Council Member, City of Huntington Beach
- Kathy Green, Mayor Pro-Tem, City of Huntington Beach / OCTA Board Member

Westminster Scoping Meeting

- Frank G. Fry, Council Member, City of Westminster
- Allan Mansoor, Mayor, City of Costa Mesa / OCTA Board Member
- Margie Rice, Mayor, City of Westminster
- Tri Ta, Mayor Pro-Tem, City of Westminster
- Armando Vazquez-Ramos, Field Representative, Council Member Patrick O'Donnell, City of Long Beach

Rossmoor Scoping Meeting

- Shannon Hough, First Vice President, Rossmoor Community Services District Board of Directors
- John Moorlach, Orange County Supervisor, District 2 / OCTA Board Member
- Joel Rattner, Board of Directors, Rossmoor Community Services District

Media:

Media representatives from the Los Angeles Times and Channel 2 (CBS) attended the Westminster meeting. Channel 2 ran a brief segment on the scoping meeting on its 11 p.m. news broadcast. The segment mentioned that the I-405 needed to be expanded in order to accommodate future population growth for the area, but the main focus of the news segment was the property acquisition concerns expressed by Westminster residents. The Los Angeles Times did not run a story on the scoping meetings, however, the meeting provided background information for Reporter Tami Abdollah's November 17 story, "Counties Diverge on Plan to Widen the 405 Freeway" – which highlights Westminster's opposition to the project in a larger story about differing transportation needs of Los Angeles and Orange Counties and poor coordination between the two.

Comment Sheets and Court Reporter Comments:

There were a total of 74 comment sheets submitted at the scoping meetings.

- Fountain Valley 24 comment sheets
- Huntington Beach 9 comment sheets
- Westminster 29 comment sheets
- Rossmoor 12 comment sheets

There were a total of 38 comments submitted verbally to the court reporters at the scoping meetings.

- Fountain Valley 8 court reporter comments
- Huntington Beach 10 court reporter comments
- Westminster 17 court reporter comments
- Rossmoor 3 court reporter comments

Summary of Scoping Meeting Feedback:

Stakeholder participation for each meeting was primarily proximity-based and representative of residents living closest to the cities where the meetings were held. As such, the feedback for each tended to be driven by the concerns of that particular geographic area.

Fountain Valley:

Property acquisition was a main concern of the Fountain Valley scoping meeting attendees. It seemed that many concerns were allayed after talking with staff, in which conversations tended to delve deeply into the technical details of how the different alternatives were going to fit within the footprint identified in

the Locally Preferred Strategy. There were several attendees that voiced support for the project, indicating that they understood the need for the project and the sacrifices that would have to be made.

Huntington Beach:

Feedback received at the Huntington Beach scoping meeting was more positive or neutral. Many attendees expressed their support for the project as infrastructure improvements would benefit traffic flow on their arterials. Residents also expressed support for the HOT lane facility.

Westminster:

Attendees of the Westminster scoping meeting expressed strong opposition to the project due to perceived property impacts. Statements made by residents showed a lack of understanding of and trust in the project study process beginning with the MIS. Residents questioned why OCTA has not fully identified specific property impacts. Attendees expressed skepticism that OCTA would be able to fit two lanes within the footprint identified in the LPS.

Rossmoor / Los Alamitos:

Noise impacts were a primary concern of attendees of the scoping meeting held in Rossmoor. There were many questions and comments pertaining to having adequate sound walls. Additionally, because the I-605 and I-405 converge near their communities, many attendees expressed concerns about bottleneck conditions and impacts on their arterials. Some residents did not understand that the I-405 Improvement Project and West County Connectors were separate projects.

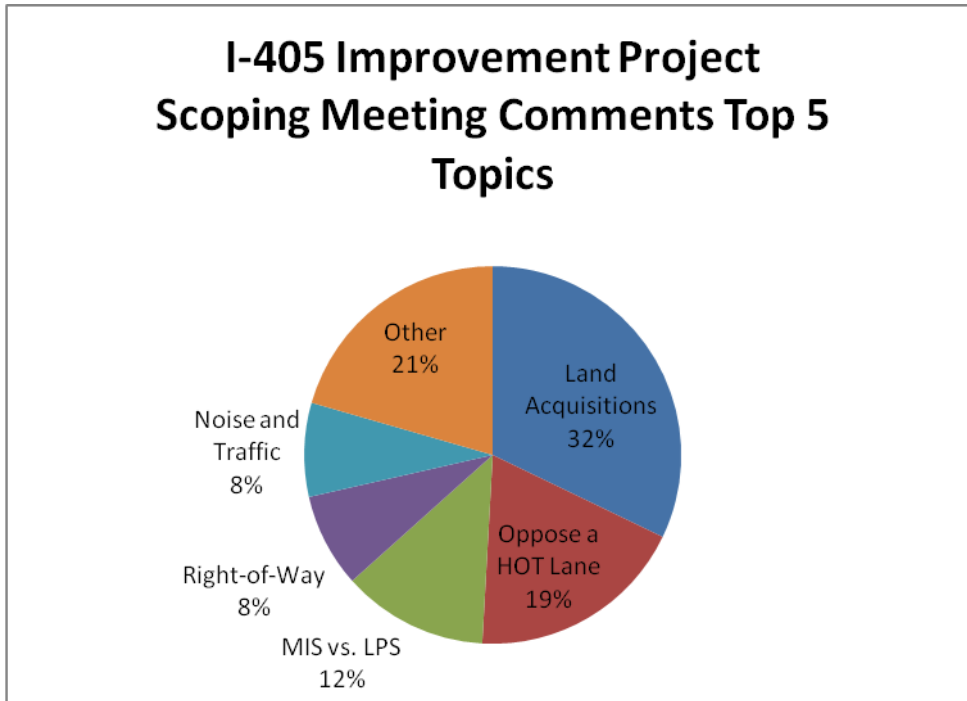
Community Concerns:

After evaluating the comment sheets and the comments submitted to the court reporters, the following were the most frequently identified issues of concern for the community:

1. Property acquisition impacts
(Land Acquisitions = 36)
2. Not in favor of a High Occupancy Toll Lane, and perception that it will create even more traffic congestion once the HOT lane ends at the Los Angeles County border
(Oppose a HOT Lane = 21)
3. Confusion related to the environmental process, differentiating it from the major investment study (MIS) phase. Lack of understanding why a new alternative must be selected when an LPS was identified during the MIS
(MIS vs. LPS = 14)
4. Ability to keep the proposed alternatives within the existing right-of-way
(Right-of-Way = 9)
5. Noise disturbances and construction inconveniences such as traffic on the arterials
(Noise and Traffic = 9)

Comments received that don't fall into one of the above categories included a variety of subjects and issues, including: elevation of off ramps, intersections and lanes, widening of bridges and arterials, preference for a particular alternative, and questions about the public input process.

I-405 Improvement Project Scoping Meeting Comments Top 5 Topics



****Note: A total of 112 written and verbal comments were submitted during scoping. The percentages demonstrated in the chart above reflect the 69 comments that fall within the top 5 topics/issues. Comments received that fell under these Top 5 categories accounted for 79 percent of all feedback received.***

Presentation Questions and Answers:

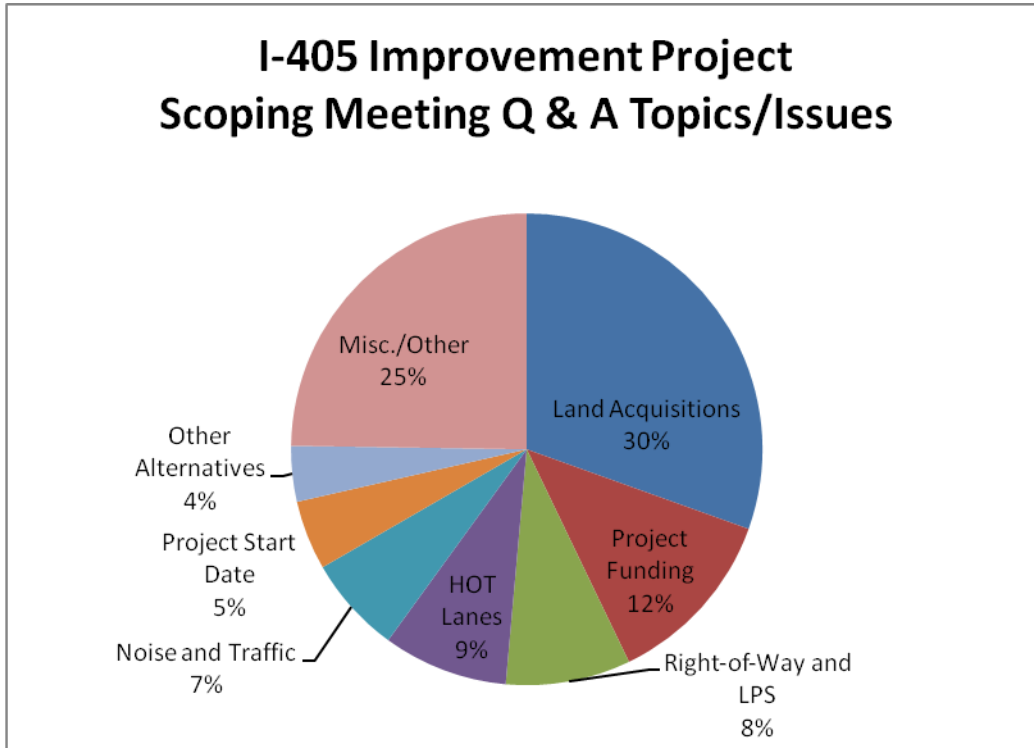
At the conclusion of each presentation, Rose Casey conducted a question and answer (Q & A) session. The following were the most frequently asked questions by topic:

1. Property acquisition impacts
(Land Acquisitions = 32)
2. Project funding mechanisms and the funding gap between the projected costs of the alternatives and the Renewed Measure M funds
(Project Funding = 13)
3. Ability to stay within the right-of-way and the identified LPS
(Right of Way and LPS = 9)
4. HOT Lanes, their operation, and opposition to HOT Lane concept
(HOT Lanes = 9)
5. Noise and traffic impacts and mitigation during construction
(Noise and Traffic = 7)
6. Project's construction start date
(Project Start Date = 5)

7. Possible public transportation alternatives such as light rail or improving bus services and routes

(Other Alternatives = 4)

Questions/comments that don't fall into one of the above categories included a variety of subjects and issues, including: selection process for consulting firm, preference for one particular alternative, questions about the construction of bridges, dissatisfaction with the project overall, and expanding the public comment period.



***Note: A total of 105 questions were asked during the Q & A sessions at all four scoping meetings. The chart above reflects the 79 questions that covered a major topic or issue.**

Questions/comments that fell under these categories accounted for 75 percent of all feedback received.

From analyzing the types of comments and questions asked if it can be concluded that the community's biggest concern is the possible land acquisition impacts associated with the project, as it represented approximately 40% of both comments submitted and questions asked.

It should also be noted that the topics/issues of concern varied between the submitted comments and the Q & A. The Q & A session had a significant number of questions related to budgeting and funding, as well as technical questions about other public transportation alternatives. This partial shift in questioning and issues can be attributed to the fact that after the project presentation residents were more informed and had questions about other aspects of the project that perhaps became more important than any preconceived questions they might have had prior to the presentation or scoping meeting.



I-405 Major Investment Study Public Involvement Program Executive Summary

In a democratic society, people have opportunities to debate issues, frame alternative solutions, and affect final decisions in ways that respect the roles of public officials and agency decisionmakers. Federal law, along with Caltrans and OCTA policies, supports a balanced representation of views by the public and stakeholders in the transportation planning process.

OCTA is applying this approach in its efforts to obtain public participation and involvement in the I-405 Major Investment Study (I-405 MIS). OCTA has developed a plan for public outreach and participation (See APPENDIX A) and is following a specific process to ensure that the public has the opportunity to help shape the substance of plans and locally preferred solutions.

In general, the project team *gives* information to the public *prior* to the beginning of each study phase and prior to making any decisions, and then *gets* information in the form of public comment and other feedback. The public outreach process supports and cycles around each study phase.

The project team is using a range of specific and proven methods and tools to carry out the Public Outreach and Involvement Program. These methods include public open houses, stakeholder committees, business and community outreach, surveys and public information. Information is delivered and feedback is obtained, in person and via the Internet, local news media and mail.

As part of the study's Pre-Scoping activities, the public was given a variety of opportunities to participate.

- Study team members met with city managers and key staff of affected cities.
- The public and people who live or do business near I-405 were given the opportunity to participate via an open house, mailing, website and phone line.

- A special effort was made to reach out to the large Asian and Hispanic communities in the area.
- A public open house was held in November 2003 at the Huntington Beach Library and the public was given an opportunity to talk directly with OCTA officials and the study team and to provide input.
- More than 400 people completed a survey and provided input and comments to the Pre-Scoping phase.
- Three committees were created representing elected officials, city managers and members of the public from the project area.

The results of the Pre-Scoping phase open a window onto the needs of people who regularly use I-405 or surface streets in the corridor, or who live or do business nearby. So far, participants have generally described a vision that would focus on developing an I-405 corridor that is:

- Less congested
- Safer
- More reliable to use
- Offers more timesaving transportation choices than are currently available

Top on participants' lists are:

- Congestion relief
- Improved and safer interchanges
- Additional freeway lanes (elevated or otherwise)
- Addition of a rail system (light rail, monorail, or high speed rail)
- Better management of existing assets through technology.

Participants see a corridor that looks, runs and is managed differently than the current system. In this new system, interchanges are improved and made safer for merging traffic. There are additional lanes that may or may not be elevated, may or may not be reserved for local, express or truck traffic. And, there is some kind of rail system - light rail, monorail, or high speed rail - spanning the project area, linking to major activity centers and possibly connecting John Wayne Airport and LAX.

INTRODUCTION

The Federal Transportation Equity Act for the 21st Century (TEA-21) and its predecessor, the Federal Intermodal Surface Transportation Efficiency Act, are both emphatic about the role of public participation in the transportation decision-making process. Executive Order 12898 on Environmental Justice (1994), Title VI of the Civil Rights Act of 1964, Federal Highway Administration and Federal Transit Administration Interim Policy on public involvement, and a host of other federal laws and regulations all require public involvement in transportation decision making.

Caltrans' policy also requires that the delivery of transportation programs be consistent with the requirements of these and other relevant laws, including Environmental Justice requirements to involve all constituents as a precondition to using federal funds for transportation improvements. OCTA likewise supports a balanced representation of all stakeholders in the planning process and considers it a good planning practice to seek out and consider the needs of all stakeholders.

GUIDING PRINCIPLES FOR PUBLIC PARTICIPATION IN THE I-405 MIS

The I-405 MIS Public Outreach and Participation Program is a strategic effort that requires assembling outreach and participation techniques to meet the specific needs of the I-405 MIS project. The strategy follows a specific process that cycles around each of the technical study milestones. The strategy is guided by five fundamental public participation guidelines.

1. Adhere to Democratic Principles

In a democratic society, people have opportunities to debate issues, frame alternative solutions, and affect final decisions in ways that respect the roles of public officials and agency decisionmakers.

Knowledge is the basis of public participation. The public needs to know details about the I-405 MIS project to evaluate the importance, relevance and anticipated costs and benefits of various alternatives. The MIS goals should reflect community goals and the strategy for this project calls for

continued interaction and public participation throughout the entire project area. This approach is helping the project team to ensure that the public has the opportunity to assist in shaping the substance of plans and locally preferred solutions.

2. Maintain Continuous Contact

Continuous contact between the project team, stakeholders and the public throughout the study process is vital. Initial contact was established in November 2003, and will be maintained through the definition of purpose and need, the development of a range of potential solutions, and the decision to recommend a locally preferred solution.

3. Use a Variety of Public Involvement Techniques

A variety of public involvement techniques are being used to target and reach commuters, transit users, residents, homeowner associations, businesses, employers, local civic and fraternal groups, local governments, ethnic communities and other stakeholders.

4. Provide Active Public Outreach

OCTA and the project team are actively seeking out stakeholders and working hard to elicit their involvement. Success and a general consensus can be achieved by proactively offering the public a variety of opportunities to participate in-person, via the Internet and through the mail.

5. Focus Participation on Decisions

OCTA is encouraging and obtaining public participation and input to the I-405 MIS process prior to any decision-making rather than conducting participation activities to gauge public reaction to proposals. OCTA is responding to input from the public and integrating those ideas into its technical analysis and formation of a locally preferred strategy.



ORANGE COUNTY TRANSPORTATION AUTHORITY

**Selection of a Locally Preferred Alternative for the
Interstate 405 Improvement Project Between State Route
55 and Interstate 605**

Attachment C

DRAFT I-405 EXPRESS LANE TOLL REVENUE POLICIES

Precepts

SB 4 X2 143 J (1)

Agreements entered into pursuant to this section shall authorize the contracting entity or lessee to impose tolls and user fees for use of a facility constructed by it, and shall require that over the term of the lease the toll revenues and user fees be applied to payment of the capital outlay costs for the project, the costs associated with operations, toll and user fee collection, administration of the facility, reimbursement to the department or other governmental entity for the costs of services to develop and maintain the project, police services, and a reasonable return on investment.

The agreement shall require that, notwithstanding Sections 164, 188, and 188.1, any excess toll or user fee revenue either be applied to any indebtedness incurred by the contracting entity or lessee with respect to the project, improvements to the project, or be paid into the State Highway Account, or for all three purposes, except that any excess toll 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.

SB 1316 - 91 Express Policies

Excess toll revenues beyond the expenditure needs of paragraph may be expended for the following purposes:

To enhance transit service designed to reduce traffic congestion on State Highway Route 91 or to expand travel options along the State Highway Route 91 corridor.

Revenues expended under this subparagraph may be used to maintain the enhanced transit service. Eligible expenditures include, but are not limited to, transit operating assistance, the acquisition of transit vehicles, improvements to commuter rail traveling between Riverside and Orange Counties, and those transit capital improvements otherwise eligible to be funded under the State Transportation Improvement Program pursuant to Section 164 of the Streets and Highways Code.

To make operational or capacity improvements designed to reduce congestion or improve the flow of traffic on State Highway Route 91.

Eligible expenditures may include any phase of project delivery to make capital improvements to onramps, connector roads, roadways, bridges, or other structures that are related to the tolled and non-tolled facilities on State Highway Route 91 between State Highway Route 57 to the west and the Orange and Riverside county line to the east.

OCTA Board (Adopted) Express Lane Planning & Implementation Principles – Revenue Section

Any express lane project revenues in excess of what is needed for annual debt payments, financing requirements, and operations responsibilities shall be used for congestion relief projects and expanded transit options in the same corridor area.

Continued operations of express lanes, beyond bond retirement dates, shall be subject to demonstrated congestion relief measured by vehicle throughput and average vehicle occupancy levels in the corridor.

DRAFT I-405 EXPRESS LANE TOLL REVENUE POLICIES

The I-405 Express Lanes shall be implemented and operated in accordance with Express Lane Policy and Implementation Principles adopted by the Orange County Transportation Authority (OCTA) Board of Directors on December 12, 2011 (Attachment A).

In addition, with regard to any net revenues that may result from the operation of the I-405 Express Lanes, they shall be applied according to the following policies:

1. Net revenues are defined as revenues beyond what is needed for annual debt payments, financing requirements, capital expenditures and operations responsibilities for the I-405 Express Lanes.
2. Net Revenues may be expended only within the I-405 corridor, which is defined as 5 miles either side of the center line of the I-405 freeway and a 5 mile radius from the north and south termini. Funds may be expended only within Orange County.
3. Expenditure of the revenues shall be subject to the preparation of an Implementation Plan to be prepared annually with input from the local agencies within the corridor and Caltrans and to be approved by the Board of Directors. A copy of the Implementation Plan shall be forwarded to Southern California Association of Governments and Los Angeles Metro.
4. Net Revenues may be expended solely for the following purposes:
 - a. Early retirement of debt incurred for the design and construction of the I-405 Express Lanes.
 - b. Enhancement of public transportation services to reduce traffic congestion or to expand travel options within the defined I-405 corridor. Revenues may be used to implement, operate and maintain the enhanced public transportation services. Eligible expenditures include, but are not limited to; acquisition of transit and vanpool vehicles; operating assistance for transit services; and rideshare services and support facilities; and those transit capital improvements eligible to be funded under the State Transportation Improvement Program pursuant to Section 164 of the Streets and Highways Code.
 - c. Operational or capacity improvements designed to reduce congestion or improve the flow of traffic on I-405. Eligible expenditures may include any phase of project delivery to make capital improvements to onramps, connector roads, roadways, bridges, or other structures that are related to the tolled and non-tolled facilities on I-405 within the defined I-405 corridor.
 - d. At least ___ percent of available Net Revenues shall be used for improvements to facilities on the Master Plan of Arterial Highways (MPAH) that can be shown to reduce congestion or improve the flow of traffic on I-405. Eligible expenditures may include capacity improvements, gap closures, signal synchronization, and other operational improvements. Funds shall be allocated through a competitive process in accordance with the Combined Transportation Funding Program (CTFP) procedures and guidelines. Criteria for allocation shall take into consideration project costs, readiness, effectiveness, benefits and the nexus with reduced congestion and/or improved traffic flow on I-405.

Express Lane Planning and Implementation Principles

User Experience

1. Express lane projects shall be designed and implemented to provide safe, reliable, and predictable travel times.
2. Express lanes shall be planned and implemented to support improved regional connectivity.
3. Design and management of the interface of express lane facilities with existing freeway, high-occupancy vehicle, and express facilities shall seek to achieve a consistent, seamless user experience.

Existing System

4. Express lane projects shall not be implemented to replace committed projects to be funded with local transportation sales tax revenues.
5. Although Caltrans and Federal Highway Administration control highway operations, OCTA does not intend to replace existing mixed-flow freeway lanes with express lanes.
6. Existing high-occupancy vehicle lanes may be functionally encompassed within an express lane project, provided:
 - a. The total number of lanes is increased by the project; and
 - b. Both vehicle throughput and average vehicle occupancy levels can be maintained and/or improved.

Operations

7. Express lane operations policies shall:
 - a. Assure coverage of capital and operations costs as well as maintenance responsibilities.
 - b. Maximize overall corridor throughput and efficiency through congestion pricing.
 - c. Promote increased average vehicle occupancy, including incentives for carpools, vanpools, and transit services.

Revenues

8. Any express lane project revenues in excess of what is needed for annual debt payments, financing requirements, and operations responsibilities shall be used for congestion relief projects and expanded transit options in the same corridor area.
9. Continued operations of express lanes, beyond bond retirement dates, shall be subject to demonstrated congestion relief measured by vehicle throughput and average vehicle occupancy levels in the corridor.

12/12/11



ORANGE COUNTY TRANSPORTATION AUTHORITY

**Selection of a Locally Preferred Alternative for the
Interstate 405 Improvement Project Between State Route
55 and Interstate 605**

Attachment D

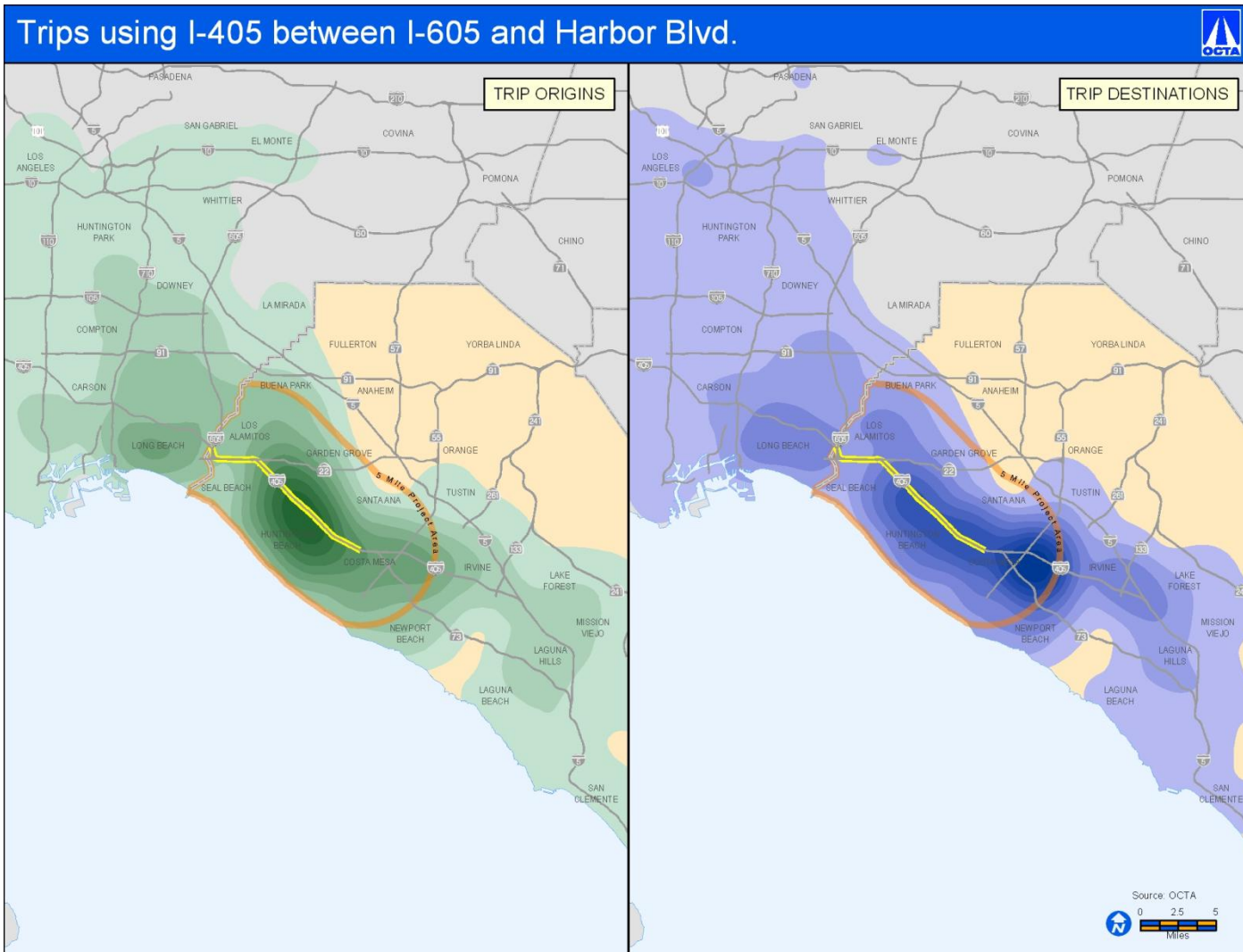
Interstate 405 Net Toll Revenue Expenditure Concepts



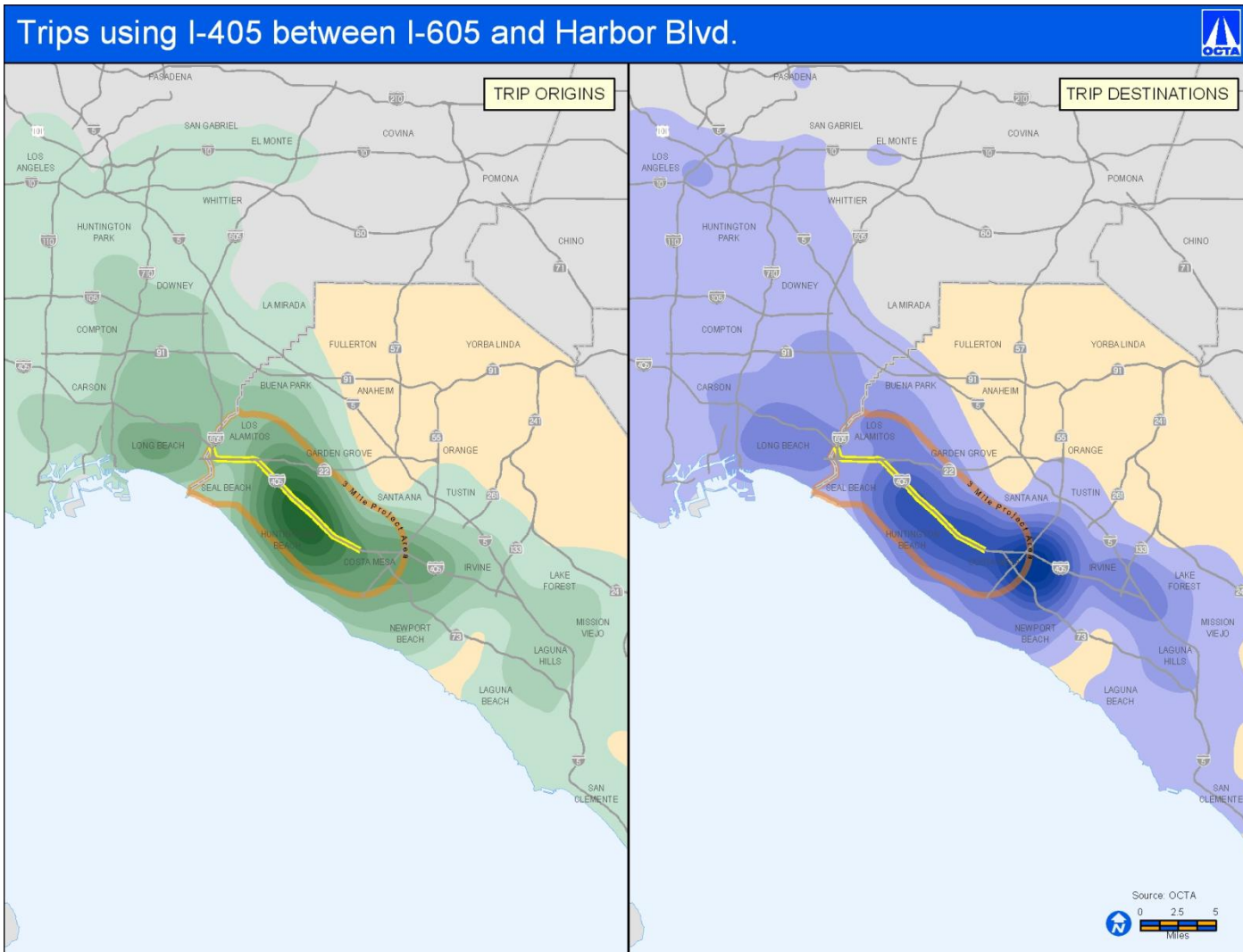
Background

- ▶ I-405 Project alternatives under consideration
- ▶ Alternative 3 features
 - ▶ Potential \$1.5 billion of net toll revenues
 - ▶ Revenues can be available as early as 2020
- ▶ Questions asked - If Alternative 3 were selected
 - ▶ Net toll revenue definition
 - ▶ Guiding documents
 - ▶ Discussion of “area of benefit”

Morning (a.m.) I-405 Origin & Destination Patterns – Concept A



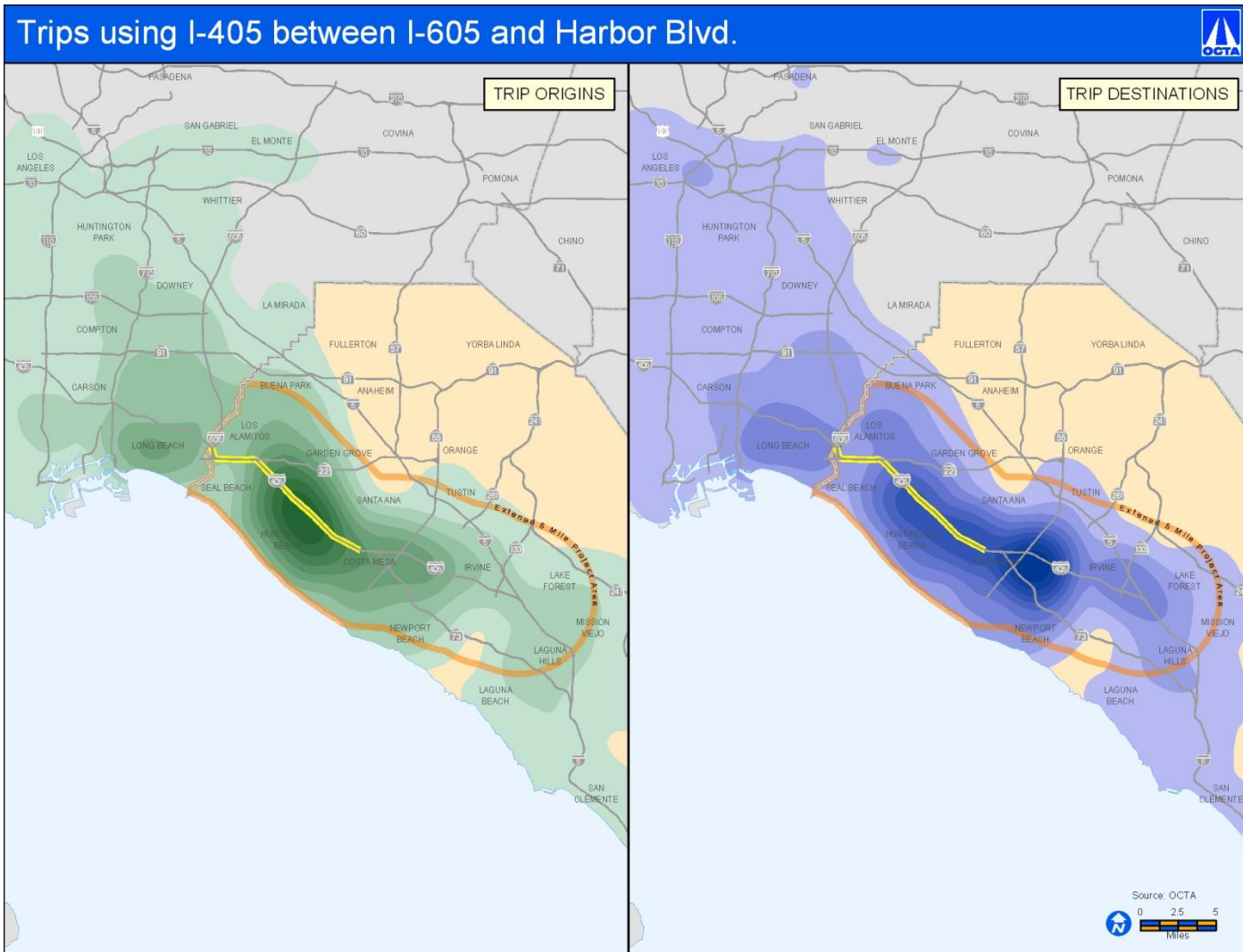
Morning (a.m.) I-405 Origin & Destination Patterns – Concept B



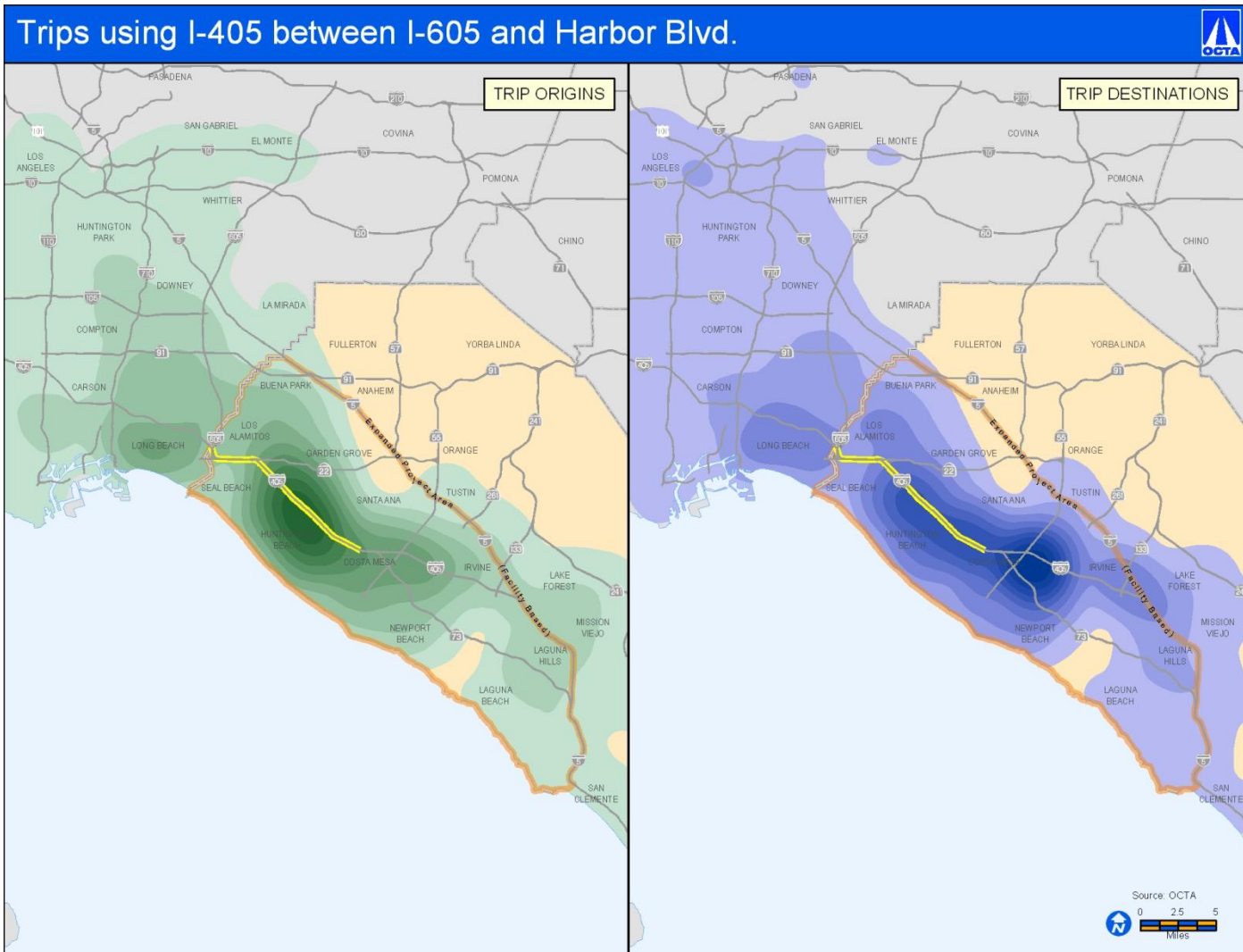
September 11, 2012

Portions of this map copyrighted by Thomas Bros Maps and reproduced with permission/W:\Requests\FCS\SIS\P\AM\ODELING\405\MapSI-405AM TripOriginsDestinations_3mrite_2012-0911.mxd

Morning (a.m.) I-405 Origin & Destination Patterns – Concept C



Morning (a.m.) I-405 Origin & Destination Patterns – Concept D

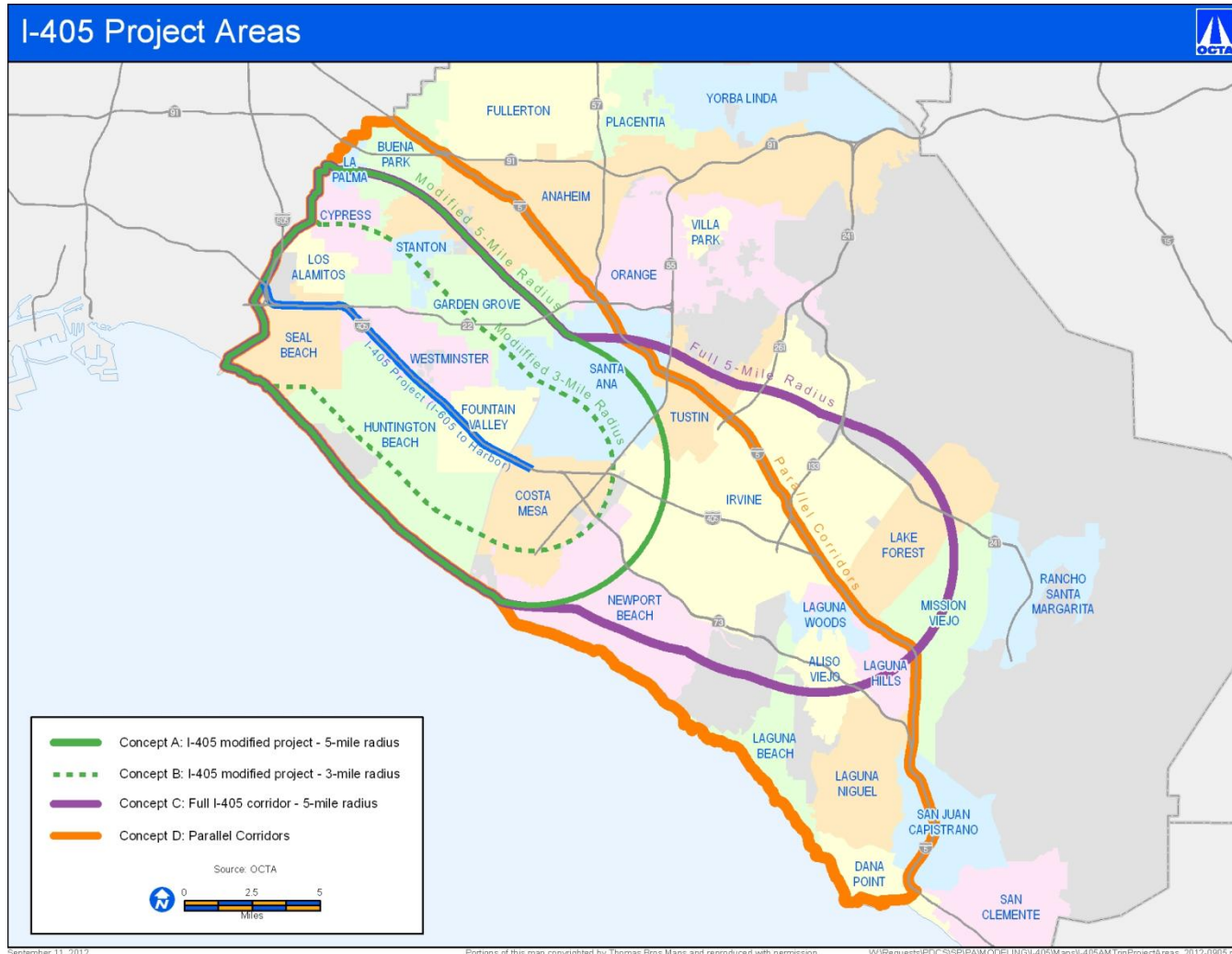


September 5, 2012

Portions of this map copyrighted by Thomas Bros Maps and reproduced with permission from the OCTA. Source: OCTA. File: P:\M\405\405AM TripOriginsDestinations_ExpandedArea_2012-0905.mxd



Comparison of Area of Benefit Concepts



Goal, Expenditure Categories, and Planning Process

- ▶ Congestion relief and throughput
- ▶ Expenditure categories
 - ▶ Highway
 - ▶ Transit
 - ▶ Arterial
 - ▶ Debt
- ▶ Similar to 91 Express Model

Discussion Topics

- ▶ Preferred area of benefit
- ▶ Relative priority of congestion relief vs. debt repayment
- ▶ Plan development process

- ▶ Next Steps



ORANGE COUNTY TRANSPORTATION AUTHORITY

**Selection of a Locally Preferred Alternative for the
Interstate 405 Improvement Project Between State Route
55 and Interstate 605**

Attachment E

Mobility by Alternative - 2040

	No Build	Alt. 1	Alt. 2	Alt. 3	Alt. 3 Truncated
Peak Hour Throughput ¹	6000 vehicles per hour	7200 vehicles per hour	8400 vehicles per hour	9500 vehicles per hour	9500 vehicles per hour
Average Daily Traffic	288,000 - 427,000	321,000 - 475,000	344,000 - 509,000	352,000 - 512,000	352,000 - 512,000
Travel Time SR-73 to I-605 ²	133 min GP 121 min HOV	57 min GP 54 min HOV	28 min GP 27 min HOV	29 min GP 13 min Express	31 min GP 17 min Express ³

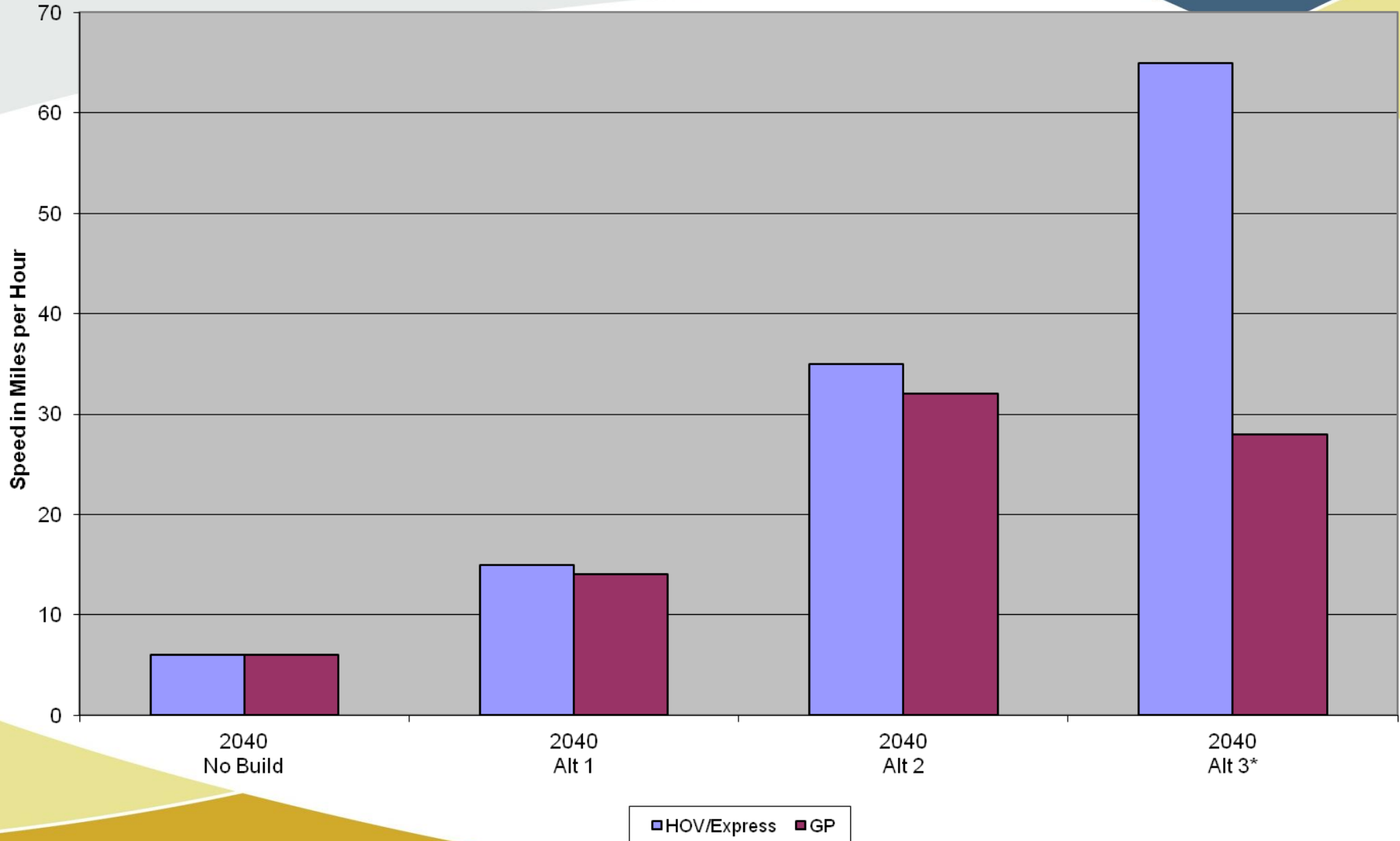
¹ Potential throughput, peak hour, one direction, near Beach Boulevard

² PM peak period, northbound

³ HOV lane from SR-73 to Euclid and Express lane from Euclid to I-605



2040 PM Peak Hour Average Speeds NB Euclid to I-605



*Alternatives 3 and 3 Modified

2040 PM Throughput NB Peak Hour Near Beach Blvd





ORANGE COUNTY TRANSPORTATION AUTHORITY

**Selection of a Locally Preferred Alternative for the
Interstate 405 Improvement Project Between State Route
55 and Interstate 605**

Attachment F

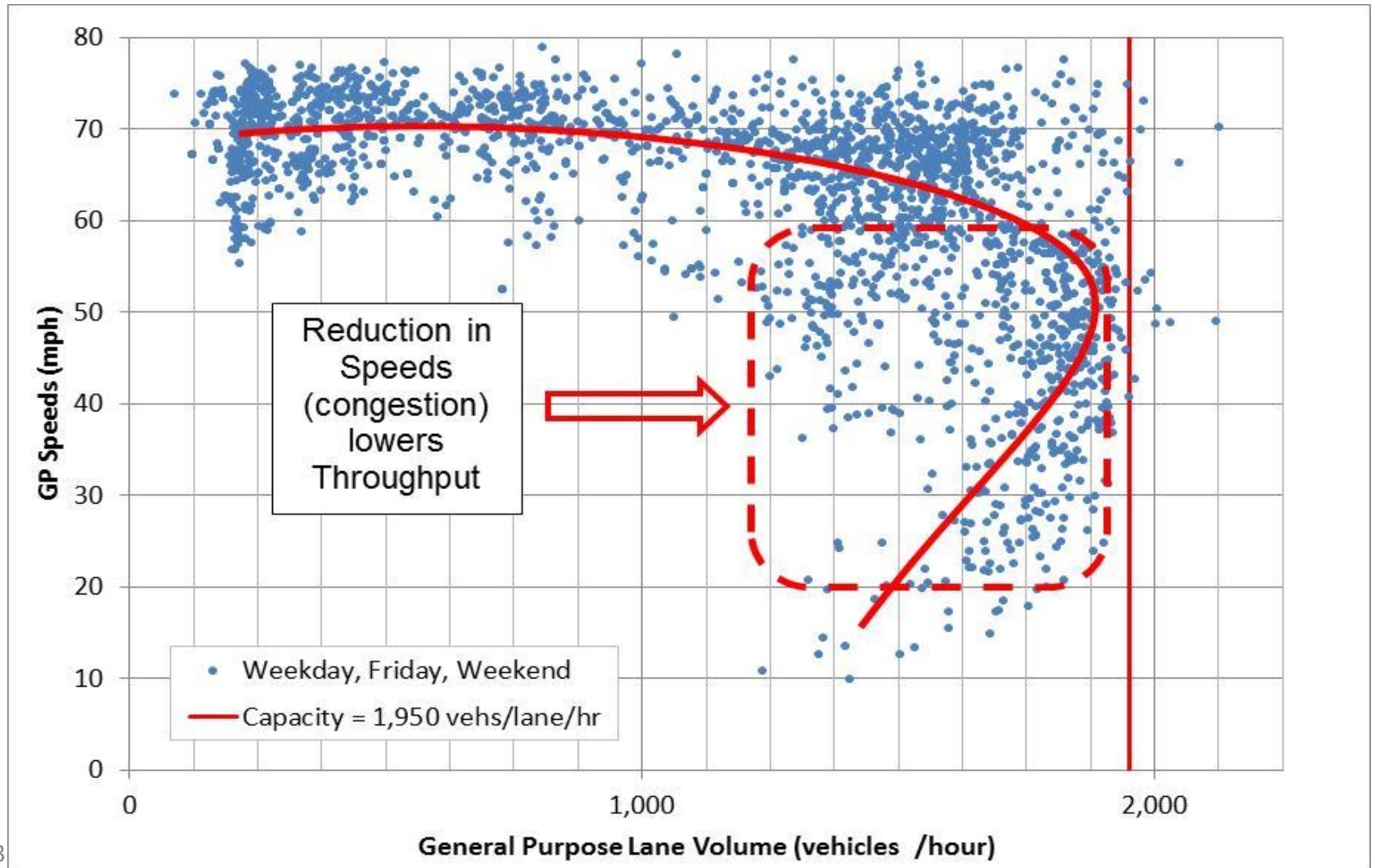
Stantec

Traffic and Revenue Update

Stantec Analysis

- Phase I Traffic and Revenue (T&R)
- Phase II T&R
- High Occupancy Vehicle (HOV) operating policy – various assumptions
- Alt 3 modified incorporated

How Congestion Impacts Throughput



I-405 Toll Policy Assumptions

Designed to:

- Optimize throughput
- Provide safe, reliable trip
- Encourage HOV

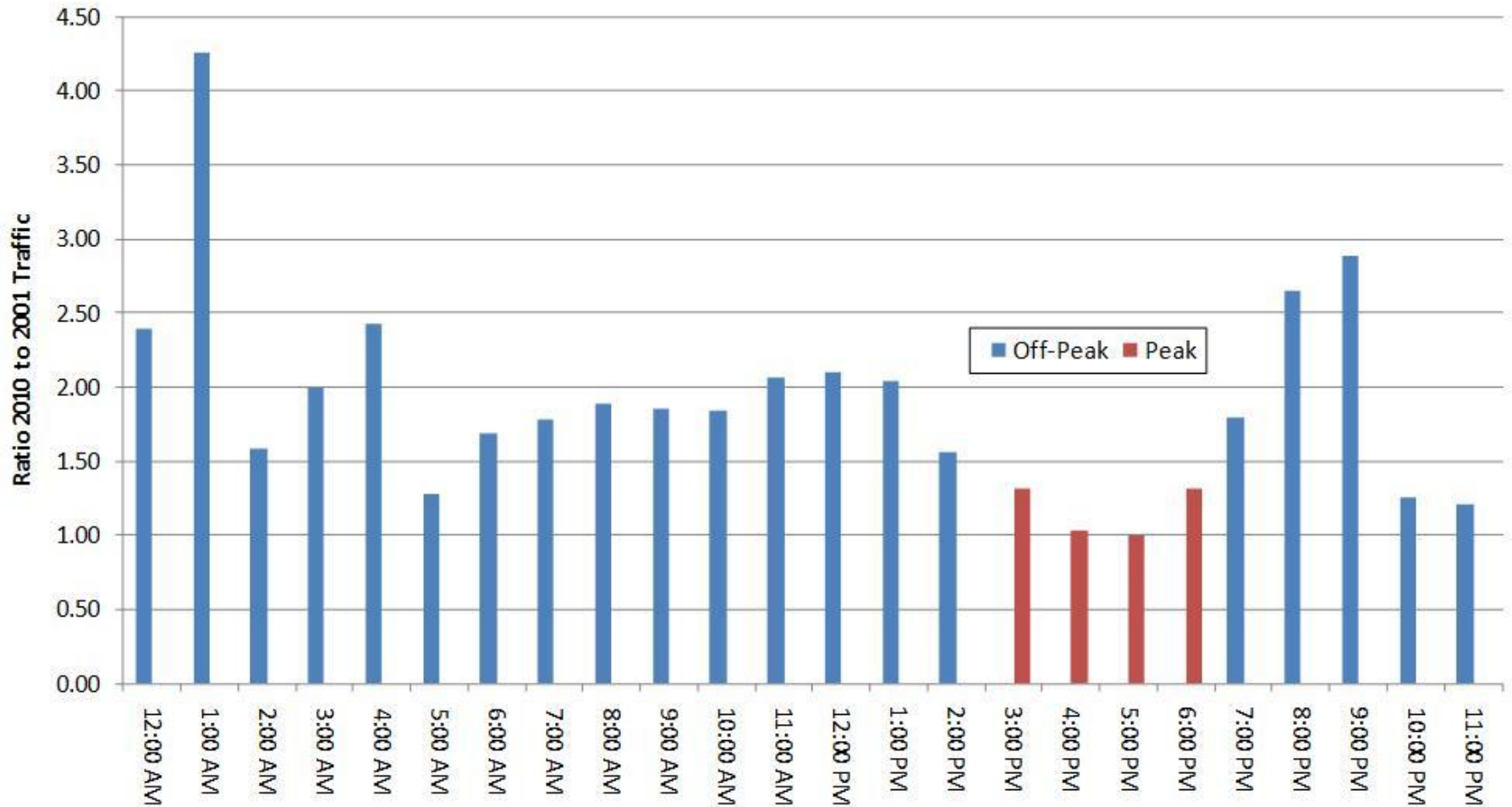
Policy includes:

- HOV3+ free
- Annual COLA adjustments for non-peak hours*
- Tolls adjusted based on historical volumes
- Adjusted up and down
 - Up by either \$0.75 or \$1.00
 - Down by \$0.50

*COLA – cost of living adjustment

Express Lane Traffic Growth

91 Express EB Growth, 2001-2010



I-405 Toll Rates

2020 Average Weekday

Segment:	Dir	Segment Distance (mi)	Average Toll Rate (2012 \$s)	Peak Toll Rate (2012 \$s)
SR 73 to Magnolia*	NB	5.1 mi.	\$1.22	\$1.89
	SB	4.7 mi.	\$1.32	\$1.74
Brookhurst to Goldenwest	NB	2.6 mi.	\$0.80	\$1.20
	SB	2.4 mi.	\$0.84	\$1.10
Goldenwest to SR 22	NB	2.9 mi.	\$2.00	\$3.48
	SB	3.3 mi.	\$1.49	\$1.80
SR 22 to I-605	NB	2.8 mi.	\$1.91	\$3.34
	SB	2.8 mi.	\$1.23	\$1.48
Full Length Trip	NB	13.4 mi.	\$5.93	\$9.91
	SB	13.2 mi.	\$4.88	\$6.11

* Alternative 3 Analysis

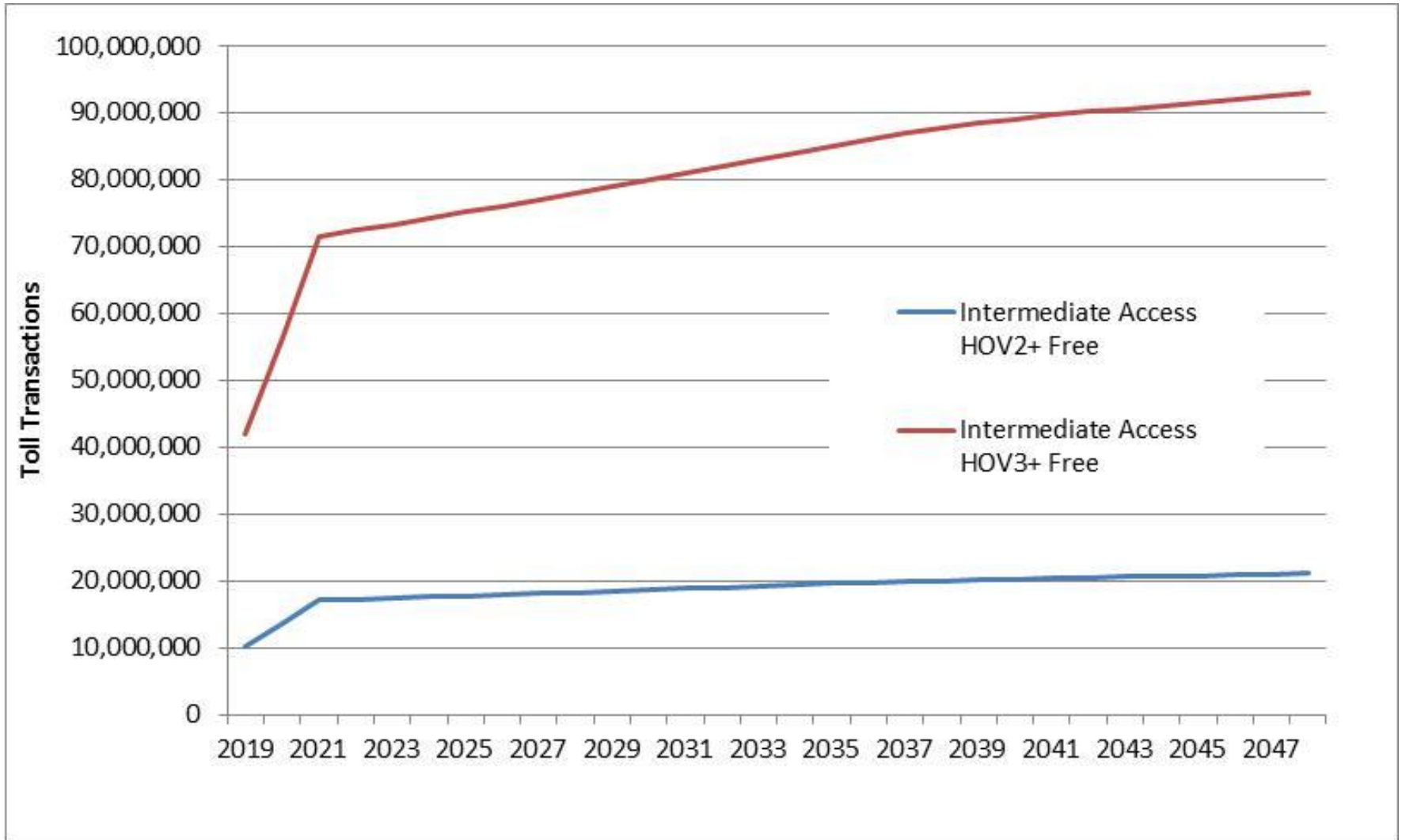
I-405 Toll Rates

2035 Average Weekday

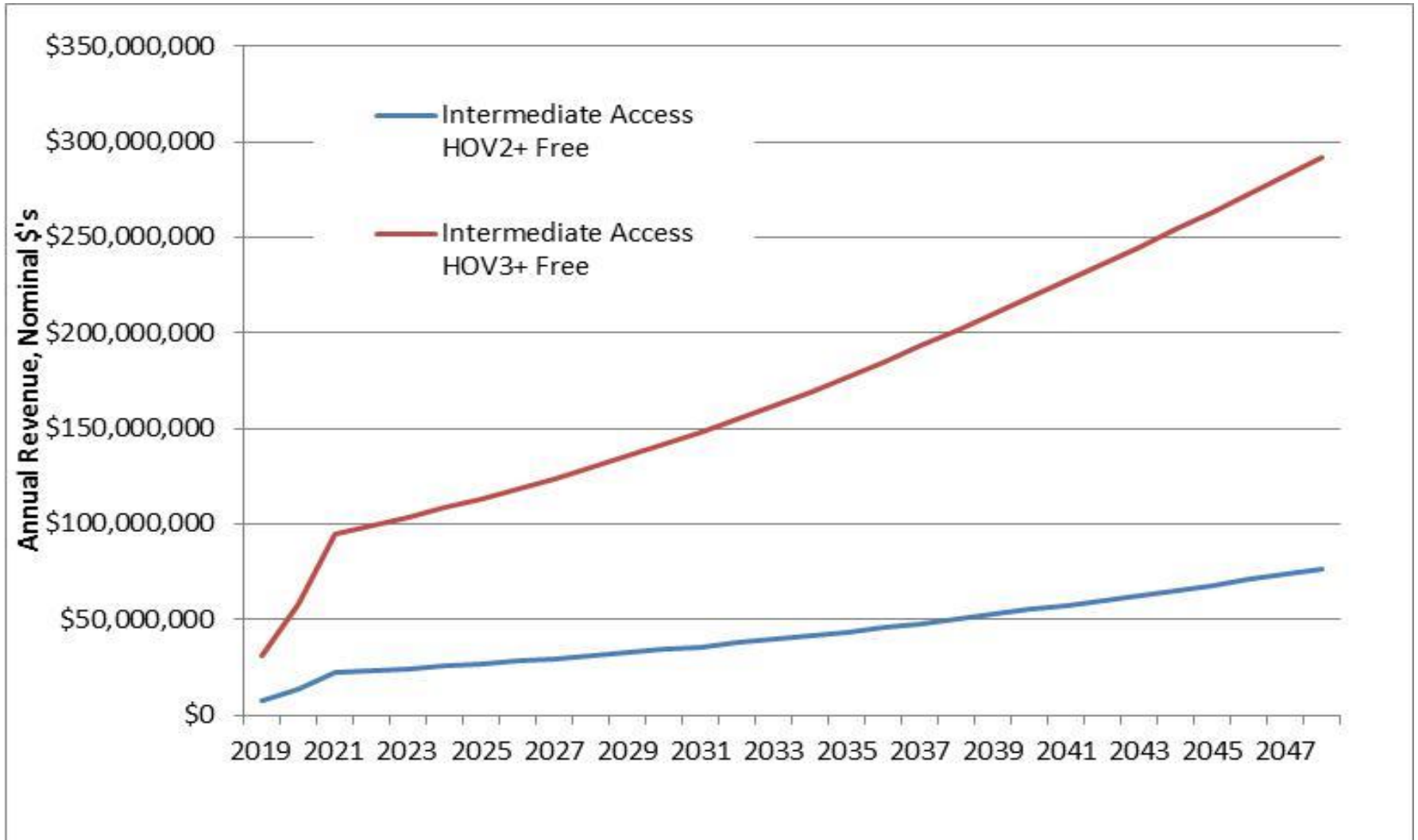
Segment:	Dir	Segment Distance (mi)	Average Toll Rate (2012 \$s)	Peak Toll Rate (2012 \$s)
SR 73 to Magnolia*	NB	5.1 mi.	\$1.20	\$1.89
	SB	4.7 mi.	\$1.29	\$1.74
Brookhurst to Goldenwest	NB	2.6 mi.	\$0.80	\$1.20
	SB	2.4 mi.	\$0.81	\$1.10
Goldenwest to SR 22	NB	2.9 mi.	\$2.24	\$4.95
	SB	3.3 mi.	\$1.49	\$1.80
SR 22 to I-605	NB	2.8 mi.	\$2.15	\$4.75
	SB	2.8 mi.	\$1.23	\$1.48
Full Length Trip	NB	13.4 mi.	\$6.38	\$12.78
	SB	13.2 mi.	\$4.83	\$6.11

* Alternative 3 Analysis

I-405 - Toll Transactions



I-405 - Toll Revenues

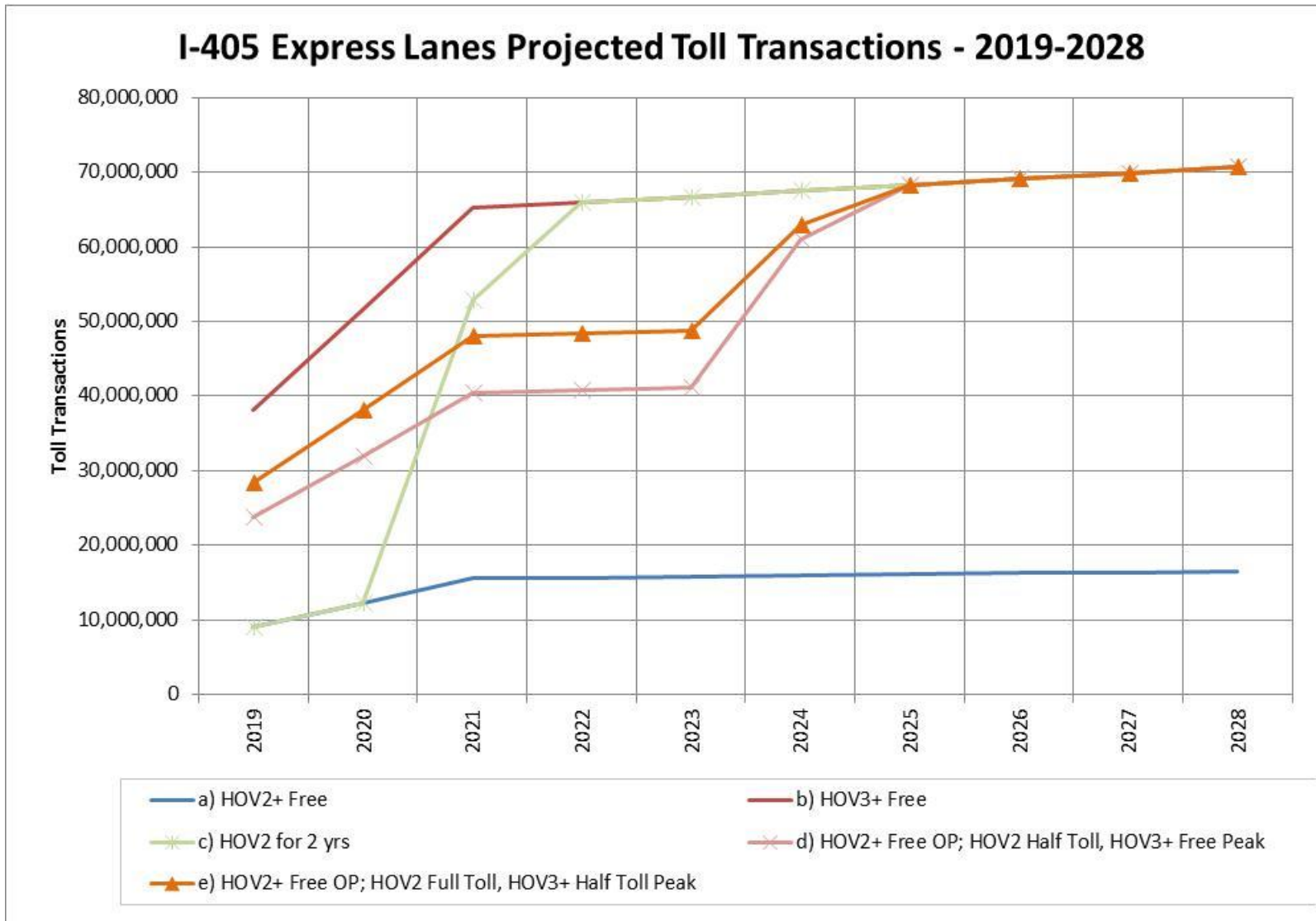


I-405 Tolling Sensitivities

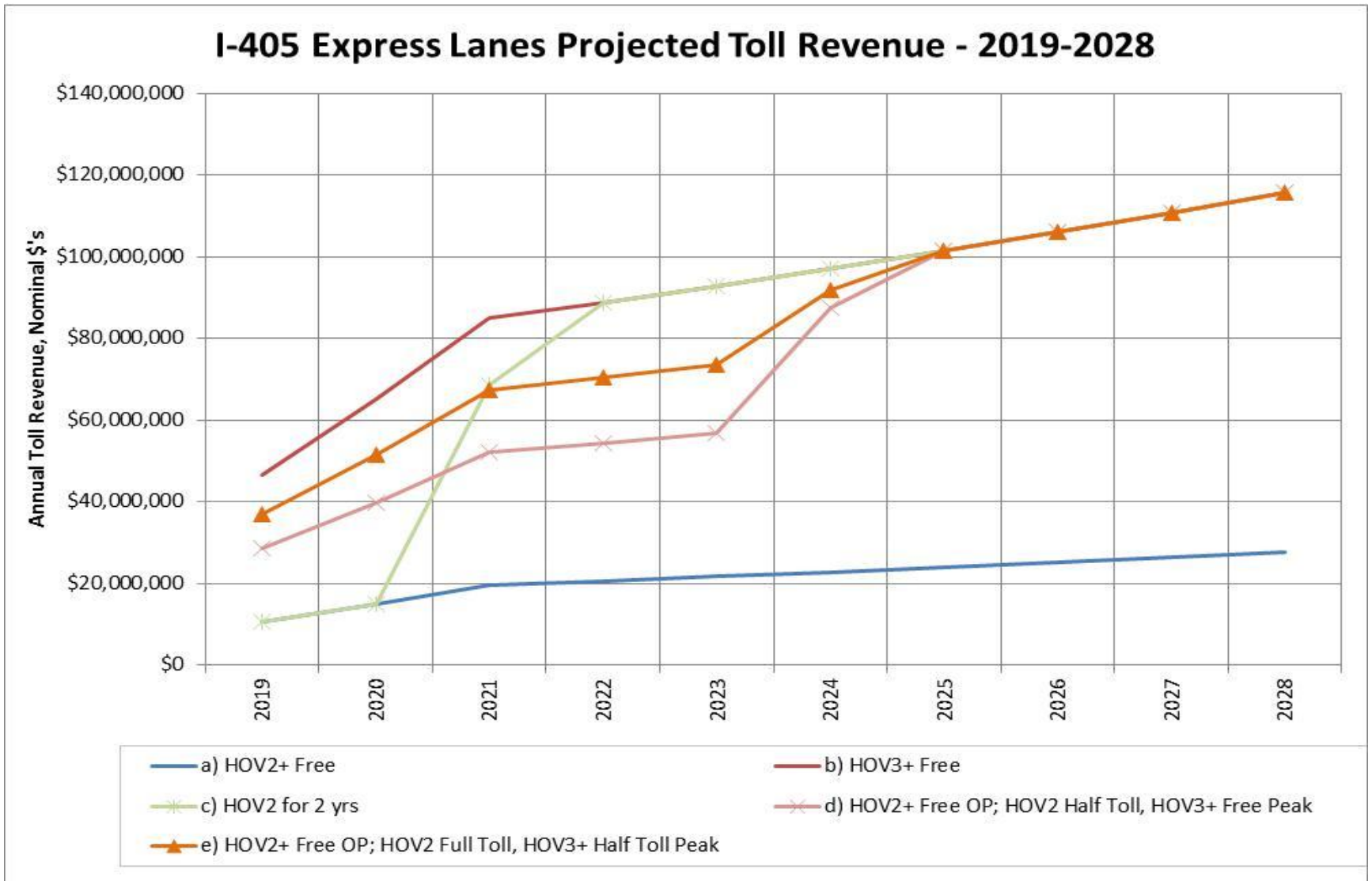
Alternative 3 – Modified

- a) HOV2+ free at all times
- b) HOV3+ free at all times
- c) HOV2+ policy for 2 years, HOV3+ policy after 2 years
- d) HOV2+ free off-peak, 50% toll peak for 5 years;
HOV3+ free at all times
- e) HOV2+ free off-peak, 100% toll peak for first 5 years;
HOV3+ 50% toll during peak

I-405 Tolling Sensitivities



I-405 Tolling Sensitivities



Financing Capacity

Various Tolling Alternatives

Bond Proceeds Available (Millions)

	<u>Level Debt Structure</u>	<u>Ascending Debt</u>
Alternative 3 - HOV3+ free at all times	\$296.63	\$406.69
Alternative 3 Modified (Truncated)		
a) HOV2+ free at all times	Not Feasible	Not Feasible
b) HOV3+ free at all times	\$283.87	\$391.70
c) HOV2+ free for 2 years	Not Feasible	Not Feasible
d) HOV2+ free off-peak for 5 years, pay 50% during peak*	\$131.74	\$180.79
e) HOV2+ free off peak for 5 years, 100% during peak**	\$202.22	\$278.48

* HOV2+ free off peak for 5 years, pay 50% during peak hours (6:00-9:00 AM and 4:00-7:00 PM), only HOV3+ free after five years

** HOV2+ free off peak for 5 years, pay 100% during peak hours (6:00-9:00 AM and 4:00-7:00 PM) and HOV3+ pays 50% during peak hours, only HOV3+ free after five years

I-405 Cost Assumptions

Alternatives*	Design-Build	Differential from Alternative 1	Alternative 3 Operating Costs (2019)	Alternative 3 Operating Costs (2049)
Alt. 1	\$1.23 billion	---	---	---
Alt. 2	\$1.33 billion	\$100 million	---	---
Alt 3	\$1.63 billion	\$400 million	\$17.6 million	\$57.0 million
Alt. 3 Modified	\$1.45 billion	\$220 million	---	---

** Reflects estimated cost savings from design modifications*



ORANGE COUNTY TRANSPORTATION AUTHORITY

**Selection of a Locally Preferred Alternative for the
Interstate 405 Improvement Project Between State Route
55 and Interstate 605**

Attachment G

DEPARTMENT OF TRANSPORTATION

OFFICE OF THE DIRECTOR
P.O. BOX 942873, MS-49
SACRAMENTO, CA 94273-0001
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FAX (916) 654-6608
TTY 711
www.dot.ca.gov

ATTACHMENT G

*Flex your power!
Be energy efficient!*

September 4, 2012

Mr. Will Kempton:
Chief Executive Officer
Orange County Transportation Authority
550 Main Street
Orange, CA 92863-1584

Dear Mr. Kempton:

Thank you for your letter, dated August 20, 2012, on behalf of the Orange County Transportation Authority (OCTA) regarding High-Occupancy Vehicle (HOV) lane performance requirements with respect to "Moving Ahead for Progress in the 21st Century" (MAP-21) provisions amending title 23 United States Code section 166. The California Department of Transportation (Caltrans) appreciates the OCTA support and efforts to improve mobility on the State Highway System. Your letter requests that Caltrans provide guidance as to the timetable and manner in which the State is planning to implement the amended MAP-21 provisions regarding HOV lane degradation.

As noted in your letter, in 2009, Caltrans reported data showing that segments of HOV lanes Statewide (including I-405 in Orange County) are degraded and do not meet federal performance standards for HOV lanes. These performance standards were introduced in the previous federal transportation legislation, "The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy For Users (Pub. L. 109-59, Aug. 10, 2005, 119 Stat. 1144; SAFETEA-LU)." It is worth noting that these performance requirements only apply to HOV facilities that may be used by either low emission, energy efficient vehicles or toll paying vehicles that do not meet occupancy requirements.

MAP-21 requires states to address degraded facilities within 180 days of being identified as noncompliant and identifies various strategies that may be implemented. At this time, Caltrans is working with the Federal Highway Administration (FHWA) to define a statewide approach that will enable compliance with federal performance standards. This could include a combination of the options listed in MAP-21, such as prohibiting low emission and energy efficient vehicles and/or raising occupancy requirements for vehicles traveling in an HOV lane.

Any specific strategy proposed for an individual corridor or region would need to take into account effects on the entire freeway as well as any intersecting and adjacent HOV facilities. It is important that as these strategies are developed, they do not cause additional congestion in mixed flow lanes or result in degradation of the overall system performance (considering all lanes in a

Mr. Will Kempton
September 4, 2012
Page 2

corridor). Actions such as raising occupancy requirements alone could result in underutilization of an HOV lane and cause additional congestion in mixed flow lanes. Other allowable strategies that could be used to address these concerns are raising occupancy requirements during peak hours and converting HOV lanes to High Occupancy Toll (HOT) lanes to allow access by toll paying lower occupancy vehicles.

Preliminary studies on the I-405 in Orange County indicate degradation on some segments. Caltrans will have an updated degradation status of the statewide HOV system, including I-405, in spring 2013. Caltrans will prepare a strategy to address statewide HOV lane degradation within 180 days of the degradation findings.

We look forward to working with the OCTA to improve mobility in Orange County in a manner that provides the best performance return on the investment in terms of moving vehicles and people. Please do not hesitate to contact me if you would like to discuss this matter further.

Sincerely,



MALCOLM DOUGHERTY
Director

- c: Steve Takigawa, Deputy Director, Maintenance and Operations
- Brent Green, Acting District Director, District 12
- James Pinheiro, Deputy District Director, Maintenance and Operations, District 12
- Ed Lamkin, Acting Chief, Division of Traffic Operations
- Kris Kuhl, Assistant Division Chief, Division of Traffic Operations
- Monica Kress, Chief, Office of System Management Operations, Division of Traffic Operations
- Joseph Rouse, Office of System Management Operations, Division of Traffic Operations



ORANGE COUNTY TRANSPORTATION AUTHORITY

**Selection of a Locally Preferred Alternative for the
Interstate 405 Improvement Project Between State Route
55 and Interstate 605**

Attachment H

DEPARTMENT OF TRANSPORTATION

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TTY -711
www.dot.ca.gov



*Flex your power!
Be energy efficient!*

September 4, 2012

Mr. Will Kempton
Chief Executive Officer
Orange County Transportation Authority
550 South Main Street
Orange, CA 92863-1584

Dear: Mr. Kempton:

Caltrans and the Orange County Transportation Authority (OCTA) are working collaboratively to develop alternatives to improve the Interstate 405 Corridor from State Route 73 to Interstate 605. A draft environmental document was released on May 18, 2012 for public review and comment through July 17, 2012.

Comments provided by residents of the College Park East community within the City of Seal Beach requested that the existing sound wall along Almond Avenue be maintained at its current location and not be relocated as a result of the proposed widening project.

Caltrans is committed to working with the OCTA to explore all alternatives and design features to minimize the impact on the community of Seal Beach including alternatives that do not adjust the sound wall.

We look forward to working closely with the OCTA in completing the environmental phase leading to the design and construction phase of the improvements that will result in improved mobility and congestion relief for the travelling public on this busy stretch of Interstate 405.

Sincerely,

A handwritten signature in black ink, appearing to read "Malcolm Dougherty".

MALCOLM DOUGHERTY
Director



ORANGE COUNTY TRANSPORTATION AUTHORITY

**Selection of a Locally Preferred Alternative for the
Interstate 405 Improvement Project Between State Route
55 and Interstate 605**

PowerPoint placeholder

POWERPOINT

FOR

**SELECTION OF LOCALLY PREFERRED ALTERNATIVE
FOR THE
INTERSTATE 405 IMPROVEMENT PROJECT**

**WILL BE PROVIDED PRIOR TO THE SEPTEMBER 17, 2012,
REGIONAL PLANNING & HIGHWAYS
COMMITTEE MEETING**