



COMMITTEE TRANSMITTAL

**September 23, 2013**

**To:** Members of the Board of Directors  
*WK*  
**From:** Wendy Knowles, Clerk of the Board  
**Subject:** Status of the Interstate 405 Improvement Project Between State Route 55 and Interstate 605

Regional Planning and Highways Committee Meeting of September 16, 2013

**Present:** Directors Bates, Donchak, Harper, Lalloway, Miller, Murray, and Spitzer  
**Absent:** Director Nelson

**Committee Vote**

Recommendations A, C, D, and E were passed by the Members present.

The Committee chose to forward Recommendation B to the Board without a recommendation.

**Committee Recommendations (Reflects change from staff recommendations)**

- A. Direct staff to continue development of the Interstate 405 improvement, Measure M2 Project K, which adds a single general purpose lane in each direction between Euclid Street and Interstate 605, as approved by the Orange County Transportation Authority Board of Directors on October 22, 2012.
- C. Direct staff to examine options for addressing high-occupancy vehicle degradation, including those that could be implemented in coordination with the Interstate 405 improvement project.
- D. Direct staff under Recommendation C to analyze tolling policies and the use of potential excess toll revenue for use in improving public transportation in and near the project boundaries (i.e., additional roadway and transit improvements).



***Committee Recommendations, Continued***  
***(Reflects change from staff recommendations)***

- E. Direct staff to explore and coordinate with the Transportation Corridor Agencies on solutions to resolve high-occupancy vehicle lane degradation and opportunities to increase high-occupancy vehicle capacity and connectivity between the Interstate 405 and State Route 73, including opportunities for financial participation in transportation projects in the region.

***Staff Recommendation***

- B. Preclude further study of the Interstate 405 improvement project Concept B, which includes the addition of a second general purpose lane northbound from Brookhurst Street to Valley View Street, and southbound from the Seal Beach Boulevard on-ramp to Brookhurst Street.

***Committee Discussion***

The Regional Planning and Highways Committee requested additional information and data be provided in the PowerPoint for the September 23, 2013, Board meeting.

Director Spitzer requested that the corridor cities' Technical Working Group meeting minutes be forward to the Board prior to the September 23, 2013, Board meeting.



**ORANGE COUNTY TRANSPORTATION AUTHORITY**

**Status of the Interstate 405 Improvement Project Between  
State Route 55 and Interstate 605**

**Staff Report**



**September 16, 2013**

**To:** Regional Planning and Highways Committee  
**From:** Darrell Johnson, Chief Executive Officer  
**Subject:** Status of the Interstate 405 Improvement Project Between State Route 55 and Interstate 605

A handwritten signature in blue ink, appearing to read "Darrell Johnson", is written over the "From:" line of the memo.

**Overview**

Project development and environmental documentation are underway for improvements to the Interstate 405 between State Route 55 and Interstate 605. On October 22, 2012, the Board of Directors selected Alternative 1, Measure M2 Project K, which adds one general purpose lane in each direction. On April 22, 2013, the Board of Directors directed staff to screen two new concepts for improvements to Interstate 405. Concept A builds the Measure M2 Project K, converts the existing single high-occupancy vehicle lane to a single high-occupancy toll express lane in each direction, and also adds a second general purpose lane in each direction. Concept B builds the Measure M2 Project K and adds a second general purpose lane in each direction, as in Alternative 2, but truncates the second northbound general purpose lane at Valley View Street. On June 28, 2013, the Orange County Transportation Authority, in partnership with the California Department of Transportation, released a supplemental draft environmental impact report/environmental impact statement which contained additional traffic information, largely in the Long Beach area, not previously contained in the original draft environmental impact report/environmental impact statement. This report provides a summary of the screening results for the two new concepts, as well as a review of public input on the supplemental draft environmental impact report/environmental impact statement.

**Recommendations**

- A. Direct staff to continue development of the Interstate 405 improvement, Measure M2 Project K, which adds a single general purpose lane in each direction between Euclid Street and Interstate 605, as approved by the Orange County Transportation Authority Board of Directors on October 22, 2012.



- B. Preclude further study of the Interstate 405 improvement project Concept B, which includes the addition of a second general purpose lane northbound from Brookhurst Street to Valley View Street, and southbound from the Seal Beach Boulevard on-ramp to Brookhurst Street.
- C. Direct staff to examine options for addressing high-occupancy vehicle degradation including those that could be implemented in coordination with the Interstate 405 improvement project.

***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 MIS Alternative 4 as the strategy to move forward in the project development process. MIS Alternative 4 adds one general purpose (GP) lane in each direction from an area near Brookhurst Street to Interstate 605 (I-605), generally staying within the existing state highway right-of-way (ROW). This was the basis for improvements included in Project K, of the Measure M2 (M2) Transportation Investment Plan, approved by voters on November 7, 2006.

**Environmental Phase of Project Development**

The environmental phase of project development for the I-405 improvement project (Project) began in early 2009 and included two build alternatives: Alternative 1, which adds one GP lane in each direction (M2 Project K) as approved by the voters, and Alternative 2, which added a second GP lane in each direction. On January 26, 2009, the Board approved the addition of Alternative 3 to both significantly alleviate congestion and provide additional travel choices to commuters, as well as help fund the overall Project during difficult economic times when M2 sales tax forecasts were dropping. Alternative 3 studies the potential for managed lanes, including high-occupancy and tolled (HOT) express lanes, similar to the 91 Express Lanes in northeast Orange County, while also delivering the M2 Project K commitment to the voters. A key milestone was the release of the Project draft environmental impact report/environmental impact statement (DEIR/EIS) on May 18, 2012.

The DEIR/EIS includes the following alternatives as shown in Attachment A:

- **No-Build Alternative**

The No-Build Alternative leaves the I-405 in its existing configuration with no additional lanes or interchange improvements.

- **Alternative 1: Add one GP lane in each direction**

Alternative 1 adds a single GP lane in each direction on the I-405 from Euclid Street to the I-605 interchange. This is the M2 Project K.

- **Alternative 2: Add two GP lanes in each direction**

Alternative 2 is the M2 Project K with the addition of a second GP lane in the northbound direction from Brookhurst Street to the State Route 22 (SR-22)/ 7<sup>th</sup> Street interchange, and the addition of 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 HOT express lane in each direction**

Alternative 3 is the M2 Project K with the addition of a HOT express lane in each direction on I-405 from State Route 73 (SR-73) to SR-22 east. The HOT express lane would be combined with the existing high-occupancy vehicle (HOV) lane to provide dual HOT express lanes in both the northbound and southbound directions on I-405 between SR-73 and I-605.

On October 22, 2012, the Board selected Alternative 1, M2 Project K, as the recommendation to the California Department of Transportation (Caltrans) for the preferred alternative. Alternative 1 delivers the M2 Project K scope approved by voters, and does not require reconstruction of the Fairview Road overcrossing in the City of Costa Mesa. The approved recommendation also included a design variation to remove the southbound braided on- and off-ramp structures between Magnolia Street and Warner Avenue, which eliminates the need for up to four full commercial property acquisitions and business relocations in the City of Fountain Valley. Parking impacts in the City of Westminster have also been greatly reduced through design modifications. Alternative 1 does not necessitate the relocation of the soundwall that exists along Almond Avenue in the City of Seal Beach.

#### **Project Costs**

The cost estimate for Alternative 1, M2 Project K, is \$1.3 billion; Alternative 2, M2 Project K plus an additional GP lane in each direction, \$1.4 billion; and Alternative 3, M2 Project K plus the additional HOT express lane in each

direction, \$1.7 billion. These estimates have been updated based on the latest preliminary engineering in the draft project report, dated May 2012, represent year-of-expenditure dollars, and assume a design-build (DB) delivery method of construction beginning in 2015.

After including the design variation to eliminate the southbound braided ramps in the City of Fountain Valley, the cost estimate of all three alternatives is reduced by approximately \$50 million. In addition, the HOT express lanes in Alternative 3 can be truncated in the vicinity of Euclid Street, rather than connecting to SR-73, eliminating the need to replace the Fairview Street overcrossing and further reducing the cost estimate for Alternative 3 by \$180 million. As shown in Attachment A, these design variation modifications to the alternatives give revised cost estimates of \$1.25 billion for Alternative 1, \$1.35 billion for Alternative 2, and \$1.47 billion for Alternative 3. The cost estimates are based on the scope contained in the draft project report which represents approximately 20 percent of design completion. Updated cost estimates are developed as the design advances and the schedule is updated.

#### New Concepts

On April 22, 2013, the Board directed staff to screen two new concepts for improvements to the I-405. Both of these concepts include the existing M2 Project K which adds one GP lane in each direction as approved by the voters as shown in Attachment B. Due to traffic and other related impacts which have not been fully studied to the level of an environmental document, either concept could require that a supplemental DEIR/EIS be prepared and circulated for public comments, adding approximately twelve months to the overall Project delivery timeline. It is estimated that this additional environmental work could cost up to \$1.7 million and add one year of inflationary costs, estimated at \$40 to \$44 million, to the DB phase of the Project. The overall delay can be limited to one year by continuing with preliminary design and releasing the DB request for qualifications (RFQ), with options as to which alternative is to be constructed.

Concept A: This concept builds the M2 Project K, converts the existing single HOV lane to a single HOT express lane in each direction, and also adds a second GP lane in each direction, similar to Alternative 2. It assumes that the occupancy rate of the HOV lane would be changed to a minimum requirement of three or more persons (HOV 3+) per vehicle for toll-free use. A preliminary Traffic and Revenue Study analyzing one HOT express lane in each direction has been completed and the results show that for HOV 3+, toll revenues could generate approximately \$163.3 million in toll financing capacity, assuming a level debt structure. If an ascending debt structure is used, the toll revenue stream could generate up to \$186.6 million in toll financing capacity. The toll

revenue for an HOV 2+ free scenario could generate approximately \$3.3 to \$7.4 million which would not be sufficient for financing unless additional funding sources for the HOV/HOT conversion are identified.

The estimated cost of constructing Alternative 2 is \$100 million more than the M2 Project K, Alternative 1. For Concept A, the estimated cost of converting the existing HOV lane to a HOT express lane is \$110 million, and similar to Alternative 2, the cost of the second GP lane is \$100 million. In addition, there is a one year delay escalation cost of \$44 million. Therefore, the incremental cost of Concept A over M2 Project K is \$254 million. Concept A would incrementally increase the required ROW as compared to Alternative 2 for the inclusion of a buffer and possible ingress/egress transition lanes between the HOT express and GP lane. Concept A presents many operational challenges during peak hours. Two lane HOT lanes, such as the 91 Express Lanes, provide more certainty of operations, more throughput, and less financial risk. If Concept A is selected, additional funding of \$254 million would need to be identified. Toll revenue could finance up to \$186 million. The balance of \$68 million would have to come from other sources.

Concept B: This concept builds on the M2 Project K and adds a second GP lane in both directions, as in Alternative 2, but truncates the second northbound GP lane at Valley View Street. The intent of this concept is to avoid impacts to the existing soundwall bordering the I-405 along Almond Avenue in the City of Seal Beach. Preliminary analyses have determined Concept B creates traffic impacts at the confluence of SR-22 and I-405, an extremely high volume traffic area, resulting in significant bottlenecks on the mainline freeway as well as traffic impacts to arterial streets within the cities of Garden Grove, Seal Beach, and Westminster. A more in-depth traffic analysis of Concept B has been performed which shows peak hour traffic being impacted from Beach Boulevard north to I-605. For the 2040 model year, in the morning (AM), the impact to the overall throughput is approximately 400 vehicles per hour less than Alternative 2. In the afternoon (PM), the impact to the overall throughput is up to 2,550 vehicles per hour less than Alternative 2. Alternative 2 models predict northbound speeds on I-405 are 58 miles per hour (mph) at Beach Boulevard and 59 mph at Valley View Street. With Concept B, northbound speeds on I-405 drop from 57 mph at Beach Boulevard to 25 mph at Valley View Street. Annual delay increases from 1.7 million hours under Alternative 2 to 2.4 million hours (47 percent increase) under Concept B.

The estimated cost of constructing Concept B is \$90 million more than the M2 Project K, Alternative 1. The one year delay from implementing Concept B would also include one year of escalation at a cost of \$40 million. Therefore, the total cost of Concept B is \$130 million more than the M2 Project K. Costs

related to mitigation needed on local arterials impacted by the bottleneck have not been determined.

As traffic conditions on the I-405 mainline deteriorate under Concept B, additional northbound traffic could leave the freeway and travel through the cities of Garden Grove, Seal Beach, and Westminster in order to avoid the bottleneck caused by the lane drop at Valley View Street, and to access I-405 north of the bottleneck. Concept B is found to be impracticable and is not supported by Caltrans.

#### Funding and Revenue

The Board-approved M2020 Plan of Finance includes \$1.25 billion of M2 funding for the M2 Project K single GP lane addition as promised to the voters. The single GP lane can be constructed within all three alternatives, including Concepts A and B. Alternative 3 includes an additional lane for the HOV system for which excess lane capacity can be sold to GP traffic as a HOT lane system, similar to the 91 Express Lanes. Alternative 3 and Concept A, as HOT express lanes, have potential to generate revenue to self-finance additional project costs above and beyond the M2 Project K. The revenue can vary depending on HOV occupancy requirements, Board-approved tolling policy, and debt structure. Attachment B is a summary of Project revenue sources for all three Project alternatives and Concepts A and B.

Alternative 1 can be fully implemented with \$1.25 billion in M2 funding. Alternative 2 has a \$100 million funding shortfall. Alternative 3, with HOV 3+ occupancy using the express lanes for free, generates sufficient revenue to construct the additional HOT lane and generates an additional \$1.5 billion in excess revenue over 30 years for use to relieve congestion in the Project corridor. Alternative 3, with HOV 2+ occupancy using the express lanes for free, does not generate enough revenue for financing to fully fund the additional HOT lane. Alternative 3, with HOV 2+ occupancy using the express lanes for free for only the first five years of operation, creates a financing constraint which requires an additional need of up to \$250 million additional funding, but still generates revenue long term. The source of additional funding has not been identified. Concept A would also require additional funding and performs poorly in comparison to Alternative 3. Additional revenues would need to be identified for both of the Alternative 3 HOV 2+ occupancy options and for Concept A. This would require a change in existing Board policy which currently prioritizes use of state and federal funding for M2 projects. Other transportation authorities and commissions in California have used local sales

tax measure funds (if allowed), Transportation Infrastructure Finance and Innovation Act financing, federal Congestion Mitigation and Air Quality funds, and federal demonstration grants, for the development of toll lanes.

#### Supplemental DEIR/EIS

The public comments received that relate to the focus of the supplemental DEIR/EIS can generally be categorized as: concern as to the funding and nature of the proposed improvements in the City of Long Beach; proposed mitigation improvements in the City of Long Beach at the intersection of College Park Drive and the Studebaker Road off-ramp; and traffic at the Orange County/Los Angeles County line. Other comments about the Project outside of the scope of the supplemental DEIR/EIS were also received and will be addressed in the final EIR/EIS. These comments included: support of Alternatives 1 and 2; opposition to tolling; opposition to relocation of the existing soundwall at Almond Avenue in the City of Seal Beach; opposition to the proposed northbound braided ramps at Magnolia Street/Warner Avenue in the City of Fountain Valley; and support of mass transit/light rail systems. In addition, the Transportation Corridor Agency expressed its support of the I-405/SR-73 direct connector, and the Orange County Business Council reaffirmed support of Alternative 3.

All of the public comments received are being reviewed so the Project Development team, consisting of Caltrans and OCTA staff, can formalize the recommended Project preferred alternative for final approval by the Caltrans District 12 Director. Based upon the existing Board direction to proceed with project development of the Measure M2 Project K, the schedule includes the preferred alternative selection in October 2013, approval of the final EIR/EIS in May 2014, and the Federal Record of Decision in August 2014.

On June 26, 2013, prior to the release of the supplemental DEIR/EIS, the I-405 Policy Working Group met to discuss the status of the Project, including the schedule for the supplemental DEIR/EIS and the screening of Concepts A and B. The meeting was well attended and the group reaffirmed its support for Alternative 2.

#### Status of DB Legislation

As of September 6, 2013, the California Senate Transportation and Housing Committee and Senate Appropriations Committee passed AB 401 (Daley, D-Anaheim), which would provide DB authority for the Project. The final bill needs to pass the full Senate and return to the full Assembly for approval of amendments in September 2013. The DB legislation, if approved,

would be effective on January 1, 2014. If not approved, staff will return to the Board to advise on impacts to Project schedule and cost.

#### HOV Degradation

Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21), enacted on July 6, 2012, requires that state Departments of Transportation (DOTs) prepare a plan to manage degradation for HOV lanes and that DOTs procure a remedy for degraded HOV lanes within 180 days of submitting the degradation study to the Federal Highway Administration (FHWA) or the states risk the loss of federal funding and project approvals.

At the April 8, 2013 OCTA Board meeting, Caltrans provided an HOV degradation presentation which outlined the degraded status of HOV lanes in Orange County. Caltrans presented potential solutions to address degradation which ranged from the least to the most effective for diminishing HOV lane degradation and enhancing corridor vehicle and people throughput. These solutions included prohibiting inherently low emission vehicles in HOV lanes, changing the HOV lane vehicle occupancy requirements from 2+ to 3+, and converting the HOV lanes to HOT lanes.

On July 31, 2013, Caltrans released the California HOV Lane Degradation Action Plan that was provided to FHWA. The listed remedies for freeway segments that show degradation in HOV lanes include: additional carpool lanes; conversion of carpool lanes to toll lanes for single occupant vehicles, and; increased carpool lane vehicle occupancy requirements.

The remedial strategies specified for I-405 in the vicinity of M2 Project K include the following: changing the HOV lane vehicle occupancy requirements from 2+ to 3+, adding a second HOV lane, HOV weaving lane, or adding a second lane and converting both to HOT lanes; adding HOV direct access ramps to/from Bear Street; adding HOV direct access ramps in the vicinity between Beach Boulevard and Bolsa Avenue; adding an HOV direct connector at SR-73; and proposed widening in both directions on I-405 between SR-73 and I-605 including an alternative that adds HOV capacity and converts existing and new HOV lanes to HOT lanes.

#### Recommendations and Next Steps

It is recommended to continue project development and delivery of Alternative 1, M2 Project K, as previously directed by the Board. This includes commencement of preliminary design and ROW activities, which offers the best opportunity to deliver the M2 Project K, generally on the current schedule, and mitigate the potential for inflationary risk and cost increases. The DB RFQ

is scheduled to be released in early 2014, with the request for proposals (RFP) scheduled to be released in late 2014. Assuming the use of the DB delivery method, construction is expected to begin in mid to late 2015 and would take approximately four years, from late 2015 to late 2019, minimizing inflationary risk. An RFP for construction management services is tentatively scheduled to be issued in November 2013 to provide construction management services during the RFP preparation and DB phases.

It is also recommended that the Board direct staff to preclude further study of Concept B since this concept creates a bottleneck on the northbound I-405.

Additionally, it is recommended to continue to examine options for resolution of HOV lane degradation, including options that could be implemented in coordination with the Project. The range of options that could be evaluated for potential HOT lanes on the I-405 include operational requirements such as vehicle occupancy, hours of operation, and access to the managed lanes, along with tolling policies. Staff could return to the Board in 60 days to present the traffic and revenue and funding options as well as a range of toll policy options for potential HOT lanes, which can include Alternative 3 and Concept A.

### ***Summary***

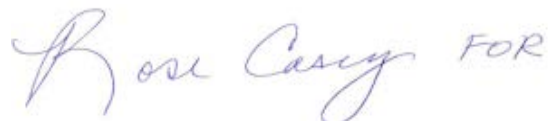
On October 22, 2012, the Board of Directors selected Alternative 1 as the alternative for the Interstate 405 improvement project. Staff is recommending the Board of Directors direct staff to continue with development of the Measure M2 Project K (Alternative 1). A supplemental draft environmental impact report/environmental impact statement has been circulated and review comments received. Screening studies have been completed for two additional Interstate 405 improvement project concepts as directed by the Board of Directors. The California Department of Transportation has provided supporting reports and the response plan to the Federal Highway Administration regarding high-occupancy vehicle lane degradation as required by Moving Ahead for Progress in the 21<sup>st</sup> Century. Staff is recommending studying options to address high-occupancy vehicle degradation as part of the Interstate 405 improvement project, and report back to the Board of Directors in approximately 60 days.



**Attachments**

- A. Interstate 405 Improvement Project Proposed Build Alternatives
- B. Interstate 405 Improvement Project Concepts A and B
- C. Interstate 405 Improvement Project Cost Estimates (In Millions \$)
- D. Interstate 405 Improvement Project Revenue Sources (In Millions \$)

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**ORANGE COUNTY TRANSPORTATION AUTHORITY**

**Status of the Interstate 405 Improvement Project Between  
State Route 55 and Interstate 605**

**Attachment A**

# INTERSTATE 405 IMPROVEMENT PROJECT PROPOSED BUILD ALTERNATIVES

Typical Cross Sections between Brookhurst Street and Valley View Street

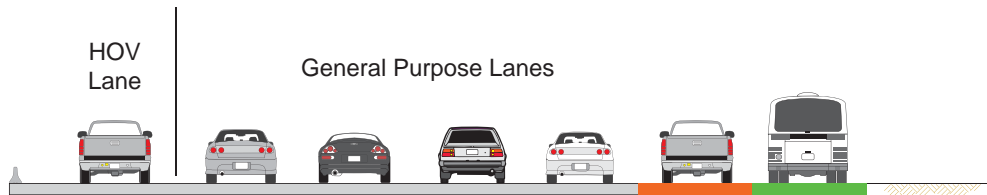


## Existing



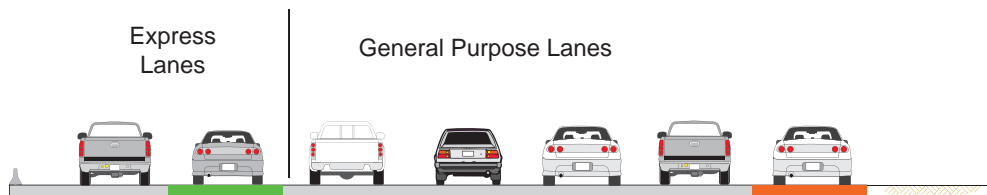
## Alternative 1

M2 Project K – Adds one General Purpose (GP) lane






## Alternative 2

M2 Project K – Adds one GP lane  
Plus an additional GP lane



## Alternative 3

M2 Project K – Adds one GP lane  
Express Lane Facility: Adds one lane adjacent to the carpool lane. Both lanes will be managed together as the Express Facility

 = M2 Project K Funding   
 = Non M2 Funding Required  
 Lane additions are in each direction



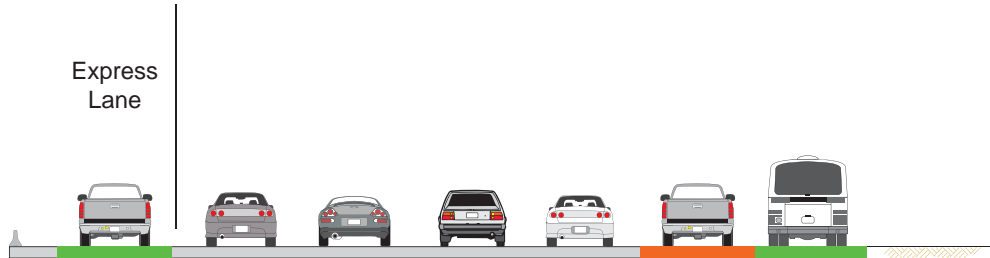
**ORANGE COUNTY TRANSPORTATION AUTHORITY**

**Status of the Interstate 405 Improvement Project Between  
State Route 55 and Interstate 605**

**Attachment B**

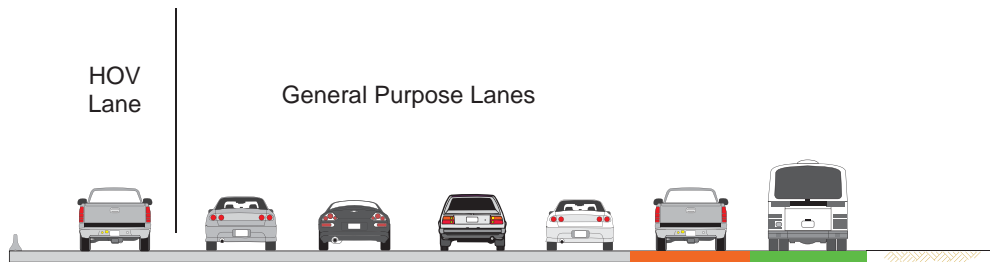
# INTERSTATE 405 IMPROVEMENT PROJECT CONCEPTS A AND B

Typical Cross Sections between Brookhurst Street and Valley View Street






## Concept A

M2 Project K – Adds one general purpose (GP) lane  
Plus an additional GP lane  
and changes HOV management to express lane



## Concept B

M2 Project K – Adds one GP lane  
Plus an additional GP lane  
with the northbound additional GP lane  
eliminated north of Valley View Street

	= M2 Project K Funding	
	= Non M2 Funding Required	
Lane additions are in each direction		



**ORANGE COUNTY TRANSPORTATION AUTHORITY**

**Status of the Interstate 405 Improvement Project Between  
State Route 55 and Interstate 605**

**Attachment C**

**Interstate 405 Improvement Project  
Cost Estimates (In Millions \$)**

Description	Alt 1	Alt 2	Alt 3	Concept A <sup>(1)</sup>	Concept B <sup>(2)</sup>
Cost Estimate	\$1,300	\$1,400	\$1,700	\$1,510	\$1,390
Eliminate Braided Ramps	(\$50)	(\$50)	(\$50)	(\$50)	(\$50)
Eliminate SR-73 Connection			(\$180)		
Cost with Design Variations	\$1,250	\$1,350	\$1,470	\$1,460	\$1,340
Escalation plus additional environmental studies - estimated @ 3% first year				\$1,504	\$1,380

Alt = Alternative

(1) Alt 2 + \$110 for High Occupancy Toll Conversion

(2) Alt 2 less \$10 million for truncation at Valley View Street



**ORANGE COUNTY TRANSPORTATION AUTHORITY**

**Status of the Interstate 405 Improvement Project Between  
State Route 55 and Interstate 605**

**Attachment D**



**Interstate 405 Improvement Project Revenue Sources (In Millions \$)**

Column	A	B	C	D	E	
Description	Cost Assumption	Measure M	Toll Financing Proceeds*	Total Available (B+C)	Funding Gap (D-A)	Notes
Alt 1	\$ 1,250.0	\$ 1,250.0	N/A	\$ 1,250.0	No Funding Gap	
Alt 2	\$ 1,350.0	\$ 1,250.0	N/A	\$ 1,250.0	\$100.0	
Concept B	\$ 1,380.0	\$ 1,250.0	N/A	\$ 1,250.0	\$130.0	Schedule impact creates additional escalation costs
<b>Tolled Alternatives</b>						
Alt 3 (No SR-73) - Assumes HOV3+ Free	\$ 1,470.0	\$ 1,250.0	\$255.4 - \$355.6	\$1,505.4 - \$1,605.6	No Funding Gap	Potential net toll revenues ~ \$1.5 billion over 30 yrs
Concept A - Assumes HOV3+ Free	\$ 1,503.8	\$ 1,250.0	\$163.3 - \$186.6	\$1,413.3 - \$1,436.6	\$67.2 to \$90.5	Requires other non-toll revenue and/or TIFIA financing
Alt 3 (No SR-73) - Assumes HOV2+ Free for 5 Years	\$ 1,470.0	\$ 1,250.0	\$181.4 - \$261.5	\$1,431.4 - \$1,511.5	\$0 to \$38.6	Requires other non-toll revenue and/or TIFIA financing
Concept A -- Assumes HOV2+ Free for 5 Years	\$ 1,503.8	\$ 1,250.0	\$3.3 - \$7.4	\$1,253.3 - \$1,257.4	\$246.4 to \$250.5	Requires other non-toll revenue and/or TIFIA financing
Alt 3 (No SR-73) - Assumes HOV2+ Free	\$ 1,470.0	\$ 1,250.0	\$3.3 - \$12.1	\$1,253.3 - \$1,262.1	\$207.9 to \$216.7	Requires other non-toll revenue and/or TIFIA financing
Concept A - Assumes HOV2+ Free	\$ 1,503.8	\$ 1,250.0	\$3.3 - \$7.4	\$1,253.3 - \$1,257.4	\$246.4 to \$250.5	Requires other non-toll revenue and/or TIFIA financing

\* Lower range value includes level debt structure and higher range value includes ascending debt structure.

TIFIA = Transportation Infrastructure Finance and Innovation Act



**ORANGE COUNTY TRANSPORTATION AUTHORITY**

**Status of the Interstate 405 Improvement Project Between  
State Route 55 and Interstate 605**

**PowerPoint**



# Status of the Interstate 405 Improvement Project Between State Route 55 and Interstate 605





# DEIR/EIS Build Alternatives

Alt	General Description	Original Cost Estimate	Revised Cost Estimate With Variations*
1	<b>Measure M2 Project K</b> - one general purpose (GP) lane in each direction	\$1.3 billion	\$1.25 billion
2	<b>Measure M2 Project K</b> - one GP lane in each direction <ul style="list-style-type: none"> <li>• Plus one additional GP lane in each direction</li> </ul>	\$1.4 billion	\$1.35 billion
3**	<b>Measure M2 Project K</b> - one GP lane in each direction <ul style="list-style-type: none"> <li>• Plus one high-occupancy toll (HOT)/express lane to be combined with the existing HOV lane to create a two lane HOT/express facility</li> </ul>	\$1.7 billion	\$1.47 billion

DEIR/EIS = Draft Environmental Impact Report / Environmental Impact Statement

Alt = Alternative

\*Alts 1, 2, 3 – eliminates southbound braided ramps in the City of Fountain Valley (reduces costs by \$50 million)

\*\*Alt 3 – truncates express lanes at Euclid Street/Ellis Street, eliminates State Route 73 connector (reduces costs by \$180 million)

Note: Costs based on scope contained in draft project report, approximately 20 percent design



# Project History

Major Investment Study Launched	2003
Major Investment Study Approved	2005
M2 Approved (Project K)	2006
Project Study Report Approved	2008
Draft EIR/EIS Initiated	2009
Phase I Traffic and Revenue Completed	2010
Phase II Traffic and Revenue Completed	2011
OCTA Board Recommends Alt 1	Oct 2012
Concept A and B Screening	Apr 2013
Supplemental Draft EIR/EIS	Jun 2013



# Supplemental Draft EIR/EIS Public Comments

❖ Fair share calculation

❖ College Park Drive/Studebaker Road


Signal

❖ Traffic at the county line

**San Diego Freeway  
(I-405) Improvement Project**



ORANGE AND LOS ANGELES COUNTIES, CALIFORNIA  
12-ORA-405 PM 9.3/24.2 / 07-LA-405 PM 0.0/1.2  
12-ORA-22 PM R0.7/R3.8 / 12-ORA-22 PM R0.5/R0.7  
12-ORA-73 PM R27.2/R27.8 / 12-ORA-605 PM 3.5/R1.6  
07-LA-605 PM R0.0/R1.2  
EA 0H1000 / PN 1200000180

**Supplemental Draft Environmental Impact Report/  
Environmental Impact Statement**



Prepared by the  
State of California Department of Transportation

The environmental review, consultation, and any other action in accordance with applicable federal laws for this project is being, or has been, carried out by the State of California Department of Transportation under its assumption of responsibility pursuant to 23 U.S.C. 327.




June 2013



# Concept A Feasibility (Separate from Draft EIR/EIS)

## Concept A

**M2 Project K**   
+  
one more GP  
+  
Convert HOV to  
HOT

HOT = High-Occupancy Toll



# Concept A – Traffic & Revenue

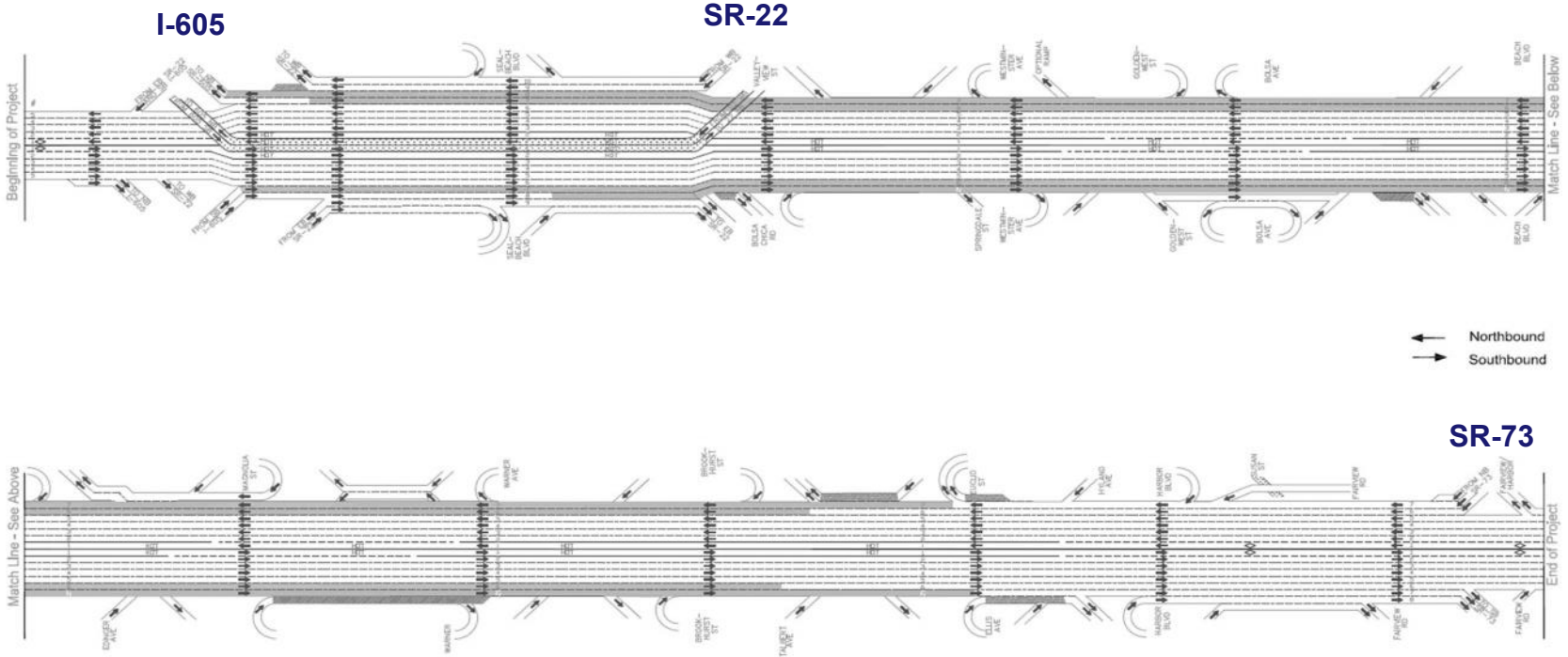
## Interstate 405 Update - Stantec







# Concept A



Concept A (Add two general purpose lanes north of Euclid/Brookhurst to SR-22/I-605 and change management the HOV lanes to HOT lanes)

Baseline Improvement to Existing Condition
  Proposed General Purpose Lane
  Proposed Auxiliary Lane

DRAFT

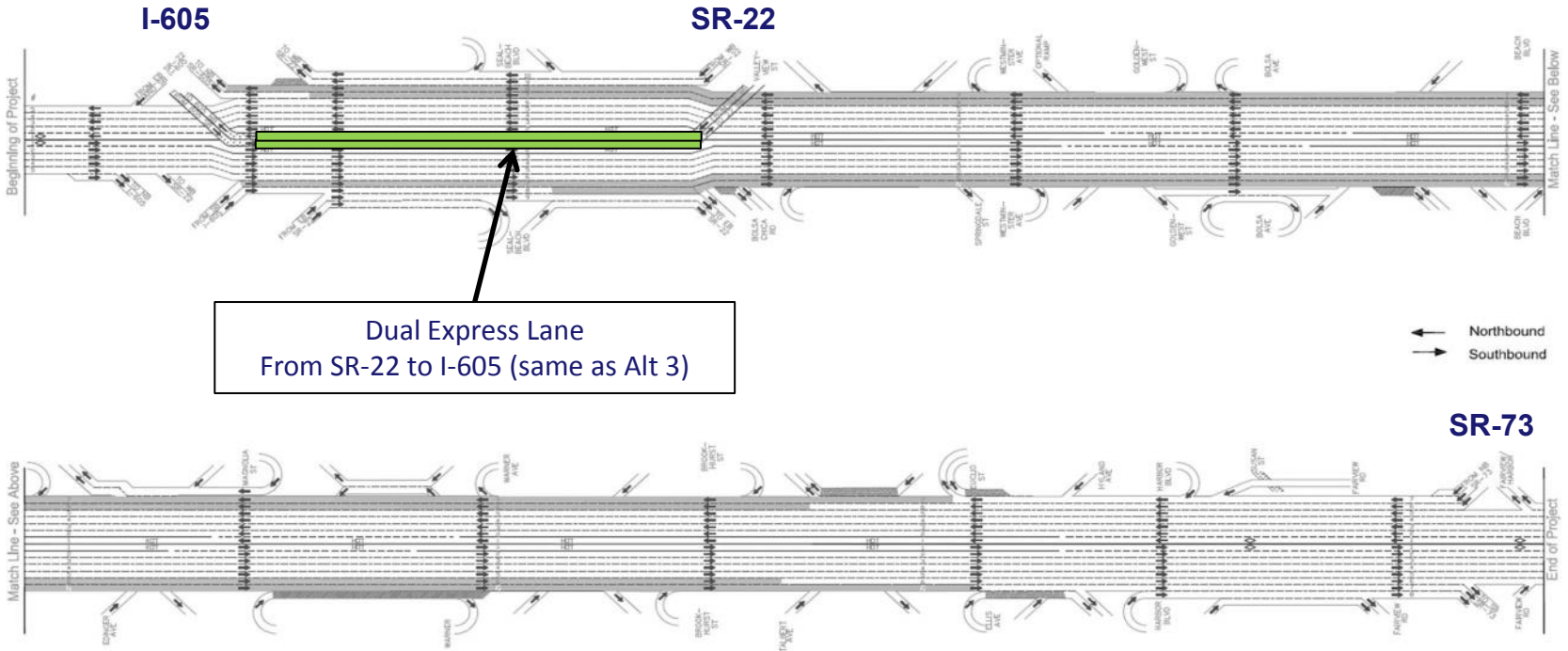
I-405 PA/ED CONCEPT A LANE SCHEMATIC

DRAFT

SHEET 1 OF 1

**PARSONS**

# Concept A



Concept A (Add two general purpose lanes north of Euclid/Brookhurst to SR-22/I-605 and change management the HOV lanes to HOT lanes)

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DRAFT

I-405 PA/ED CONCEPT A LANE SCHEMATIC

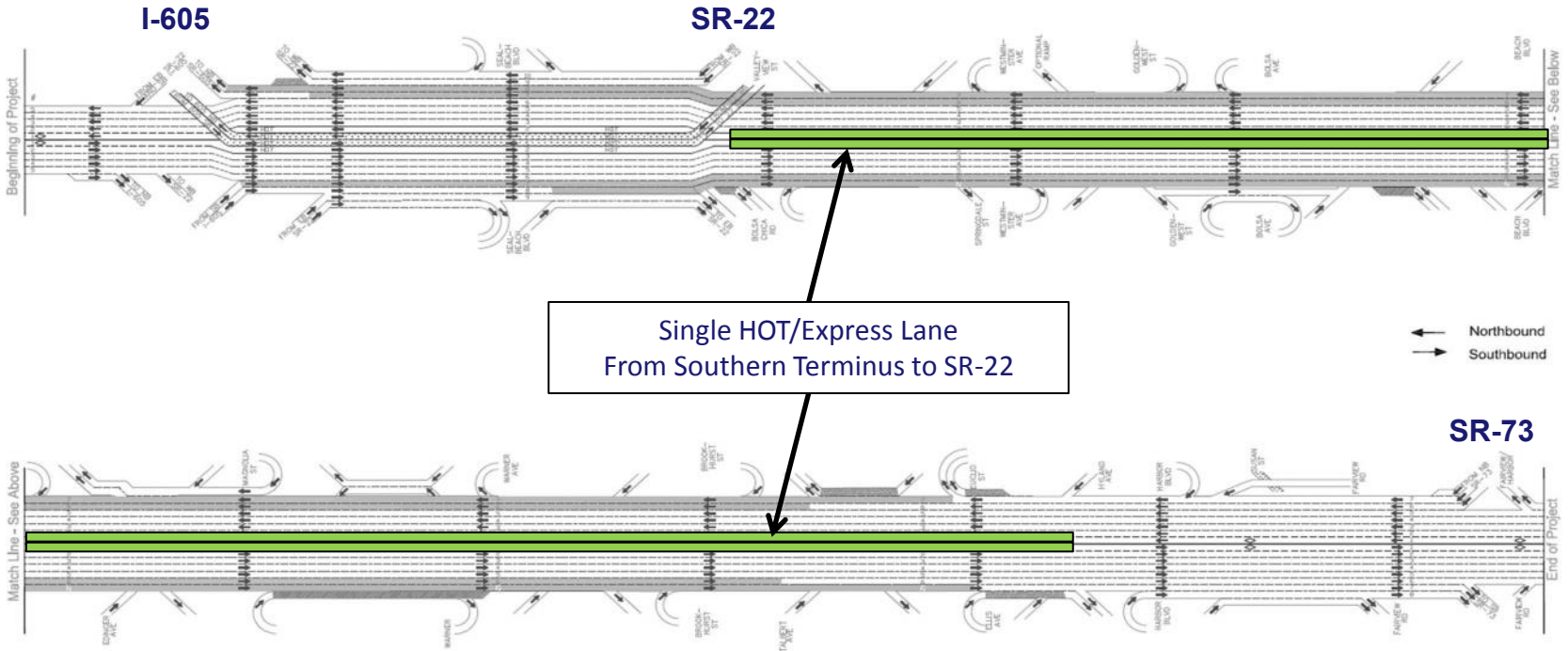
DRAFT

SHEET 1 OF 1

**PARSONS**



# Concept A



Concept A (Add two general purpose lanes north of Euclid/Brookhurst to SR-22/I-605 and change management the HOV lanes to HOT lanes)

▨ Baseline Improvement to Existing Condition    ▨ Proposed General Purpose Lane    ▨ Proposed Auxiliary Lane

DRAFT

I-405 PA/ED CONCEPT A LANE SCHEMATIC

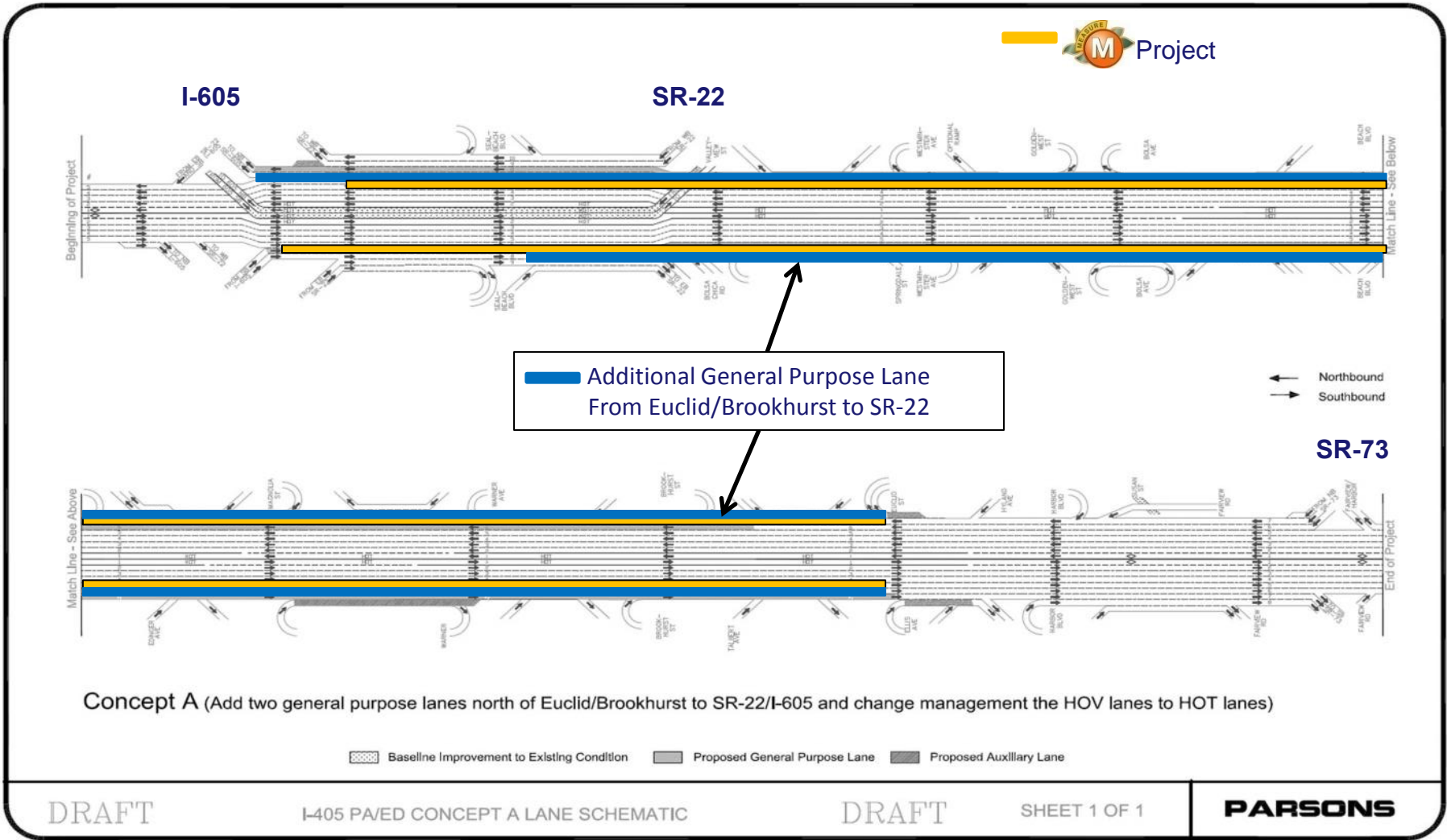
DRAFT

SHEET 1 OF 1

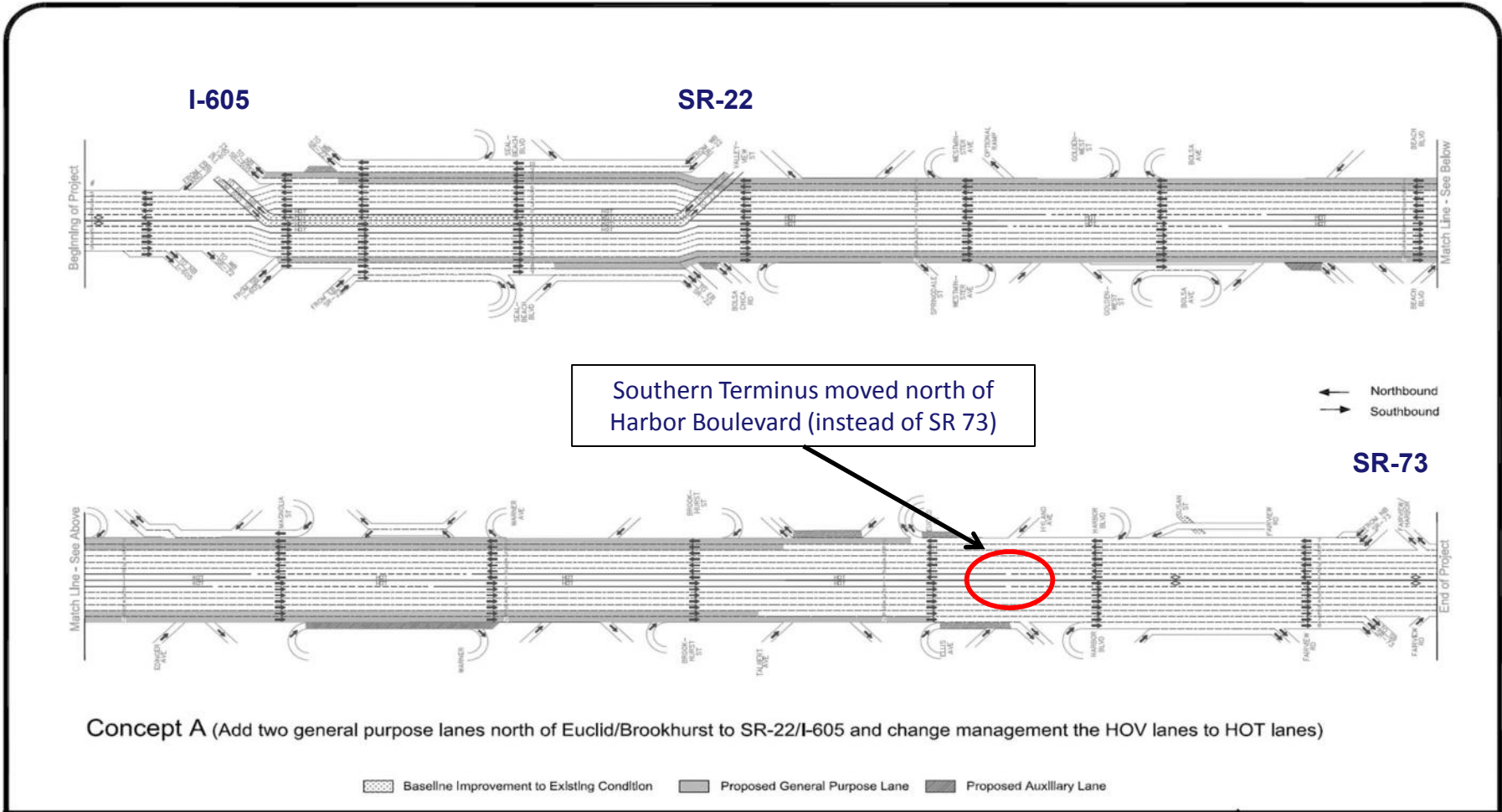
**PARSONS**



# Concept A

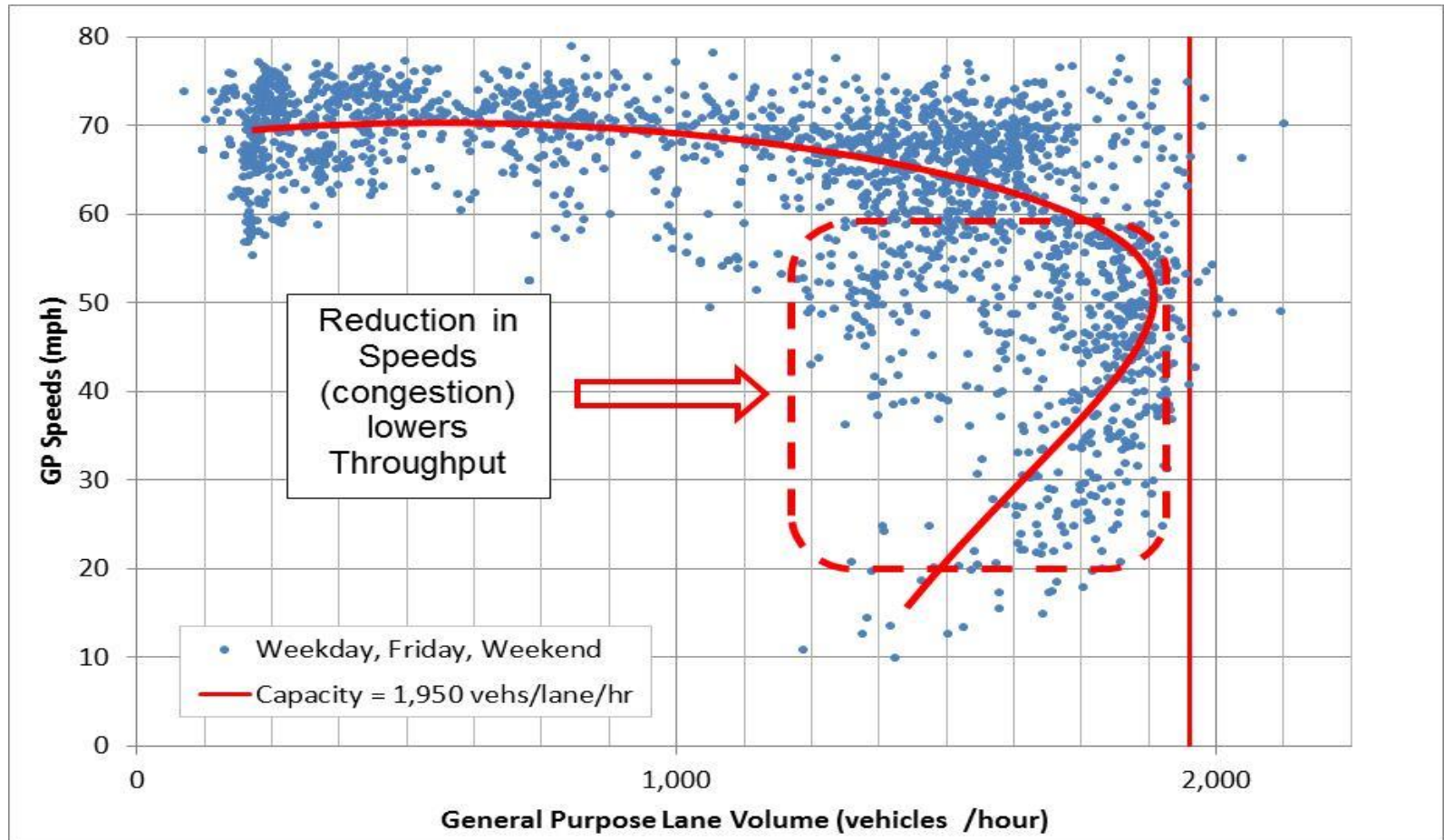


# Concept A





## How Congestion Impacts Throughput



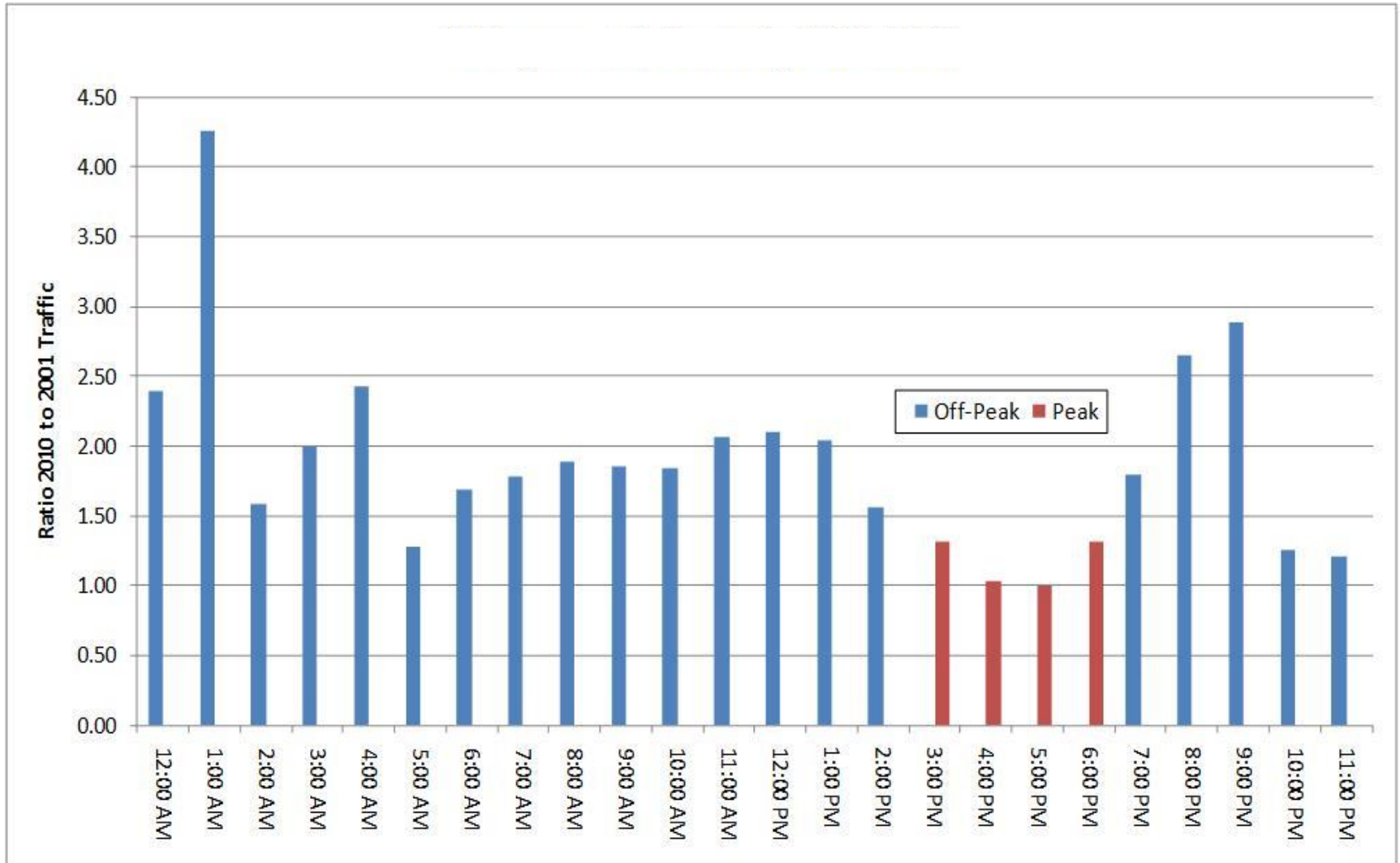


# OCTA Toll Policy Assumptions

- Utilized existing 91 Express Lanes toll policy
- Establishes trigger points to avoid congestion in toll lanes
- Toll rates adjusted up or down, depending on traffic volumes
  - Peak tolls can be increased by either \$0.75 or \$1.00
  - Peak tolls can be decreased by \$0.50
- Includes annual cost of living adjustments (3%) for non-peak hours and HOV 3+ free



# 91 Express Eastbound Growth 2001-2010







# Concept A – Traffic & Revenue

## Forecasting for Single Express Lane

- Lower volume threshold on single lane (1,550 veh / hr) and direct connector (1,450 veh/hr)
- Toll rates on SR-22/I-605 segment must be increased to ensure total volume does not exceed 3,000 vehicles
- Results in higher rates on SR-22/I-605 segment for Concept A vs. Alternative 3



# I-405 Concept A

## HOV 3+ Toll Rates

### *2020 Average Weekday*

<b>Segment</b>	<b>Dir</b>	<b>Segment Distance (mi)</b>	<b>Average Toll Rate (2013 \$s)</b>	<b>Peak Toll Rate (2013 \$s)</b>
<b>Harbor to Magnolia</b>	NB	3.8 mi.	\$1.57	\$2.06
	SB	3.6 mi.	\$1.43	\$1.99
<b>Magnolia to Goldenwest</b>	NB	2.6 mi.	\$0.91	\$1.23
	SB	2.4 mi.	\$0.93	\$1.12
<b>Goldenwest to SR-22</b>	NB	2.9 mi.	\$1.65	\$3.56
	SB	3.3 mi.	\$1.25	\$1.83
<b>SR-22 to I-605</b>	NB	2.8 mi.	\$2.18	\$4.73
	SB	2.8 mi.	\$1.37	\$2.02
<b>Full Length Trip</b>	NB	12.0 mi.	\$6.31	\$11.58
	SB	12.1 mi.	\$4.99	\$6.96



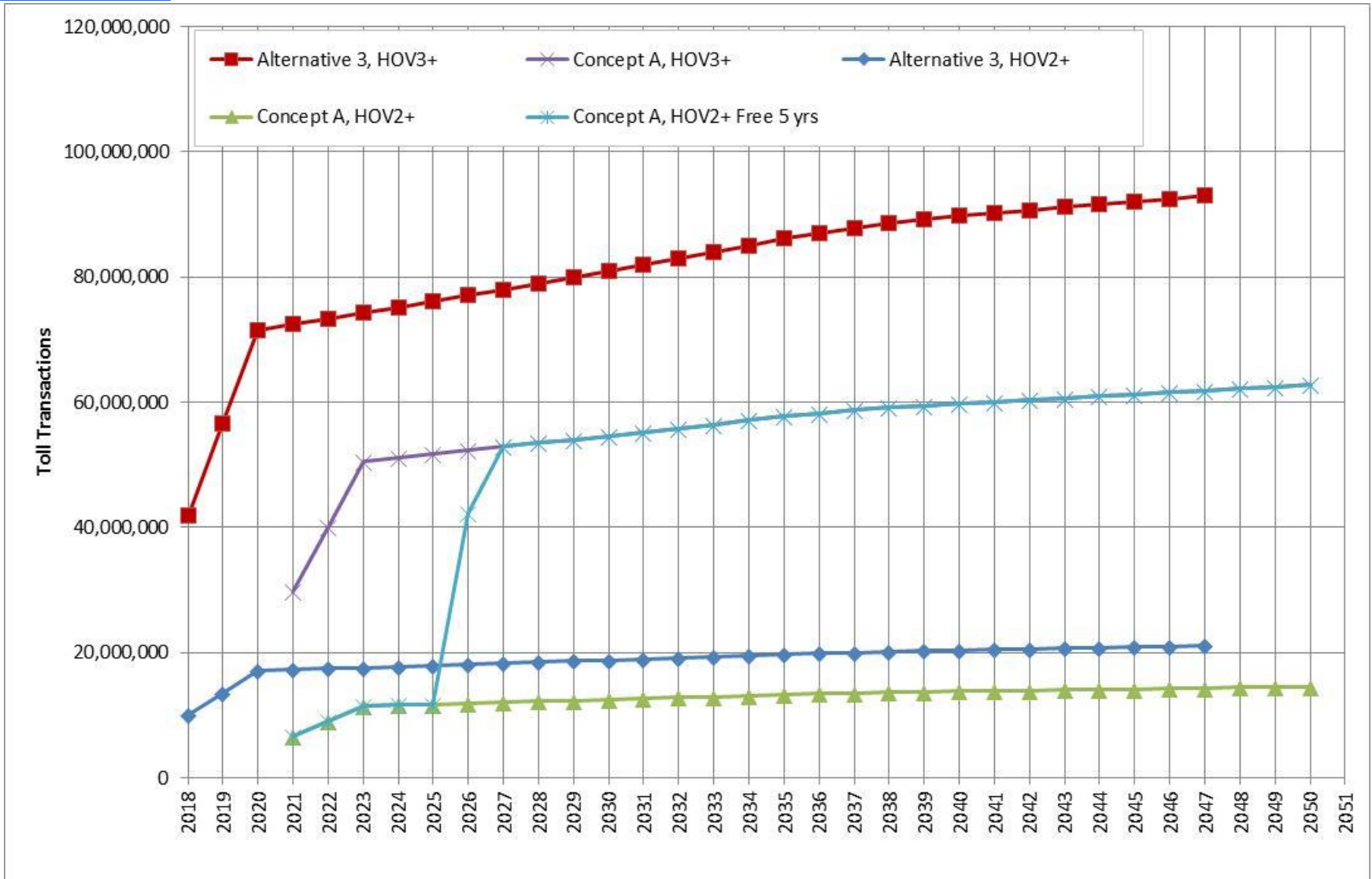
# I-405 Concept A HOV 3+ Toll Rates

## *2035 Average Weekday*

<b>Segment</b>	<b>Dir</b>	<b>Segment Distance (mi)</b>	<b>Average Toll Rate (2013 \$s)</b>	<b>Peak Toll Rate (2013 \$s)</b>
<b>Harbor to Magnolia</b>	NB	3.8 mi.	\$1.53	\$2.06
	SB	3.6 mi.	\$1.44	\$1.99
<b>Magnolia to Goldenwest</b>	NB	2.6 mi.	\$0.90	\$1.23
	SB	2.4 mi.	\$0.92	\$1.12
<b>Goldenwest to SR-22</b>	NB	2.9 mi.	\$3.17	\$5.06
	SB	3.3 mi.	\$1.65	\$2.98
<b>SR-22 to I-605</b>	NB	2.8 mi.	\$4.21	\$6.72
	SB	2.8 mi.	\$1.80	\$3.29
<b>Full Length Trip</b>	NB	12.0 mi.	\$9.82	\$15.07
	SB	12.1 mi.	\$5.80	\$9.38

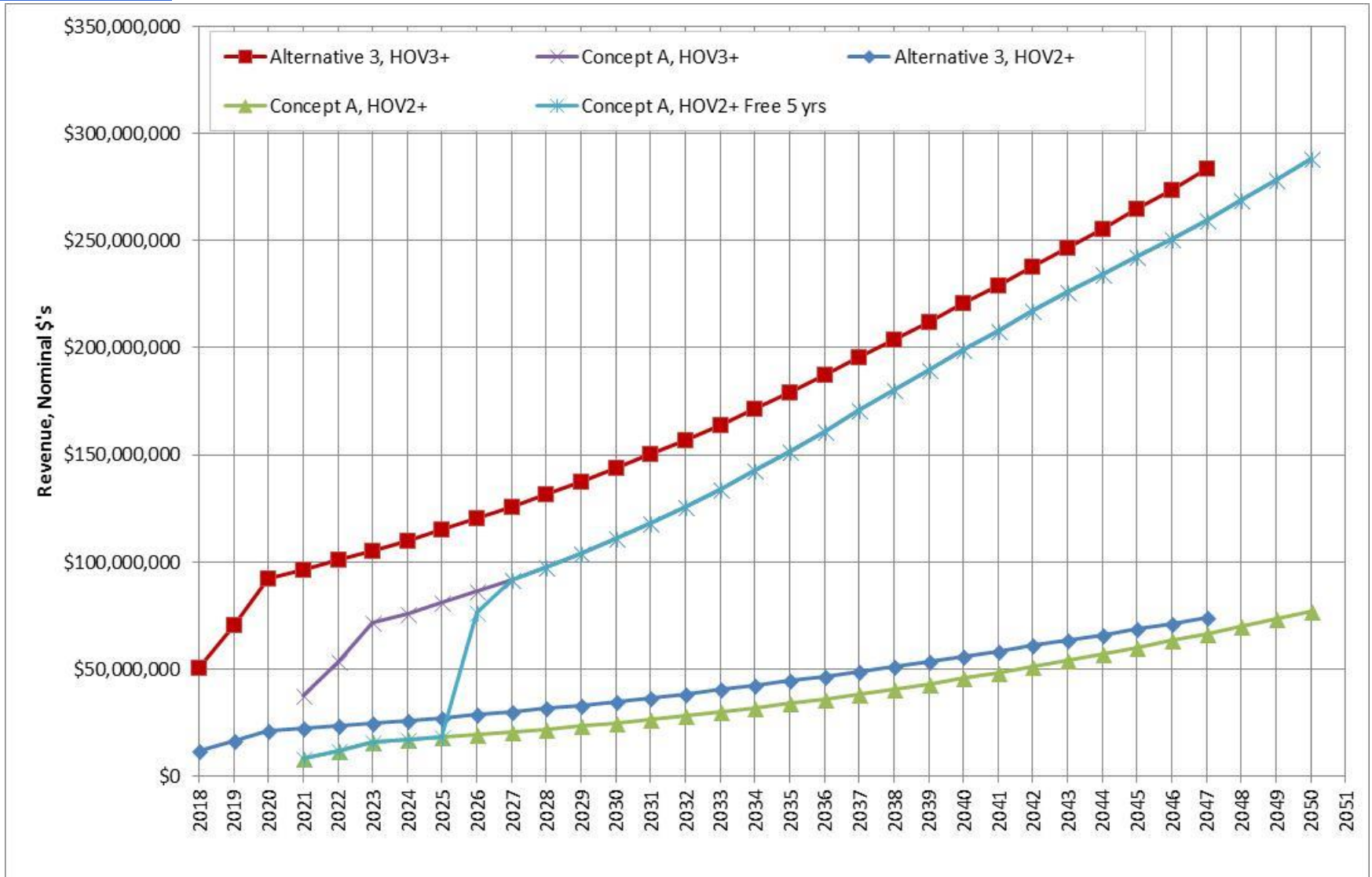


# I-405 Concept A vs. Alternative 3 Toll Transactions





# I-405 Concept A vs. Alternative 3 Toll Revenue





# Concept A - Financing

## ❖ Assumptions:

- Toll revenues based on Stantec's July 2013 projections
- Non-toll revenues and operating expenses projected by OCTA and based upon 91 Express Lanes model
- Debt issuance in FY 2016-17
- Capitalize interest for 4 or more years
- 2.0 times debt service coverage ratio

## ❖ Results:

- HOV3+ scenario generates \$163.3 to \$186.6 million in toll road bond proceeds
  - Requires additional non-toll revenue funds (\$67.2 to \$90.5 million)
- HOV2+ scenario generates \$3.3 to \$7.4 million in toll road bond proceeds
  - Requires additional non-toll revenue funds (\$246.4 to \$250.5 million)



# Concept B Feasibility (Separate from Draft EIR/EIS)

**Concept B\***

**M2 Project K** 

+

**One (shorter) GP**

\* Alt 2 design option, second northbound GP lane eliminated north of Valley View Street



# Concept B – Findings (cont.)

## ❖ PM Peak Hours – (Compared to Alt 2/Year 2040)

- Throughput 900-1400 vehicles/hr less
  - South of Valley View Blvd
  
- Throughput 2550 vehicles/hr less
  - North of Valley View lane drop

Speed Changes I-405 Northbound

	Beach to Bolsa	Goldenwest to Westminster	Westminster to Valley View	SR-22 to Seal Beach Blvd	7th St to I-605
Alt 2	58 mph	57 mph	59 mph	22 mph	24 mph
Concept B	57 mph	36 mph	25 mph	17 mph	27 mph
Change in Speed	-1 mph	-21 mph	-34 mph	-5 mph	3 mph





# Concept B - Considerations

- Results in bottleneck at Valley View St.
- Traffic anticipated to disburse to local arterials in the cities of Garden Grove, Westminster, Seal Beach
- Traffic delays approximately 47% higher than Alt 2 in the Year 2040

Year 2040	Annual Delay Hours	Annual Cost of Delay \$\$
Alt 2	1.7 million	\$18 million
Concept B	2.4 million	\$27 million

- Caltrans is not supportive of concept



# I-405 Revenue Sources (In Millions)

Column	A	B	C	D	E
Description	Cost Assumption	Measure M	Toll Financing Proceeds*	Total Available (B+C)	Funding Gap (D-A)
Alt 1	\$ 1,250.0	\$ 1,250.0	N/A	\$ 1,250.0	No Funding Gap
Alt 2	\$ 1,350.0	\$ 1,250.0	N/A	\$ 1,250.0	\$100.00
Concept B	\$ 1,380.0	\$ 1,250.0	N/A	\$ 1,250.0	\$130.00
Tolled Alternatives (No SR-73 HOT Direct Connector)					
Alt 3 - Assumes HOV3+ Free**	\$ 1,470.0	\$ 1,250.0	\$255.4 - \$355.6	\$1,505.4 - \$1,605.6	No Funding Gap
Concept A - Assumes HOV3+ Free***	\$ 1,503.8	\$ 1,250.0	\$163.3 - \$186.6	\$1,413.3 - \$1,436.6	\$67.2 to \$90.5
Alt 3 - Assumes HOV2+ Free for 5 Years***	\$ 1,470.0	\$ 1,250.0	\$181.4 - \$261.5	\$1,431.4 - \$1,511.5	\$0 to \$38.6
Concept A -- Assumes HOV2+ Free for 5 Years***	\$ 1,503.8	\$ 1,250.0	\$3.3 - \$7.4	\$1,253.3 - \$1,257.4	\$246.4 to \$250.5
Alt 3 - Assumes HOV2+ Free***	\$ 1,470.0	\$ 1,250.0	\$3.3 - \$12.1	\$1,253.3 - \$1,262.1	\$207.9 to \$216.7
Concept A - Assumes HOV2+ Free***	\$ 1,503.8	\$ 1,250.0	\$3.3 - \$7.4	\$1,253.3 - \$1,257.4	\$246.4 to \$250.5

\* Lower range value includes level debt structure and higher range value includes ascending debt structure

\*\* Potential net toll revenues ~ \$1.5 billion over 30 yrs

\*\*\* Requires other non-toll revenue and/or Transportation Infrastructure Finance and Innovation Act (TIFIA) financing



# Key Findings

- ❖ **Concept A feasible but performance lags Alt. 3**
  - Requires additional funding
  
- ❖ **Concept B not recommended for further study**
  - Creates significant bottleneck at Valley View Street
  - Caltrans is not supportive of concept
  
- ❖ **New performance requirements on HOV lanes may affect overall strategy on I-405 corridor**



# Staff Recommendations

A	Direct staff to continue development of the Interstate 405 improvement, Measure M2 Project K, which adds a single general purpose lane in each direction between Euclid Street and Interstate 605, as approved by the Orange County Transportation Authority Board of Directors on October 22, 2012.
B	Preclude further study of the Interstate 405 improvement project Concept B, which includes the addition of a second general purpose lane from northbound from Brookhurst Street to Valley View Street, and southbound from the Seal Beach Boulevard on-ramp to Brookhurst Street.
C	Direct staff to examine options for addressing high-occupancy vehicle degradation, including those that could be implemented in coordination with the Interstate 405 improvement project.



# Committee Recommendations

D	Direct staff under Recommendation C to analyze tolling policies and the use of potential excess toll revenue for use in improving public transportation in and near the project boundaries (i.e., additional roadway and transit improvements).
E	Direct staff to explore and coordinate with the Transportation Corridor Agencies on solutions to resolve high-occupancy vehicle lane degradation and opportunities to increase high-occupancy vehicle capacity and connectivity between the Interstate 405 and State Route 73, including opportunities for financial participation in transportation projects in the region.



# Project Schedule & Next Steps

<b>OCTA Board Update</b>	<b>September 23, 2013</b>
Caltrans Selects Preferred Alternative	Late 2013
Soundwall Survey and Meetings	Late 2013
AB 401 effective, if approved	January 2014
Final EIR/EIS	May 2014
Design-Build Milestones:	
Issue Request for Qualifications      (RFQ)	March 2014
Issue Draft Request for Proposal   (DRFP)	August 2014
Issue Request for Proposal          (RFP)	January 2015
Design-Build Notice to Proceed	August 2015
Project Construction	2015 to 2019



**ORANGE COUNTY TRANSPORTATION AUTHORITY**

**Status of the Interstate 405 Improvement Project Between  
State Route 55 and Interstate 605**

**Handouts**

## Wendy Knowles

---

**From:** Marita Caruso <carmmarita@aol.com>  
**Sent:** Monday, September 16, 2013 3:51 PM  
**To:** Wendy Knowles  
**Subject:** Please forward to all board members. Alt. 1/405 project

It is being proven by the trial toll lanes on the 110 and the huge losses on the 73, that they price out the average driver and wind up causing heavier traffic in free lanes. The new transponder are confusing and a burden.

The option 1 will impact far less people negatively. Please, be advised that the added lanes in alternative 1 will serve the public realistically.

Marita Caruso  
Resident College Park East



## Wendy Knowles

---

**From:** joya ryerson <jrcavalier@verizon.net>  
**Sent:** Monday, September 16, 2013 5:21 PM  
**To:** Wendy Knowles  
**Subject:** Freeway widening- please share with all members of the board

PLEASE DO NOT PUT IN A TOLL ROAD NEAR SEAL BEACH BLVD AND DO NOT TAKE DOWN THE WALL11 THANK YOU, Joya Ryerson

## Wendy Knowles

---

**From:** Harriett Walker <wackyws@aol.com>  
**Sent:** Sunday, September 15, 2013 10:20 AM  
**To:** Wendy Knowles  
**Subject:** 405 project

We do not want the alternative of having tolls lanes on the 405. It would cause financial distress and great inconvenience to the residents of Seal Beach. The present construction has already inconvenienced us greatly. We do not want or need toll lanes. Please leave our happy community alone! We do not wish to have our sound wall moved, and the freeway to further encroach upon our neighborhood.

Please send this email to all board members.

Harriett and James Walker  
4397 Elder Ave.  
Seal Beach, CA

Sent from my iPad

## Wendy Knowles

---

**From:** John L. <narwhal72002@yahoo.com>  
**Sent:** Sunday, September 15, 2013 9:57 PM  
**To:** Wendy Knowles  
**Subject:** 405 Toll Road proposal

Count me in! I feel a toll road on the 405 stretch from Seal Beach to Costa Mesa is an idea long overdue.

Thank you,

Jack Hannah

## Wendy Knowles

---

**From:** David Kahn <baksdad@yahoo.com>  
**Sent:** Sunday, September 15, 2013 3:17 PM  
**To:** Wendy Knowles  
**Subject:** Proposed I-405 Widening in Seal Beach

Dear Ms. Knowles,

We live in the College Park East section of Seal Beach and we are strongly opposed to any widening plan that would intrude into our tract. Nor are we in favor of any type of toll road plan.

We live about three streets down from where one of the proposals would demolish part of the current noise wall and push 10-15 feet into the tract. Such a change would be highly detrimental to the area.

Aside from losing valuable space between the freeway and the homes in the tract, the increase in noise from the shortened distance would make the area inhospitable and could quite possibly have a pronounced negative effect on our home values.

There is also the issue of the noise, dirt and quite possible physical hazards to the population of this area from any destruction/construction process.

Perhaps most importantly, any plan to push into the tract by moving the wall further onto Almond would cut off the only avenue of ingress to and egress from the tract for many residents.

Please bring our concerns to the Executive Committee and any other OCTA personnel involved in this process.

Thank you for your consideration in this matter,

David Kahn and Nancy Weintraub  
3570 Violet Street  
Seal Beach, CA 90740

## Wendy Knowles

---

**From:** Amy Dockendorf <adveronese@yahoo.com>  
**Sent:** Saturday, September 14, 2013 10:17 AM  
**To:** Wendy Knowles  
**Subject:** OC 405 Project

Dear OCTA Board,

Please be fiscally responsible. We were told by OCTA a year ago that the option for a toll lane is not fully funded and they are betting on future revenue to finish paying for it. Please choose the option that does not move the Seal Beach wall and is using funds already approved. The voters did not approve a toll lane in North Orange County.

Thank You,

Amy Dockendorf  
College Park East

Sent from my iPad

## Wendy Knowles

---

**From:** david and kam kalish <kdkalish2@yahoo.com>  
**Sent:** Saturday, September 14, 2013 9:00 PM  
**To:** Wendy Knowles  
**Subject:** Orange County 405 project: please stick with option 1

To whom it may concern,

I would like to express my opinions on the Orange County 405 freeway project. I understand that toll lanes are under consideration. I think this is a very bad idea. First of all, will the toll lanes continue onto the LA county side? If not, there will be a mess when cars will all be trying to enter the carpool lane at the same spot at the county line. Also, in all my driving around SoCal in areas where they have toll lanes, those lanes end up being under-utilized, which means that more cars are in the regular traffic lanes, making those lanes more congested than they need to be. When all this time and money is being spent to improve traffic in the area, making toll lanes will probably be counter productive. The extra traffic congestion will also lead to reduced air quality, and since I live in the vicinity of this project, that would be detrimental to my livelihood and that of my small children who like to play outside.

The only people who tend to benefit from toll lanes are either the wealthy, who can afford to pay the tolls and be in a highway lane with little traffic, and the companies that administer the toll lanes and collect the profits from them. As a tax paying citizen, I feel it is unfair to make these toll lanes for the vast majority of the citizens in the area.

If you were to take a poll, I bet that a vast majority of people will agree with me.

Thank you for your time

Sincerely,

David Kalish

## Wendy Knowles

---

**From:** Brad & Trisha Morris <somethingobvious@gmail.com>  
**Sent:** Saturday, September 14, 2013 5:40 PM  
**To:** Wendy Knowles  
**Subject:** 405 Expansion Concerns

PLEASE FORWARD TO EVERY BOARD MEMBER.

Thank you!

OCTA Board Members:

We have significant concerns about reopening the conversation around the expansion of the 405.

Concerns/Comments re: the proposed expansion of the 405.

**Any scenario that involves tearing down and moving the soundwall in Seal Beach along Almond avenue is unacceptable**

- • Any period of time without any part of the wall is unacceptable in our neighborhood. The noise would be completely intolerable not only from the construction, but from the freeway. Could you sleep with nothing between your home and the 405? How do you expect our children to?
- • I am confident that the noise level while there is no wall violates any number of environmental issues in the study that were glossed only looking at the final result. The final result will certainly be bad enough for us, but the rebuild is completely intolerable.
- • There is absolutely no way they can build a new wall before tearing down the old (not enough room for the workers and equipment between the two structures).
- • No one knows how long the wall be down because “they haven’t looked at that closely yet”. That answer is completely unacceptable given how long it could potentially be down.
- • There will still be a backup as you approach the 605 because LA County is not do any expansion there. THAT BACK UP WILL FURTHER BOTTLENECK OUR EXITS AND CREATES FURTHER POLLUTION IN THE HOMES & COMMUNITIES BORDERING THE 405
- • Our property values will likely decrease – almost certainly during the period where the wall is being rebuilt and it is non-existent, and even afterwards because we will lose the landscaping we currently enjoy, not all of the wall will be uniform as not all of it is moving, and because the noise and pollution will be that much closer to our homes. In addition, our exits will be bottlenecked by the narrowing of lanes at the county line so getting to and from our homes will be perceived as more challenging instead of an improvement.
- • Pollution will only increase in an area that already has more than its fair share of black soot on everything.
- • We will lose 1 side of parking on Almond. This may not seem like a big deal at first blush, but our street sweeping does one side of a cul de sac at a time, and several of our cul de sacs have limited to

almost no curb parking. What happens when the street sweeper is coming down the side of Almond that has parking – where are those cars supposed to go? Blocks away?

- • We have enjoyed that wider street now for several decades and a more narrow street will affect the safety of our children, bicyclists, roller bladers, runners, walkers, dog walkers, and the elderly who prefer to use their walkers on the road instead of the bumpy sidewalk. And that list is not all inclusive as many of our residents use Almond to access our parks.
- • Measure M did not approve Alternative 2 and 3, only Alternative 1.
- • The new wall will not be as good as our current one – not up to the same earthquake standards as when originally built.
- • I lack faith that the builders will truly make rebuilding the wall a priority – what if something happens and we don't get our wall back for a long time or at all!
- • Power outages for the entire neighborhood as power lines are relocated is unacceptable
- • We are equally concerned for our neighbors in Fountain Valley who will lose jobs and revenue for the city when 4 of their businesses are uprooted. I know there is talk about relocating them, but so much of a business's success is dependent on it's location – it is unlikely to be a move up for them.
- • We will lose trees in Almond Park if the wall is moved at all in that area. The plan right now is to not move that part, so why do you have to move the adjacent parts????
- • It seems that either Alternative 2 or 3 will create more lanes of traffic outside our neighborhood by just moving the bottleneck to the LA Count/Orange County interface on the 405. The result is we'll have MORE pollution and noise in our neighborhood as the freeway clogs right at the border, and all those extra cars have nowhere to go with no other freeways expanded. The 605 northbound has never been an issue; the majority of the traffic backup is caused by the 405 north of OC, and expanding the freeway to the border not only fails to address the issue it makes the pollution worse in this area as more cars are backed up more hours of the day on the freeway. The added pollution could be significant for all of us, especially children with asthma, and elderly people with emphysema/COPD, bronchitis, or asthma.

#### Proposals:

- • Go with Alternative 1 as approved by the voters in Measure M
- • Narrow the shoulder by a few feet where necessary to avoid moving the wall at all – bridges don't have to have a 10' foot shoulder, so having small sections with smaller shoulders should be achievable without having to make changes to the soundwall.
- • Start eliminating one of the General Purpose lanes early to avoid moving the wall
- • Consider light rail or some other public transportation.
- • Lobby the heck out of the Navy to give a few feet where needed on their side – we don't need 10 feet all the way, just occasionally
- • **DO WHATEVER IT TAKES NOT TO MOVE THE WALL!!!!!!!!!!!!!!**





## CITY OF FOUNTAIN VALLEY

CITY HALL 10200 SLATER AVENUE FOUNTAIN VALLEY, CALIFORNIA 92708

THE OFFICE OF THE MAYOR  
Website: www.fountainvalley.org

(714) 593-4403 FAX: (714) 593-4494  
Email: fvproud@fountainvalley.org

August 29, 2013

Mayor:  
Mark McCurdy

Mayor Pro Tem:  
Michael Vo

Council  
Members:  
Steve Nagel  
Teryl Brothers  
John J. Collins

City Manager:  
Bob Hall

City Attorney:  
Dan R. Burns

Chairman Greg Winterbottom  
Orange County Transportation Authority  
550 South Main Street  
P.O. Box 14184  
Orange, CA 92863-1584

Honorable Chairman and Members of the Board:

On behalf of the City of Fountain Valley, I submit this letter reaffirming the City's continued support of Alternative 2 (or Concept B, which is essentially Alternative 2 truncated in the northbound direction at Valley View) and opposition to Alternative 3 and toll lane options. Attached is a copy of the comment letter submitted by the City in response to the Supplemental DEIR that was recently circulated. In that letter, please note the reference to the City Council resolution adopted July 17, 2012, indicating support of Alternative 2 and opposition to Alternative 3 and toll lanes.

The City strongly encourages the Board of Directors of OCTA to support Alternative 2 or Concept B to add two General Purpose lanes to I-405 as the Locally Preferred Alternative (LPA). Having been unanimously supported by the corridor agencies, it truly is the locally preferred alternative.

Sincerely,

Mayor Mark McCurdy

Attachment

c: City Council  
Director of Public Works/City Engineer  
Planning/Building Director



## CITY OF FOUNTAIN VALLEY

www.fountainvalley.org

10200 SLATER AVENUE • FOUNTAIN VALLEY, CA 92708-4736 • (714) 593-4400, FAX (714) 593-4498

August 12, 2013

Smita Deshpande, Branch Chief  
Caltrans District 12  
Attn: I-405 SDEIR-EIS Comment Period  
2201 Dupont Drive, Suite 200  
Irvine, CA 92612

RE: I-405 SDEIR-EIS Comment Period

Dear Ms. Deshpande:

Since the City's last comment submittal on July 17, 2012, regarding the I-405 DEIR-DEIS, the City Council of Fountain Valley adopted Resolution No.: 9375 on July 17, 2012, supporting Alternative No. 2 of the I-405 Improvement Project (attached).

Since the adoption of that resolution, there have been two additional alternatives or concepts introduced by OCTA: 1) Concept A, which is Alternative 2 with conversion of the existing HOV lane to a single HOT lane and, 2) Concept B, which is essentially Alternative 2 in its entirety except the second NB lane is truncated at Valley View. The City finds Concept B to be consistent with the goals of Alternative 2 and the City supports it.


The following comments are in addition or are amendments to the City's previous comment letter dated July 17, 2012.

### Right-of-Way Impacts

The City requests that the efforts underway to eliminate the braided ramp design at the Warner/Magnolia south side interchange continue in favor of a condition similar to existing to avoid the need for full takes of property.

As noted above, this letter is additional comments to our original DEIR-DEIS letter and as such make note of the on/off ramp at Warner/Magnolia north side of the freeway. It is proposed that a braided on/off ramp be built. We believe the DEIR did not adequately describe the project magnitude and its impacts on noise, privacy, and aesthetics to the adjacent properties on Daisy Avenue. The City is greatly concerned regarding impacts to these properties.

Sincerely,

  
Raymond H. Kromer  
City Manager

Attachment

c: City Council  
✓ Director of Public Works/City Engineer  
Planning Director

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF  
FOUNTAIN VALLEY SUPPORTING ALTERNATIVE NO. 2 OF  
THE I-405 IMPROVEMENT PROJECT**

**WHEREAS**, the Orange County Transportation Authority (OCTA) in association with the State of California Department of Transportation (Caltrans) and the cities adjacent to the I-405 Freeway Corridor between the SR-73 and I-605 freeways, has been working on the I-405 Freeway Improvement Project; and

**WHEREAS**, Alternative No. 2, which adds two general purpose lanes in each direction, provides the greatest transportation benefit to the residents, businesses, and community of the City of Fountain Valley by providing the greatest travel time savings and vehicle capacity in the general purpose lanes; and

**WHEREAS**, Alternative No. 2 provides the greatest level of benefit to the entire I-405 Corridor, all cities along the corridor, and all users of the I-405 corridor without converting existing lanes to toll lanes and requiring the paying of tolls; and

**WHEREAS**, Alternative No. 2 has less right-of-way impacts to properties within Fountain Valley and other cities along the I-405 corridor than Alternative No. 3; and

**WHEREAS**, the City does not support the imposition of tolls for any portion of the I-405 Improvement Project as are included in Alternative No. 3; and

**WHEREAS**, the City agrees with OCTA that this is possibly the only chance in decades to make improvements to the I-405 corridor between SR-73 and I-605 and because of that rare opportunity the socially, economically, and politically responsible action is to provide for the greatest transportation improvements able to be constructed that best utilize taxpayer funds without requiring motorists to pay tolls to use portions of the improvements constructed

**NOW, THEREFORE, BE IT RESOLVED** that the City Council of the City of Fountain Valley hereby affirms its support for the I-405 Freeway Improvement Project Alternative No. 2 as the superior and responsible transportation improvement alternative for the I-405 corridor from SR-73 to I-605.

**PASSED and ADOPTED** this 17th day of July, 2012.

ATTEST:

Kathleen Beard  
City Clerk (Deputy)

[Signature]  
Mayor

APPROVED AS TO FORM:

[Signature]  
City Attorney

VOTE

STATE OF CALIFORNIA            )  
COUNTY OF ORANGE            ) ss.  
CITY OF FOUNTAIN VALLEY    )

I, Kathleen Heard, Deputy City Clerk of the City of Fountain Valley, do hereby certify that the foregoing Resolution was adopted at the Council meeting held on July 17, 2012 by the following vote, to wit:

AYES:           CRANDALL, NAGEL, VO, MCCURDY, COLLINS  
ABSENT:        NONE  
NOES:           NONE

  
Kathleen Heard, Deputy City Clerk



# CITY OF COSTA MESA

CALIFORNIA 92628-1200

P.O. BOX 1200

FROM THE OFFICE OF MAYOR JAMES M. RIGHEIMER

September 16, 2013

Mr. Gregory T. Winterbottom, Chairman, Board of Directors  
Members of Board of Directors  
Orange County Transportation Authority  
550 South Main Street/P.O. Box 14184  
Orange, CA 92863-1584

**SUBJECT : INTERSTATE 405 IMPROVEMENT PROJECT**

Dear Chairman Winterbottom and Honorable Board Members:

The City of Costa Mesa appreciates the Orange County Transportation Authority (OCTA) for its leadership and efforts in the implementation of regional traffic solutions. Over the past decade, the City has partnered with OCTA on several regional as well as local projects, including the I-405 Improvement project. The City understands that the Regional Planning & Highways Committee and the OCTA Board are considering certain actions on the I-405 project on September 16, 2013, and September 23, 2013, respectively.

As you are aware, the Costa Mesa City Council had approved a resolution in June 2012, supporting Alternatives 1 and 2 of the I-405 Improvement Project. This was then followed by OCTA Board approval of Alternative 1 as the locally preferred alternative on October 22, 2012. Since then, the Draft Environmental Impact Report/Environmental Impact Statement (DEIR/EIS) was re-circulated and the State of California Department of Transportation (Caltrans) conducted a Statewide High Occupancy Vehicle (HOV) Degradation study. This study was pursuant to the requirements of the federal transportation bill, Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21).

The City of Costa Mesa requests that the OCTA RP&H Committee, as well as the Board postpone taking action on this project, pending City's review and discussions with Caltrans and OCTA staff on the degradation study and various options that are being considered as a result of this study. The I-405 Improvement Project is an important element of the Measure M2 program and requires a high level of cooperation between OCTA, Caltrans and all impacted agencies to assure a successful project delivery. The City of Costa Mesa looks forward to working with OCTA, Caltrans, and the affected corridor cities on this major improvement project.

Sincerely,

James M. Righeimer  
Mayor

c Costa Mesa City Council  
Darrell Johnson, OCTA CEO  
Ryan Chamberlain, Chief, Caltrans District 12  
Thomas R. Hatch, Chief Executive Officer  
Ernesto Munoz, Public Services Director  
Raja Sethuraman, Transportation Services Manager





**Transportation Corridor Agencies™**

September 16, 2013

Orange County Transportation Authority  
Regional Planning and Highways Committee  
550 South Main Street  
Orange, CA 92863

Subject: Interstate 405 Improvement Project between State Route 55 and  
Interstate 605

Dear Chairwoman Bates and fellow committee members,

I am Rush Hill, Mayor Pro Tem of Newport Beach and chair of the San Joaquin Hills Transportation Corridor Agency. I present my comments today on Item 9 of your agenda for your consideration, not only as a fellow elected representative, but also as a second generation resident of Orange County. In reading the staff report and accompanying HOV degradation study prepared by Caltrans, I urge you to include a direct connector from State Route 73 to and from Interstate 405 as part of the I-405 Improvement Project. The direct connector should be included along with whichever option is selected as the preferred alternative. Including a direct connector at this time will have the following benefits:

- 1) It allows for additional capacity for the 405/73 interchange and eliminates a bottleneck at that location,
- 2) It provides regional connectivity between two major highways,
- 3) It provides commuters with a choice in using either the general purpose lanes or HOV or potential HOT systems,
- 4) It reduces the need for weaving across general purpose lanes to access or exit the median element,
- 5) It provides redundancy at the connection by allowing for an alternate route should one of the connectors become blocked or inoperative for any reason,
- 6) Construction impacts to the local community are reduced if the connector is built along with the major widening project.

I applaud staff for recommending the Committee explore options that could be implemented in coordination with this project to address the degradation currently occurring in the existing HOV lanes. Our agency would be glad to participate in this

Neil Peterson, Chief Executive Officer

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Orange County Transportation Authority  
Regional Planning and Highways Committee  
September 16, 2013  
Page 2

effort as we continue to work with OCTA and Caltrans on improving network connectivity between the various transportation systems.

As your staff reviews the comments received during the public comment period of the draft EIR/EIS and recent supplemental document, I urge you to consider including the direct connector as part of the preferred alternative for the I-405 Improvement Project.

Thank you,

A handwritten signature in black ink, appearing to read "Rush Hill". The signature is stylized with a large initial "R" and a long horizontal stroke at the end.

Rush Hill  
Chairman, San Joaquin Hills Transportation Corridor Agency

cc:  
Darrell Johnson, OCTA  
Neil Peterson, TCA



**ORANGE COUNTY TRANSPORTATION AUTHORITY**

**Status of the Interstate 405 Improvement Project Between  
State Route 55 and Interstate 605**

**Handout**





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Darrell Johnson  
Chief Executive Officer

September 20, 2013

The Honorable James M Righeimer  
Mayor  
City of Costa Mesa  
P.O. Box 1200  
Costa Mesa, CA 92628-1200

Dear Mayor Righeimer:

Thank you for your recent letter regarding the Interstate 405 Improvement Project (I-405 Project) and the City of Costa Mesa's (City) request to postpone taking action on the project pending the City's review and discussions with the California Department of Transportation (Caltrans) and Orange County Transportation Authority (OCTA) staff on the degradation study and various options that are being considered as a result of this study.

The OCTA and Caltrans are committed to reducing congestion, enhancing operations, and increasing mobility while minimizing environmental impacts and right-of-way acquisition. Analysis of potential solutions to alleviate congestion on the I-405 corridor in Orange County has been underway for nearly a decade.

It is important the I-405 Project continues to move forward in order to avoid further schedule delays and escalation costs.

On Monday, September 23, 2013, the OCTA Board of Directors (Board) will consider directing staff to continue development of the I 405 Project, Measure M2 Project K, which adds a single general purpose lane in each direction between Euclid Street and Interstate 605, as approved by the Board on October 22, 2012.

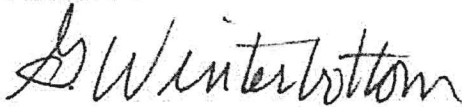
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Mayor Righeimer  
September 20, 2013  
Page 2

OCTA looks forward to working closely with the City of Costa Mesa as the project progresses.

Please feel free to contact me at (714) 560-5343 if you have any questions.

Sincerely,



Gregory T. Winterbottom  
Chairman

GTW:cb

c: OCTA Board of Directors  
Darrell Johnson, OCTA Chief Executive Officer  
Ryan Chamberlain, Caltrans, District 12 Director  
Costa Mesa City Council  
Thomas R. Hatch, Chief Executive Officer  
Ernesto Munoz, Public Services Director  
Raja Sethuraman, Transportation Services Manager



# CITY OF COSTA MESA

CALIFORNIA 92628-1200

P.O. BOX 1200

FROM THE OFFICE OF MAYOR JAMES M. RIGHEIMER

September 16, 2013

Mr. Gregory T. Winterbottom, Chairman, Board of Directors  
Members of Board of Directors  
Orange County Transportation Authority  
550 South Main Street/P.O. Box 14184  
Orange, CA 92863-1584

**SUBJECT : INTERSTATE 405 IMPROVEMENT PROJECT**

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Mayor

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**ORANGE COUNTY TRANSPORTATION AUTHORITY**

**Status of the Interstate 405 Improvement Project Between  
State Route 55 and Interstate 605**

**Handout**



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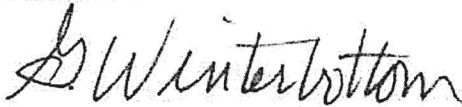
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