



Interstate 405 Project Update And Toll Revenue Investment Plan

Discussion Items

- Net toll revenue policy discussion
- Project modifications and potential cost savings
- Delivery methods and implications
- Lane configurations – south end of project
- Lane configurations – north end of project

Net Toll Revenue Policy Discussion



Express Facility Revenues

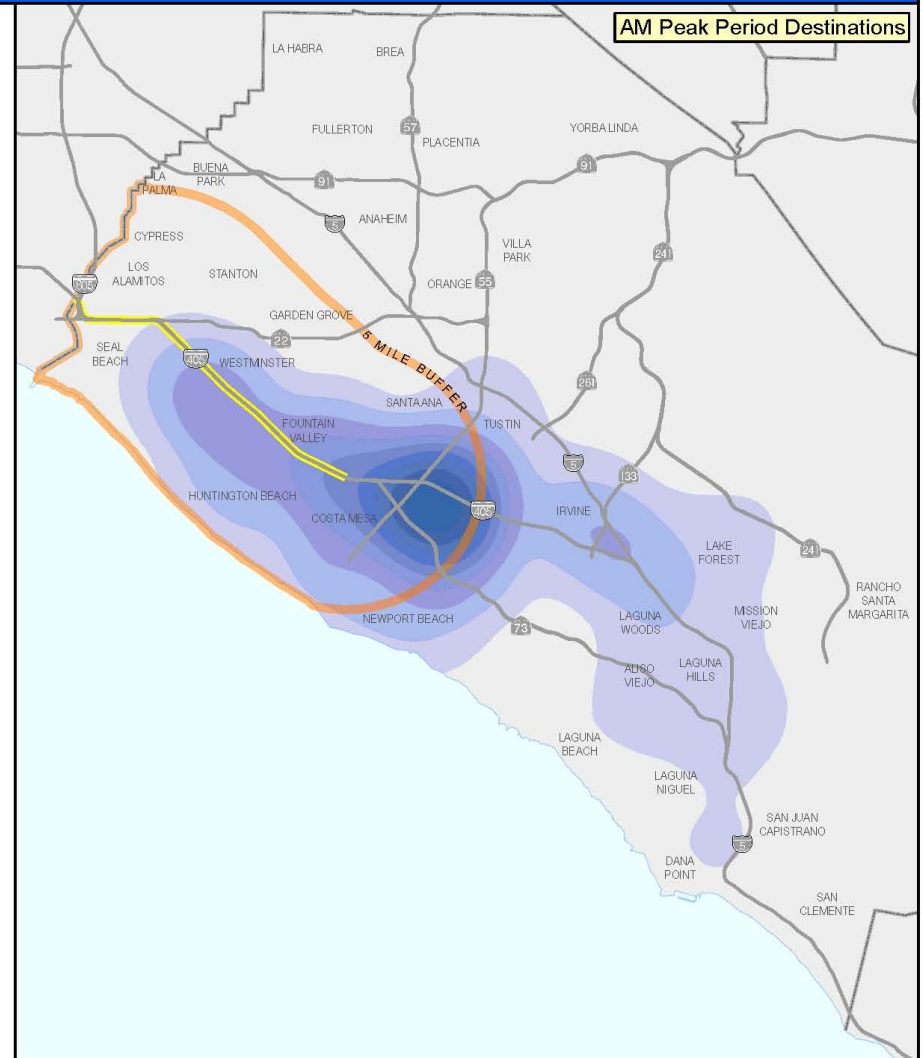
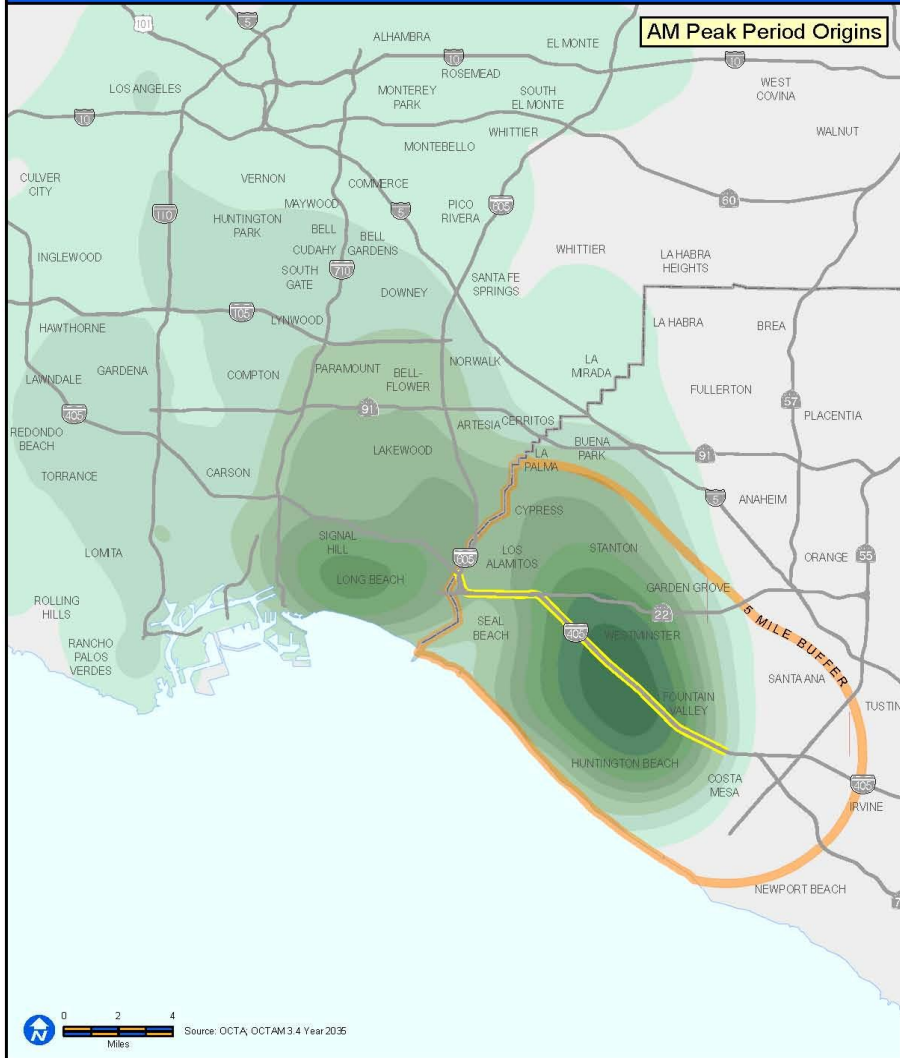
- Net tolls defined as available revenues after:
 - Operations
 - Maintenance
 - Capital expenses
 - Debt service
- I-405 net toll revenue estimate \$1.5 billion
- Revenue as early as 2020
- Board requested initial concepts

Guiding the Effort

- Enabling legislation - Street & Highways Code Section 143 as amended by SB 4
- 91 Express lanes legislation (SB 1316) and experience
- Board policy on express lane planning and implementation (adopted December 2011)
- Travel patterns in the corridor

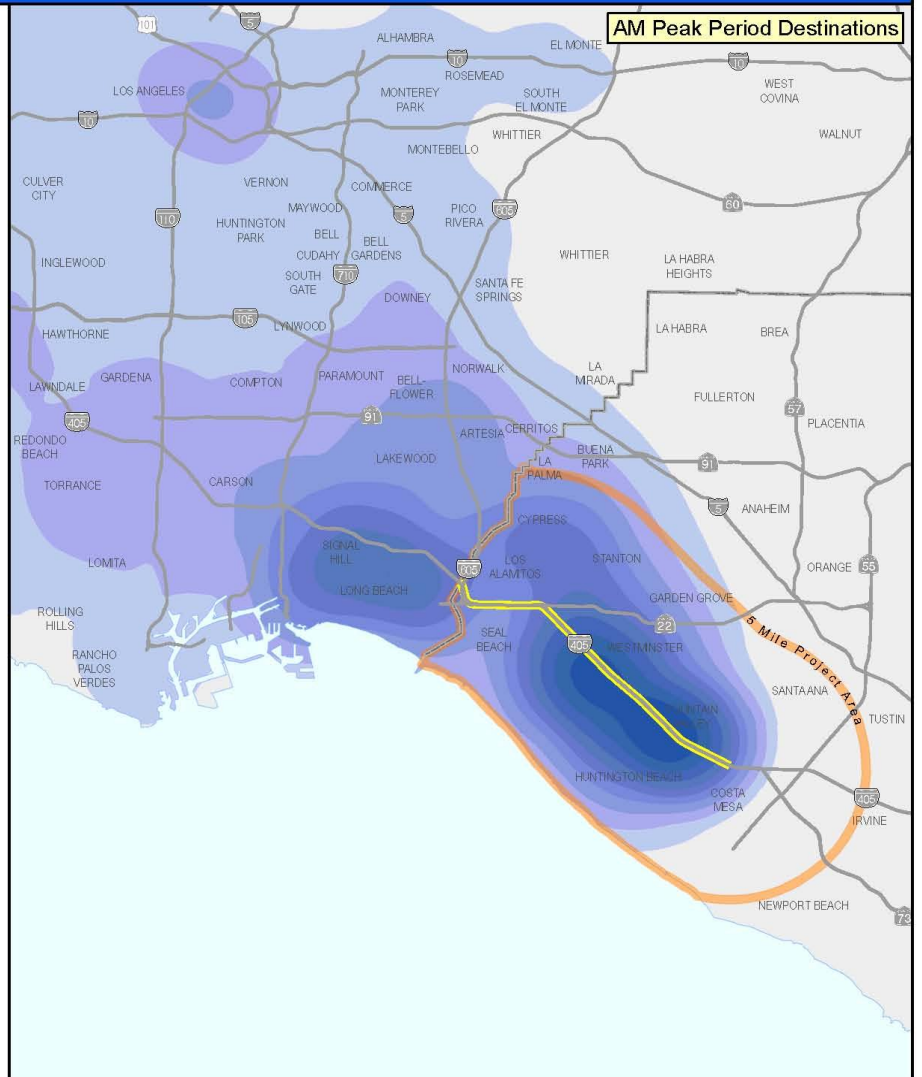
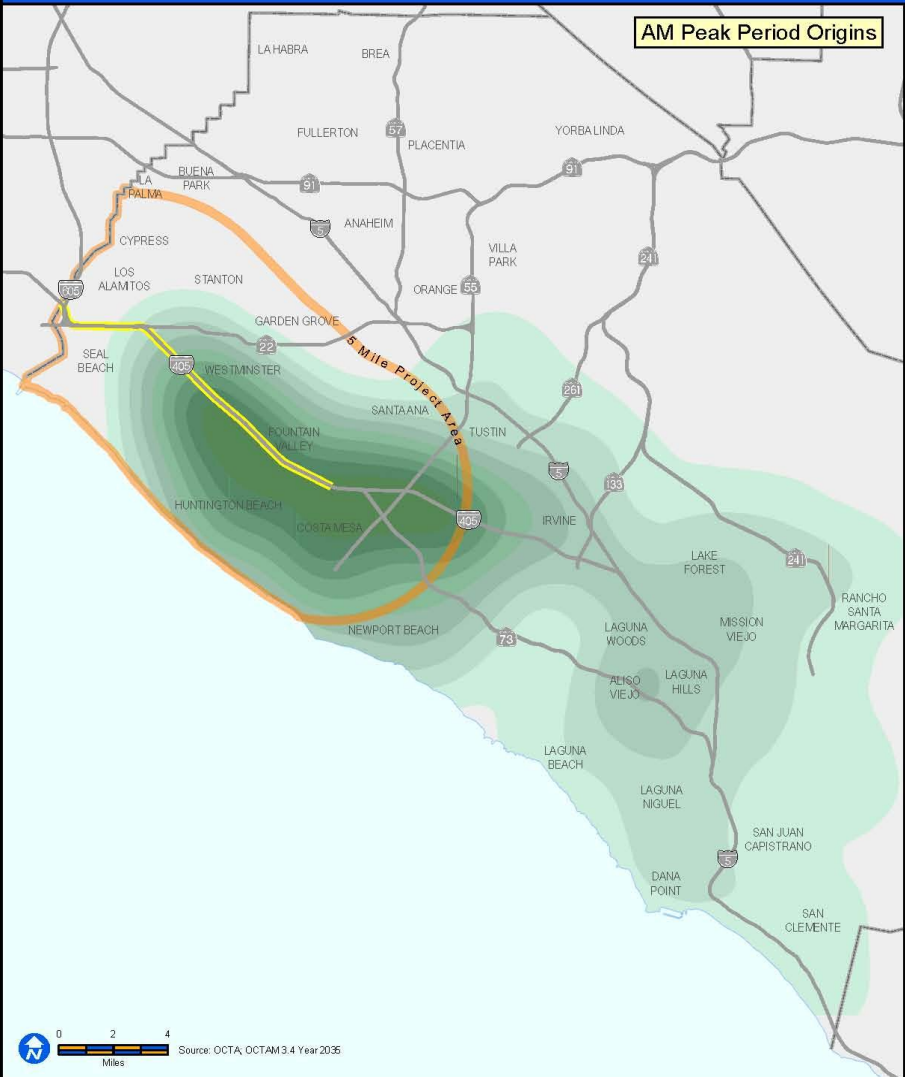
Morning Southbound I-405 Origin & Destination Patterns

Southbound I-405 Traffic between I-605 and Harbor Blvd.

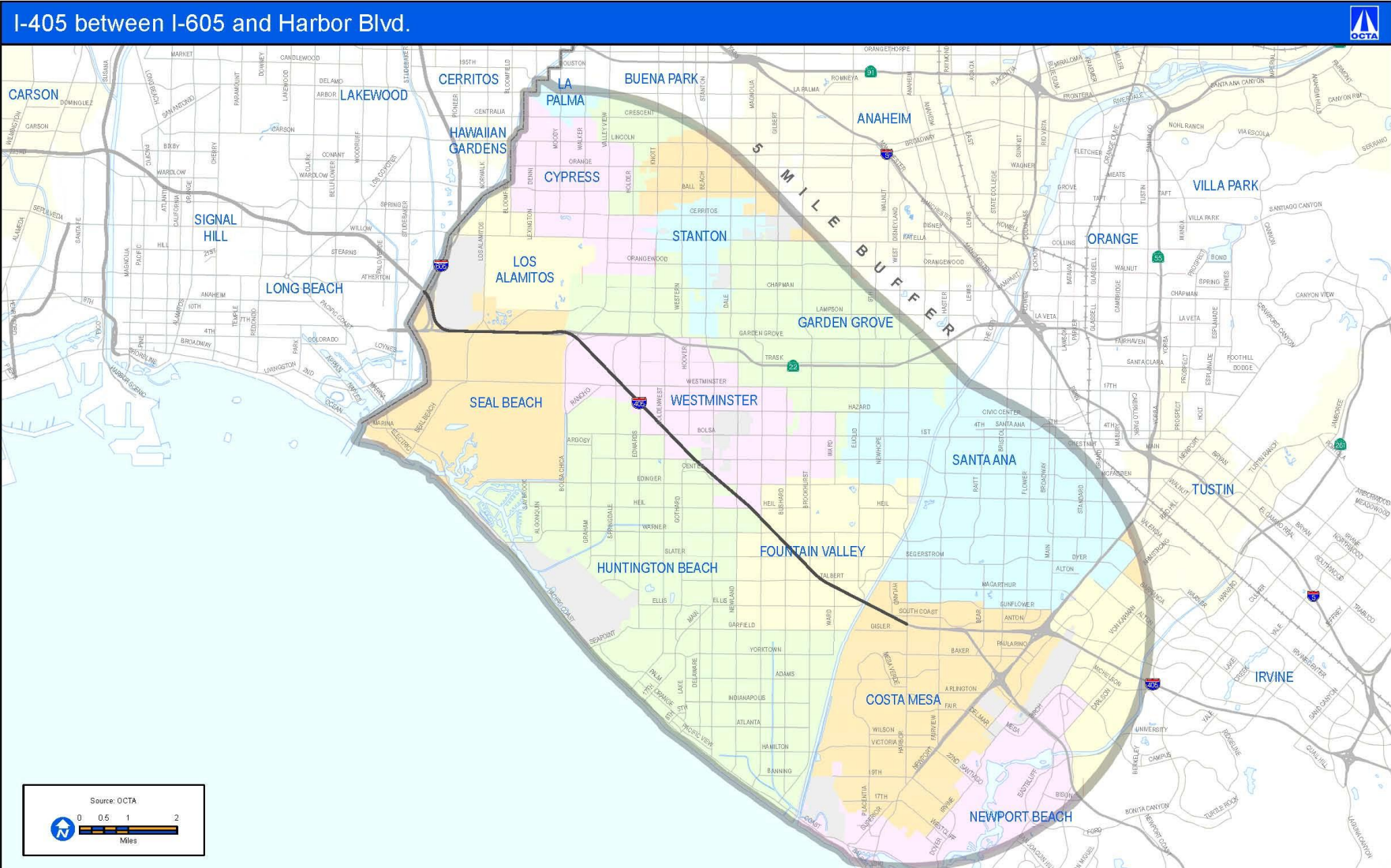


Morning Northbound I-405 Origin & Destination Patterns

Northbound I-405 Traffic between Harbor Blvd. and I-605



I-405 Corridor Commute Shed 5 Mile Radius



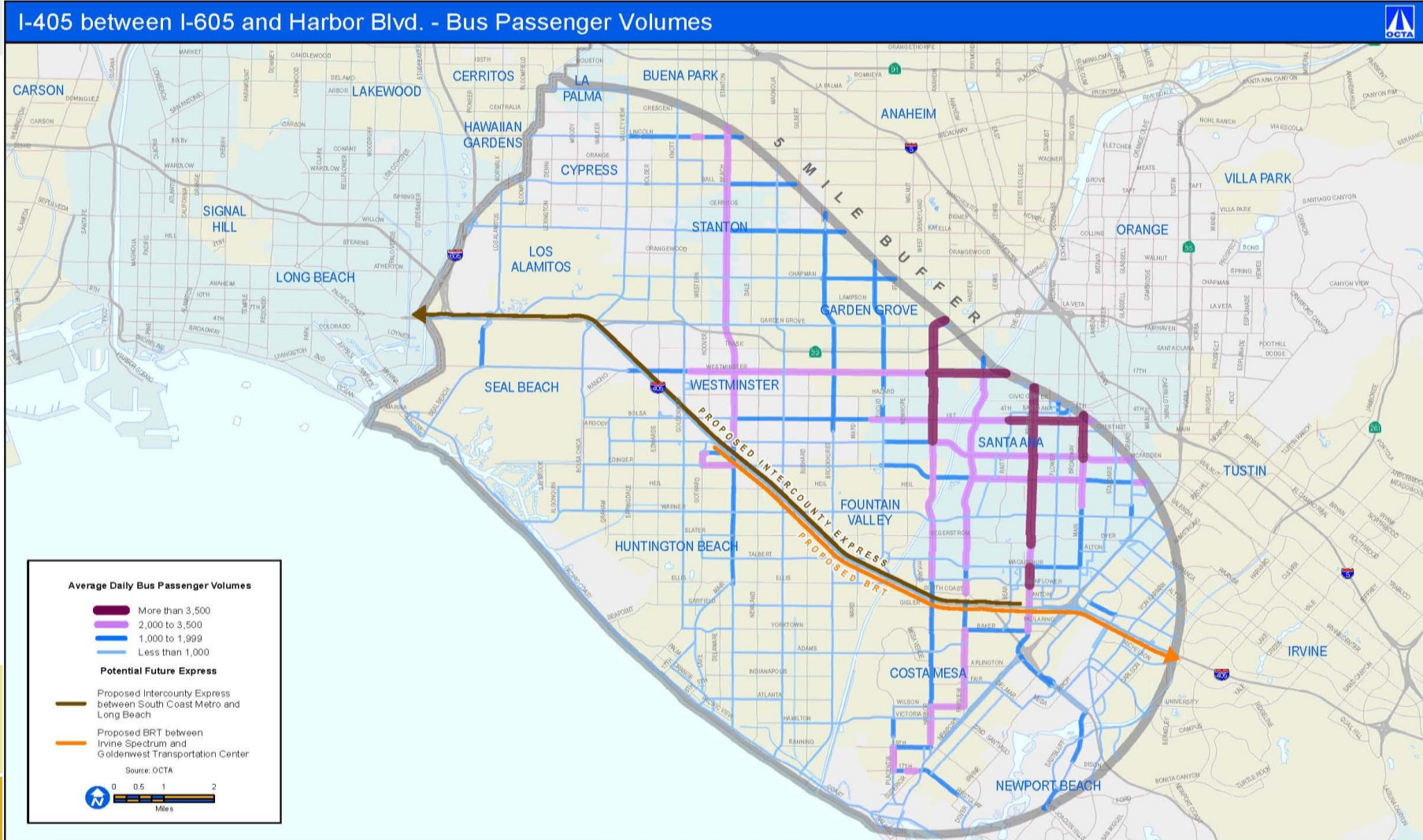
Concept Proposal

- Modeled after 91 Express Lanes
- Annual implementation plan – local coordination
- Regional coordination with Metro and SCAG
- Plan approval by OCTA Board of Directors

Concept Options

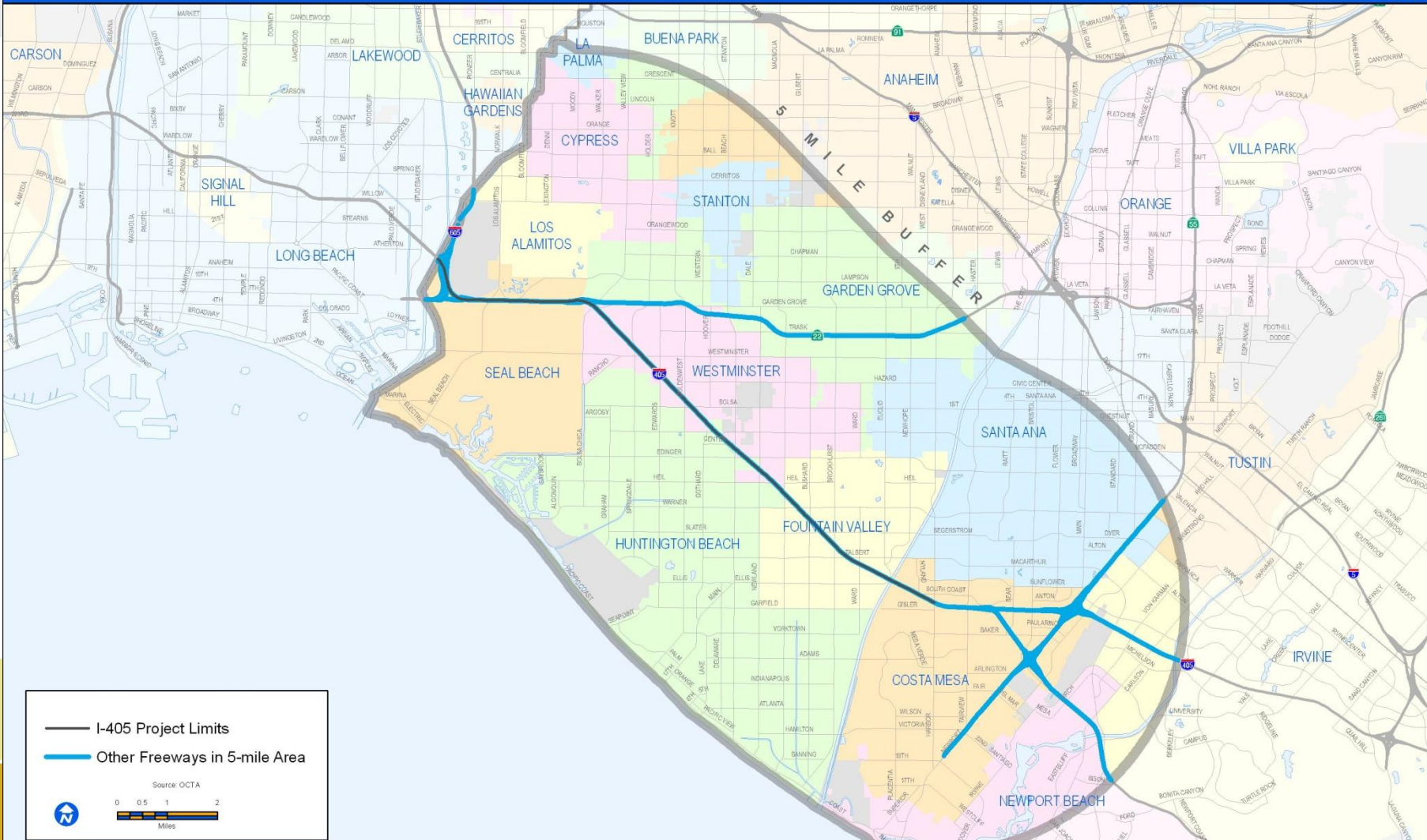
- Early retirement of debt
- Enhanced transit services
- Freeway capacity improvements
- Arterial improvements that reduce congestion in corridor

I-405 Corridor Transit: Future Express and Current Bus Ridership



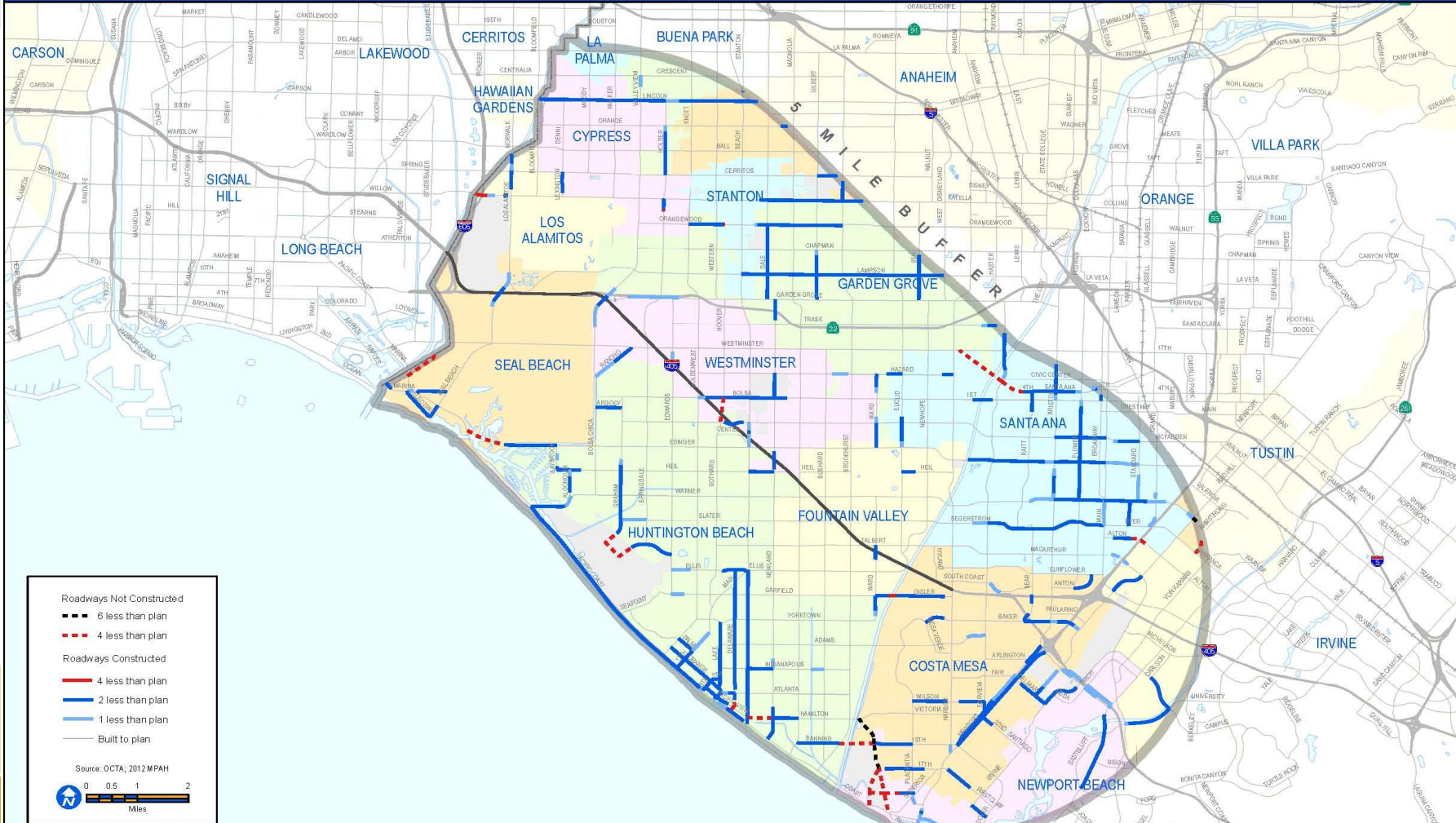
I-405 Corridor Freeway Capacity

I-405 between I-605 and Harbor Blvd. - Other Freeway Segments



I-405 Corridor: Planned Arterial Roads

I-405 between I-605 and Harbor Blvd. - Roads not Constructed or Not Built to Plan



Policy Discussion

- Use 91 Express Lanes concept
- Retire debt early versus additional transportation investments
- Relative priority of various investments
 - Transit
 - Highway
 - Arterial network
- Formula versus competitive process

Estimated Cost Savings Project Delivery Lane Configurations

Estimated Cost Savings

Description	Estimated Cost Savings
Truncation	\$180 million
Braided Ramps	\$70 million
Parking	negligible

Project Delivery

Schedule

Design-Build opening year: 2019

Design-Bid-Build opening year: 2021

Cost

Alternatives*	Design-Build	Design-Bid-Build	Difference
Alt. 1	\$1.23 billion	\$1.33 billion	\$100 million
Alt. 2	\$1.33 billion	\$1.43 billion	\$100 million
Alt. 3	\$1.63 billion	n/a	n/a
Alt. 3 Modified	\$1.45 billion	n/a	n/a

* Reflects estimated cost savings from design modifications



Lane Configurations – South End of Project

I-405 Northbound Direction

Interchanges

I-605

SR-22/7th St

Seal Beach Blvd

SR-22/Valley View

Westminster/Springdale

Goldenwest/Bolsa

Beach/Edinger

Magnolia/Warner

Brookhurst/Talbert

Euclid/Ellis

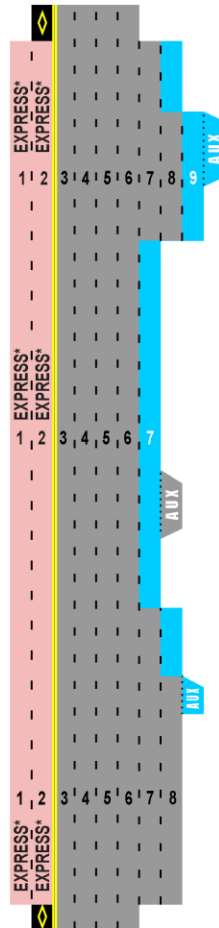
Harbor

Fairview

SR-73

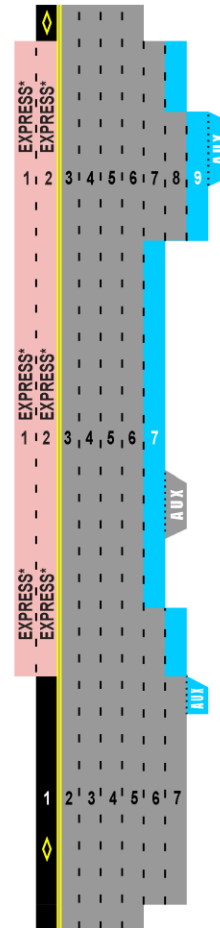
Alternative 3

Express* Lanes
add 1 GP Lane



Alternative 3 Modified

Modified



I-605

SR-22/Valley View

Beach/Edinger

Magnolia/Warner

Brookhurst/Talbert

Euclid/Ellis

South Coast Dr

LEGEND

Existing General Purpose Lane



Existing Carpool Lane



New SR22 Carpool Lane



New General Purpose Lane



Express Lanes



New Auxiliary Lane



Existing Auxiliary Lane



Limited HOV/Express Access



Continuous HOV Access



I-405 Southbound Direction

Interchanges

Alternative 3
Express* Lanes
add 1 GP Lane

Alternative 3
Modified

I-605

I-605

SR-22/7th St

Seal Beach Blvd

SR-22/Valley View

SR-22/Valley View

Westminster/Springdale

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Beach/Edinger

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Euclid/Ellis

Harbor

South Coast Dr

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SR-73

LEGEND

Existing General Purpose Lane



Existing Carpool Lane



New SR22 Carpool Lane



New General Purpose Lane



Express Lanes



New Auxiliary Lane



Existing Auxiliary Lane



Limited HOV/Express Access



Continuous HOV Access



Lane Configurations – North End of Project

Plan Sheet Review
(Information to be presented at the
Aug. 27, 2012 Board meeting)

Next Steps

- Board of Directors September 10, 2012
- Regional Planning and Highways September 17, 2012
- Board of Directors LPA* September 24, 2012
- Project Development Team PA** Fall 2012

* LPA = Locally Preferred Alternative

** PA = Preferred Alternative

