

I-405 Improvement Project



Citizens Advisory Committee
October 16, 2012



Purpose and Need

- Reduce congestion
- Maximize throughput
- Enhance operations
- Increase mobility, improve trip reliability
- Minimize environmental impacts and right of way (ROW) acquisition



Project History

Description	Year
I-405 Major Investment Study (MIS) launched	2003
Board adopts MIS Alternative 4, minimal widening option Alternative 4 - Add one general purpose (GP) lane each direction	2005
The Renewed Measure M Investment Plan is developed Uses the MIS Alternative 4 (M2 Project K)	2005-2006
Renewed Measure M is approved by voters	2006
I-405 Project Study Report is completed Includes one and two GP lanes each direction	2008
Contract awarded to develop the I-405 Project Report and Environmental Document	2008
I-405 express lanes concept added to environmental review	2009
Environmental scoping meetings	2009

Environmental Phase

- Draft EIR/EIS released May 2012
- Four alternatives (Alt)
 - No Build
 - Alt 1: One General Purpose (GP) lane in each direction
 - Alt 2: Two GP lanes in each direction
 - Alt 3: One GP lane in each direction plus one express lane each direction, combined with existing High Occupancy Vehicle (HOV) lane to form two-lane express facility each direction

Existing Condition

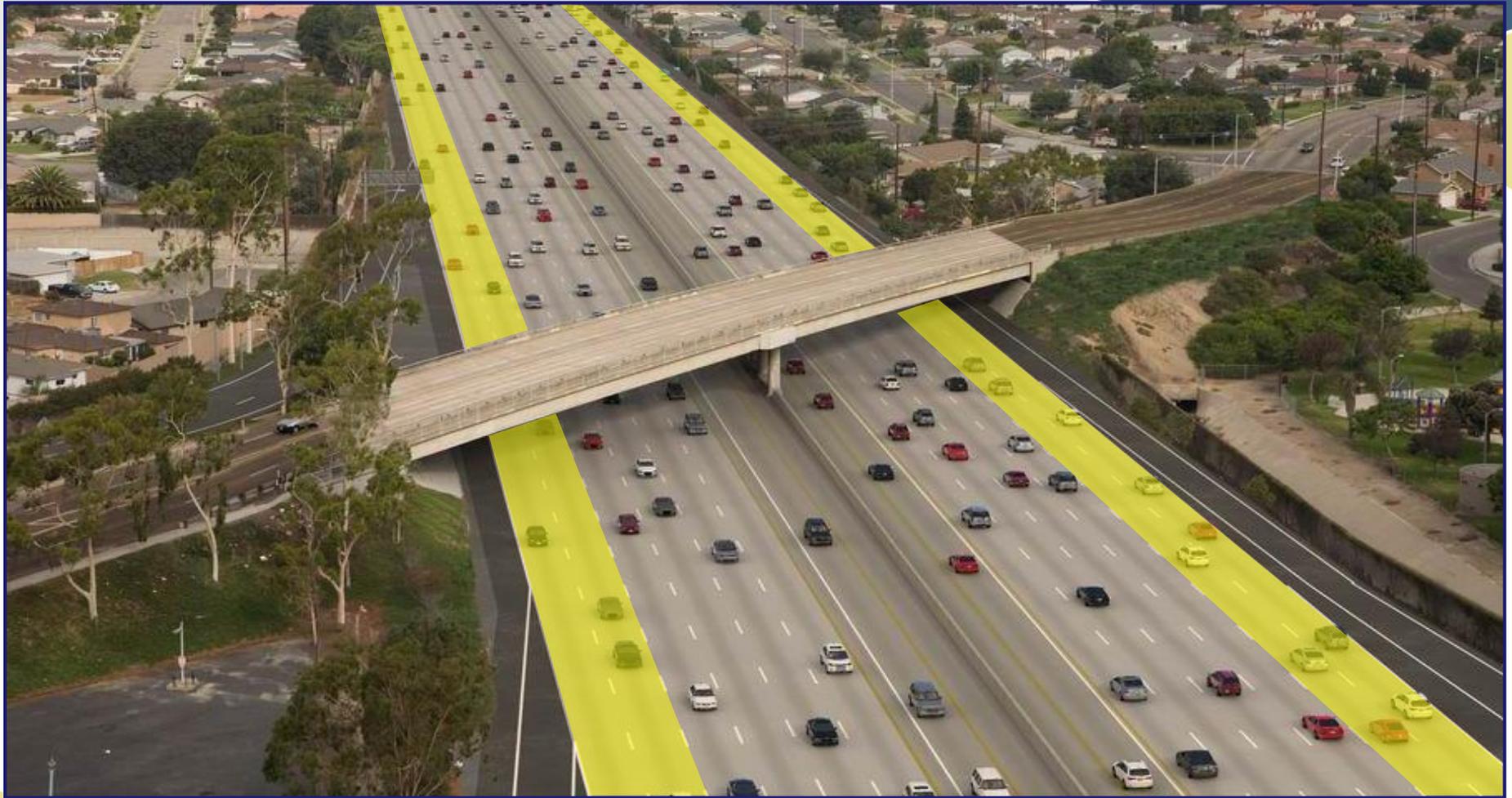


Rendering of I-405 looking northwest at Springdale St. overcrossing

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

Public Comment Period

May 18 to July 17, 2012

- Postcard Mailings (15,537)
- Newspaper Advertisements
- Community Banners / Posters
- Large Employer Outreach
- E-blasts
- Website
- Stakeholder Briefings (30)
 - Corridor businesses
 - Local, state, federal elected officials
 - Civic and community organizations
 - Labor, OCBC, SCAG and other regional groups

Public Comment

Public Hearing Attendance

Costa Mesa	235
Westminster	200
Rossmore	190
Fountain Valley	180

TOTAL: 805

Comments

Emails	650
Public Hearing Comments	75
Letters	483
Court Reporter Comments	8

TOTAL: 1,216

Public Issues

- Fairview Bridge reconstruction (Alt 3)
- Business relocations Fountain Valley (all Alts)
- Parking impacts in Westminster (all Alts)
- Almond Avenue soundwall (Alts 2, 3)
- Traffic at county line
- Tolls, HOV2+, transponders

Mobility by Alternative

	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





Funding the Alternatives

	ALT 1	ALT 2	ALT 3
<p>M2 Project Promise 1 regular lane each direction \$1.3 Billion*</p> 	\$1.3 B	\$1.3 B	\$1.3 B
<p>Above and Beyond M2 Added lanes beyond M2 promise</p>	<p>Lanes Beyond M2 None</p> <hr/> <p>Additional Cost \$0</p> <hr/> <p>Funding Source Traditional Transportation Funds**</p>	<p>+1 Regular Lane Each Direction</p> <hr/> <p>\$100 million</p> <hr/> <p>Tolls/ User Fees***</p>	<p>+1 Express/Toll Lane Each Direction</p> <hr/> <p>\$400 million</p> <hr/> <p>Tolls/ User Fees***</p>
Total Cost	\$1.3 B	\$1.4 B	\$1.7B

* Measure M2 project funding assumes a combination of M2 funds, leveraged funds, and project savings

**Funding shortfall – additional federal, state and/or local transportation funds are needed (unidentified)

***Tolls finance construction, operations and maintenance of the express/toll lanes

Updated Project Costs

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

* Assumes design variations at Magnolia/Warner interchange

** Assumes design variations at Magnolia/Warner interchange as well as truncation of the express lanes



Alternative 1 – Pros

- Is M2 Project K, meets voter commitment
- Peak vehicle throughput is 1,200 more than No Build
- Peak travel time cut in half as compared with No Build
- Responds to public comments:
 - Does not require Fairview Avenue bridge reconstruction
 - Includes proposal to avoid business relocations
 - Reduces parking impacts in Westminster
 - Does not require relocation of Almond Avenue soundwall
- Is lowest cost and has fewest ROW impacts

Alternative 1 – Cons

- Other options have more peak throughput:
 - Alt 2 +1,200 vehicles
 - Alt 3 +2,300 vehicles
- Alternatives 2 and 3 offer faster peak travel times
- HOV travel time advantage limited

Alternative 2 - Pros

- Exceeds M2 commitment
- More peak throughput than No Build, Alt 1:
 - 2,400 more than No Build
 - 1,400 more than Alt 1
- Travel time cut in half as compared with Alt 1
- Responds to public comments:
 - Does not require Fairview Avenue bridge reconstruction
 - Includes proposal to avoid business relocations
 - Reduces parking impacts in Westminster
 - Favored by cities adjacent to corridor

Alternative 2 – Cons

- Funding not identified
 - Not an M2 project
 - \$100 million M2 or State & Federal funds at stake
 - Results in deferral or deletion of other projects
- Limits options for future HOV facilities
- Less peak throughput than Alt 3 (1,100 vehicles)
- HOV travel time advantage limited
- Requires Almond Avenue soundwall relocation

Alternative 3 & 3 Modified - Pros

- Exceeds the M2 commitment
- Provides most peak hour vehicle throughput
- Offers people a choice when they need to travel fast
- Provides reliable travel time to transit, vanpool, other HOVs
- Responds to public comments
 - Avoids Fairview bridge reconstruction (Alt 3 modified)
 - Includes proposal to avoid business relocations
 - Reduces parking impacts in Westminster
 - Includes proposal to avoid Almond Avenue soundwall relocation
- Gives Orange County bonus capacity paid for with user fees
- Generates \$1.3 to \$1.5 billion net toll revenues (flexible, local funds)

Alternative 3, Modified 3

Cons

- Negative perceptions:
 - Tolling as funding mechanism
 - HOV2+ takeaway*
 - Transponders

* Note: New federal transportation legislation, MAP-21, may result in a change in the occupancy requirement for corridors with degraded HOV lanes

Staff Recommended LPA*

■ Modified Alternative 3

- Delivers on M2 promise
- Maximizes corridor throughput
- Provides a fast, reliable trip
- Promotes transit, vanpool and high-occupancy carpools
- Consistent with regional express lanes plans
- Users of express lanes fund the project
- Generates net toll revenues for other mobility improvements that benefit all corridor users



*LPA = Locally Preferred Alternative



Highways Committee 9/17/12*

Recommended LPA

■ Alternative 1

- Delivers on M2 promise
- Doesn't preclude options
- Improves corridor throughput
- Avoids perception of HOV2+ takeaway
- Gives time for MAP-21 requirements to be implemented
- Clearly separates M2 project from bonus capacity
- Allows time to explore larger transportation funding issues and congestion management pricing



*Highways Committee = Regional Planning and Highways Committee



Next Steps

- Select the LPA October 22, 2012 and transmit to Caltrans
- Develop financing plan
- Notify California Transportation Commission of intent to use design-build procurement