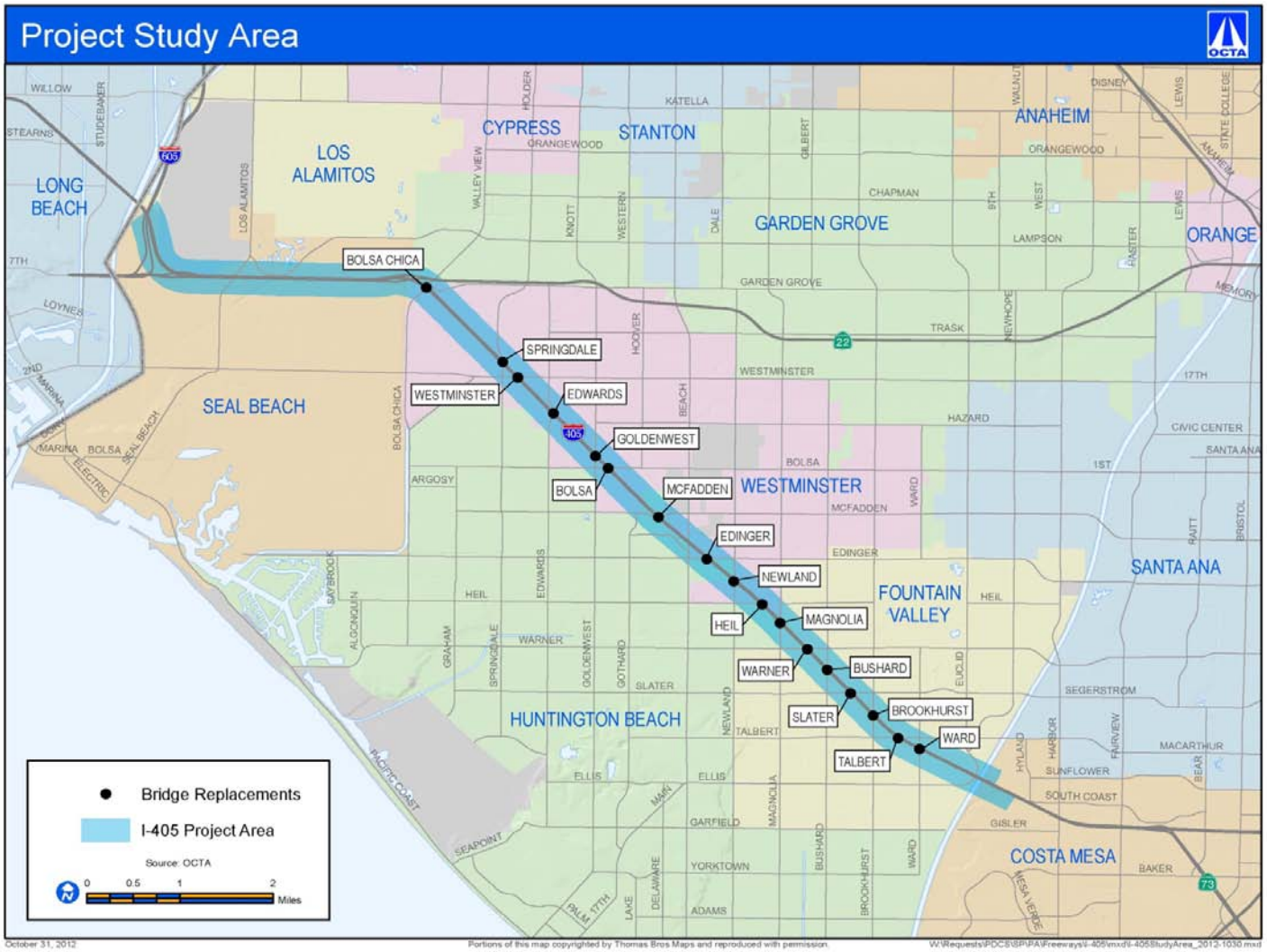
Key Milestones for the Interstate 405 Improvement Project Between State Route 55 and Interstate 605

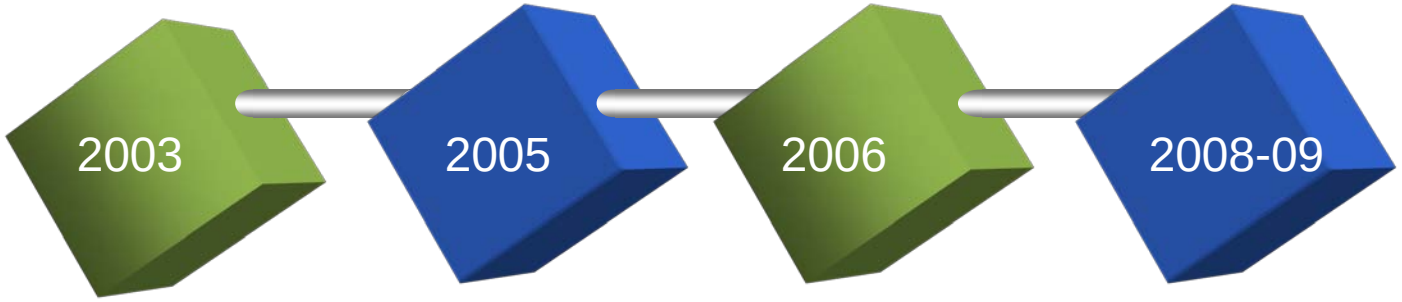
Today's Presentation

1. Project Overview
2. Project History
3. External Influences
4. Future Board Items

Study Area


Project Study Area
OCTA
LONG BEACH
LOS ALAMITOS
CYPRESS
STANTON
ANAHEIM
GARDEN GROVE
ORANGE
SEAL BEACH
WESTMINSTER
FOUNTAIN VALLEY
SANTA ANA
HUNTINGTON BEACH
COSTA MESA
BOLSA CHICA
SPRINGDALE
WESTMINSTER
EDWARDS
GOLDENWEST
BOLSA
MCFADDEN
EDINGER
NEWLAND
HEIL
MAGNOLIA
WARNER
BUSHARD
SLATER
BROOKHURST
TALBERT
WARD
Bridge Replacements
I-405 Project Area
Source: OCTA
0 0.5 1 2
Miles
October 31, 2012
Portions of this map copyrighted by Thomas Bros Maps and reproduced with permission.

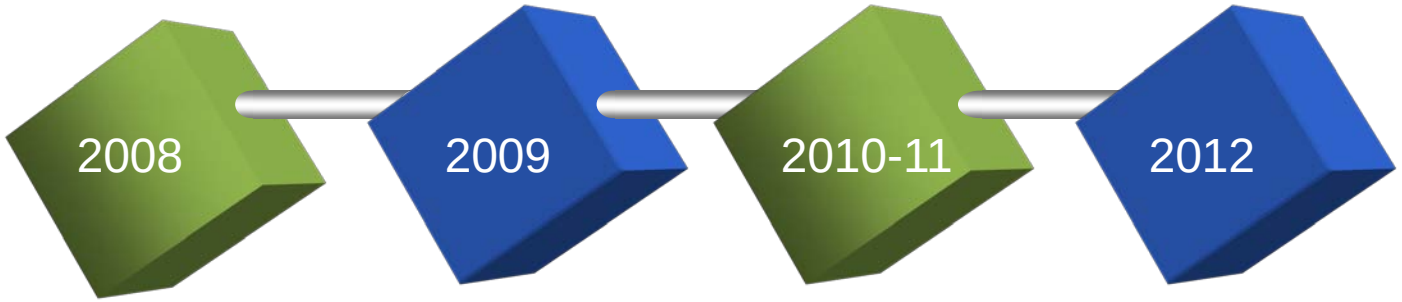
Project History - Scope



2003	2005	2006	2008-09
MIS* Launched 13 Alternatives	MIS Approved** 1-lane Preferred	Measure M Renewed (Project K) 1-lane Included at	PSR*** Completed Adds 2-lanes Environmental Begins

* MIS = Major Investment Study
** 1 lane each direction
***PSR = Project Study Report

Project History - Funding



Cost Assumptions Change

- M2 dollars down 40%
- Material costs climb

Cost estimate now $1.3 Billion

Delivery Options Open

- P3 passes
- Design-build included
- I-405 express lanes added as Alt. 3

Traffic and Revenue Studies Completed

- Tolls provide additional funding

M2 Reassessed

- M2 project savings
- M2 can fund Project K

P3 = Public-Private-Partnership

2012 Environmental Document

- Released May 2012, includes three build alternatives:

Alt 1	M2 Project K*	$1.3 Billion
Alt 2	M2 Project K Plus another regular lane	$1.4 Billion
Alt 3	M2 Project K Plus one toll lane**	$1.7 Billion

* Measure M2 Project K – adds one regular lane each direction

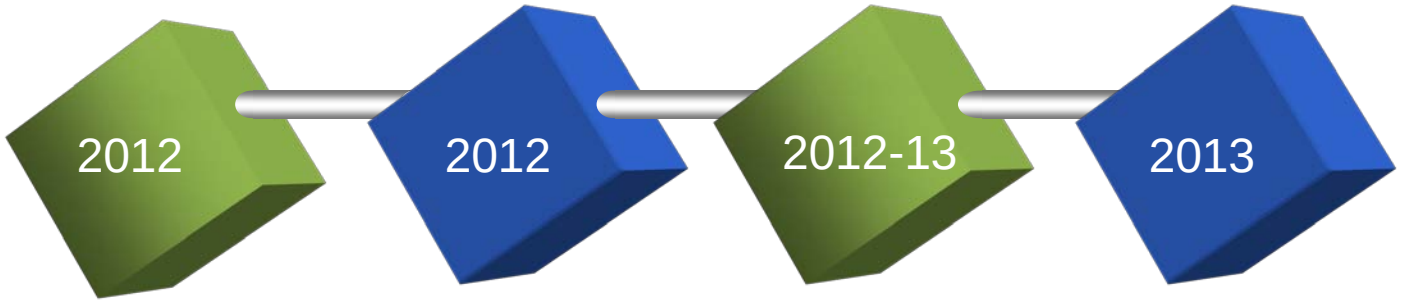
** Toll lane is combined with existing carpool lane to form a two-lane express facility, in each direction high-occupancy vehicle (HOV) occupancy policy changes to three-plus persons per carpool

Public Comments / Themes

May 18, 2012 – July 17, 2012	Alt 1	Alt 2	Alt 3
Fairview Bridge Reconstruction (Costa Mesa)			X
Business Relocations* (Fountain Valley)	X	X	X
Parking* (Westminster)	X	X	X
Almond Avenue Soundwall (Seal Beach)		X	X*
Traffic at County Line	X	X	X
Tolls, HOV2+ conversion, transponders			X

* May be avoidable with design variations

Current Status



2012 — OCTA Board Selects LPA

- M2 Project K
- 1 lane each direction
- $1.3 Billion

2012 — M2 Ordinance Amended

- $700 million from SR-91 savings to I-405

2012-13 — Additional Traffic Study Initiated

- Long Beach
- Los Angeles border area

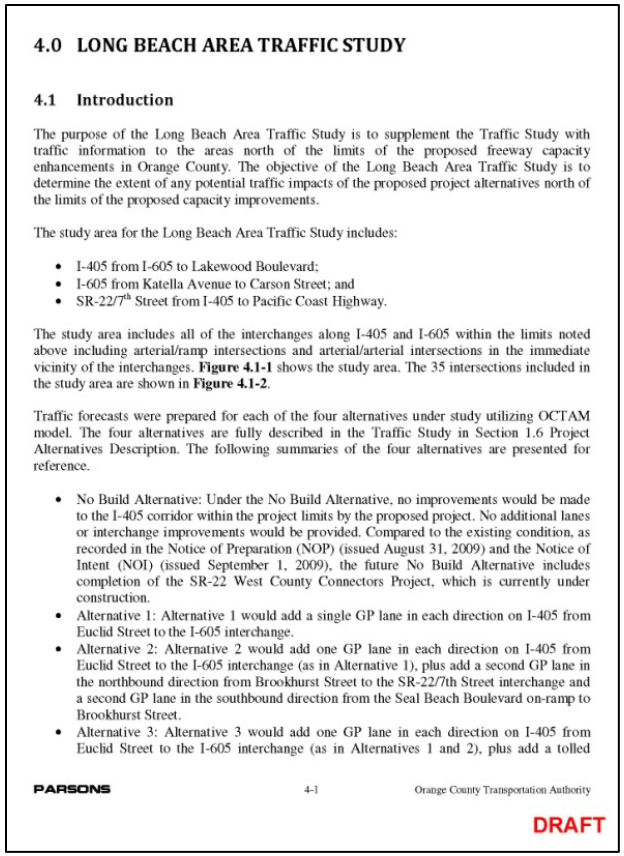
2013 — Recirculation Pending

- Limited scope
- North project area
- Updated traffic information

LPA = Locally Preferred Alternative

Long Beach Area Traffic Study

- 45-day recirculation to begin May 2013
- Outreach targeted to traffic study area
  - One public hearing
  - Newspaper advertisements
  - E-blast to project database
- Outreach to College Park West (Studebaker Interchange)



4.0 LONG BEACH AREA TRAFFIC STUDY

4.1 Introduction

The purpose of the Long Beach Area Traffic Study is to supplement the Traffic Study with traffic information to the areas north of the limits of the proposed freeway capacity enhancements in Orange County. The objective of the Long Beach Area Traffic Study is to determine the extent of any potential traffic impacts of the proposed project alternatives north of the limits of the proposed capacity improvements.

The study area for the Long Beach Area Traffic Study includes:

- I-405 from I-605 to Lakewood Boulevard;
- I-605 from Katella Avenue to Carson Street; and
- SR-22/7th Street from I-405 to Pacific Coast Highway.

The study area includes all of the interchanges along I-405 and I-605 within the limits noted above including arterial/ramp intersections and arterial/arterial intersections in the immediate vicinity of the interchanges. **Figure 4.1-1** shows the study area. The 35 intersections included in the study area are shown in **Figure 4.1-2**.

Traffic forecasts were prepared for each of the four alternatives under study utilizing OCTAM model. The four alternatives are fully described in the Traffic Study in Section 1.6 Project Alternatives Description. The following summaries of the four alternatives are presented for reference.

- No Build Alternative: Under the No Build Alternative, no improvements would be made to the I-405 corridor within the project limits by the proposed project. No additional lanes or interchange improvements would be provided. Compared to the existing condition, as recorded in the Notice of Preparation (NOP) (issued August 31, 2009) and the Notice of Intent (NOI) (issued September 1, 2009), the future No Build Alternative includes completion of the SR-22 West County Connectors Project, which is currently under construction.
- Alternative 1: Alternative 1 would add a single GP lane in each direction on I-405 from Euclid Street to the I-605 interchange.
- Alternative 2: Alternative 2 would add one GP lane in each direction on I-405 from Euclid Street to the I-605 interchange (as in Alternative 1), plus add a second GP lane in the northbound direction from Brookhurst Street to the 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: Alternative 3 would add one GP lane in each direction on I-405 from Euclid Street to the I-605 interchange (as in Alternatives 1 and 2), plus add a tolled

PARSONS 4-1 Orange County Transportation Authority

DRAFT

External Influence – MAP-21*

- July 6, 2012 – MAP-21 enacted
- Reauthorizes federal aid highway program
- Requires states to ensure carpool lanes are not degraded
- Requires states to address degraded lanes within 180 days
- Potential remedies:
  - Prohibit energy efficient/low emission vehicles from using carpool lanes
  - Change occupancy requirement in carpool lanes to HOV3+ (carpools with three or more persons)
  - Convert carpool lanes to high-occupancy toll (HOT) lanes
  - Construct additional carpool lanes

MAP-21 = Moving Ahead for Progress in the 21st Century Act

Other Influences – Studies

Caltrans:

- Managed Lanes Project Study Report (Dist.12)
- Statewide policy on Managed Lanes

LA Metropolitan Transportation Authority:

- HOT Lane Demonstration Program (I-10, I-110)
- Conversion Feasibility Study for I-405 Freeway HOV Lanes to HOT Lanes (Study area from LAX to I-605)
- I-605 “Hot Spots” Feasibility Analysis

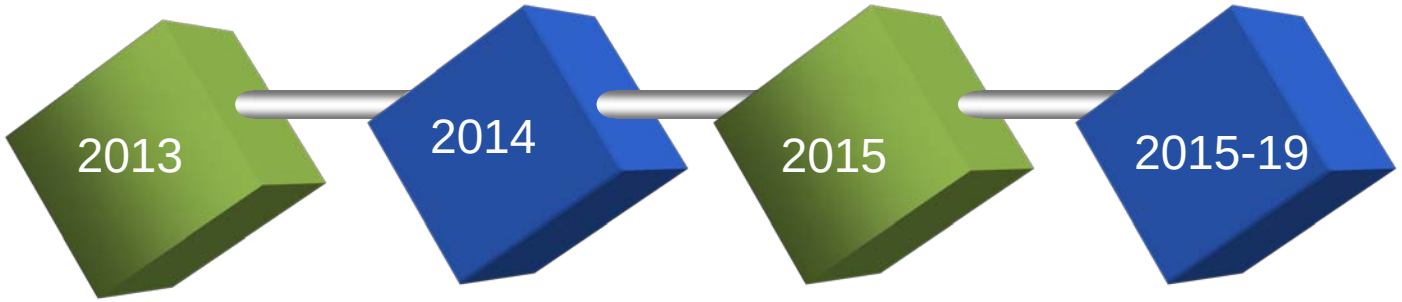
Southern California Association of Governments/LA Metro/OCTA:

- Express Travel Choices Study

OCTA:

- Long Range Transportation Plan

Future Project Milestones



2013

- Caltrans and Project Development Team select Preferred Alternative
- Design-Build authority anticipated

2014

- Final EIR/EIS*
- NOD/ROD**
- Prepare / Advertise Design-Build Contract

2015

- Award Design-Build Contract
- Secure Project Financing

2015-19

- Design/Construct Project

* EIR/EIS = Environmental Impact Report / Environmental Impact Statement

** NOD/ROD = Notice of Decision / Record of Decision

Next Steps

Caltrans HOV Degradation Study	April 8, 2013
I-405 Update	April 22, 2013
Supplemental DEIR/S	May/June 2013
I-405 Outreach Contract	May 24, 2013
Preferred Alternative Selection Update	Mid 2013
Project Development Agreement	Fall 2013
Design-Build RFP Release	2014
Design-Build Contract Award	2015

Existing Condition

Rendering of I-405 looking northwest at Springdale St. overcrossing

Alternative 1 – Adds one GP lane in each direction

Alternative 2 – Adds two GP lanes in each direction

Alternative 3 – Adds one GP and one Express Lane

Existing carpool lane to be combined with the Express Lane providing a dual lane Express Facility, like SR-91