San Diego Freeway (Interstate 405) Project
Locally Preferred Alternative

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 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

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

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

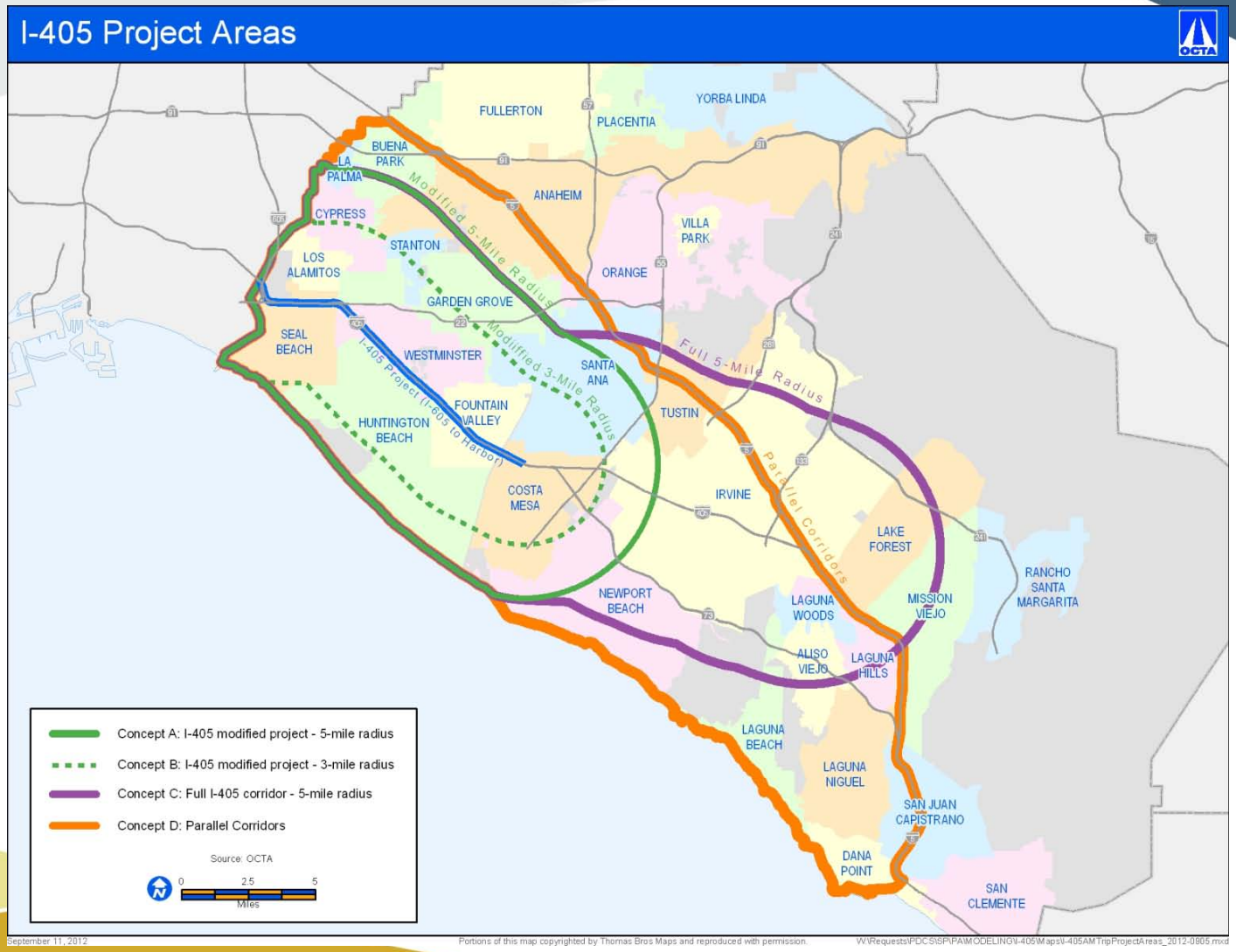
Alternative 2 – Cons

- 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)

I-405 Net Toll Revenues
Comparison of Area of Benefit Concepts



Alternative 3, Modified 3 Cons

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

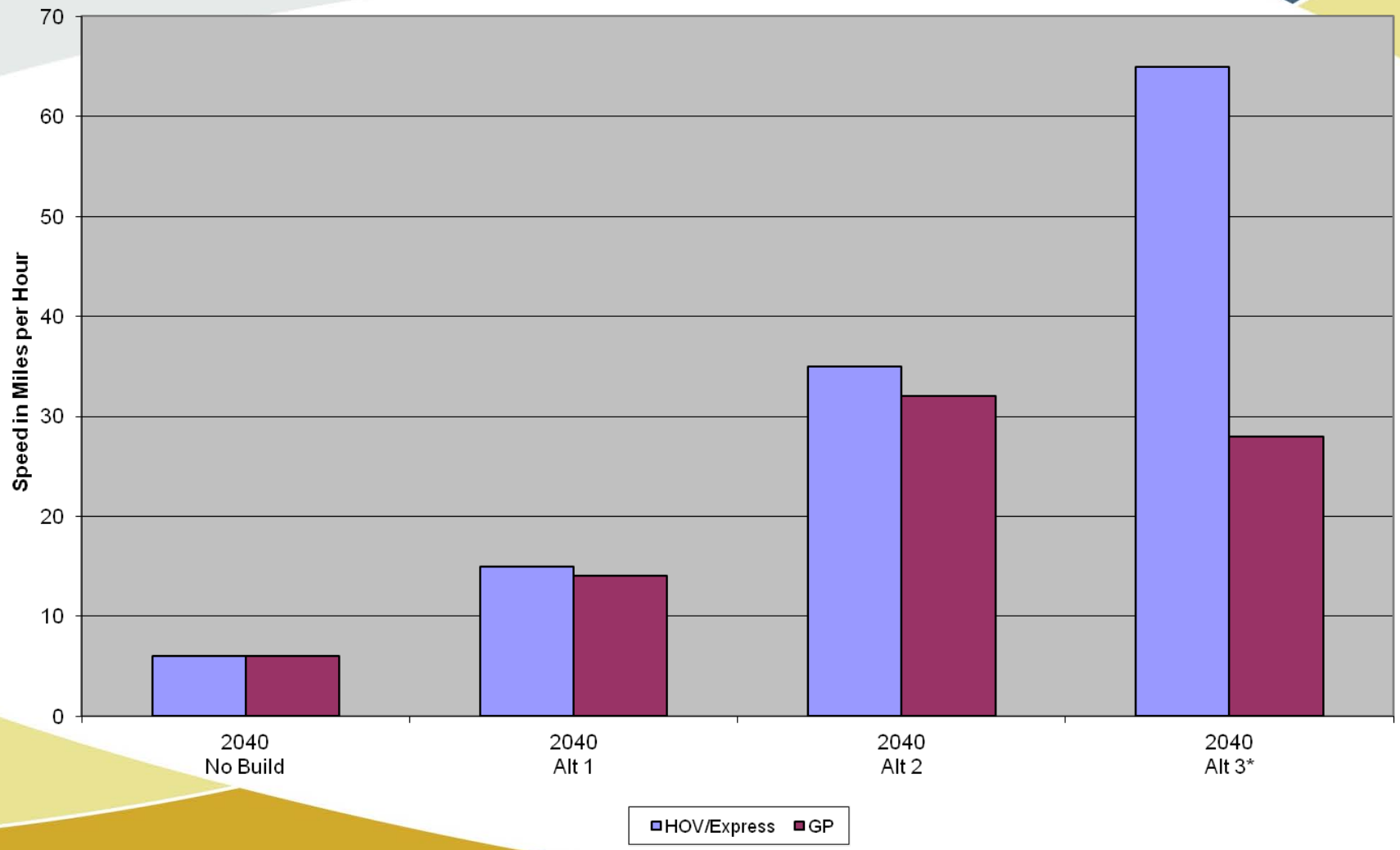
* Note: New federal transportation legislation, MAP-21, may result in a change in the occupancy requirement for corridors with degraded HOV lanes

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

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



*Alternatives 3 and modified Alternative 3

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

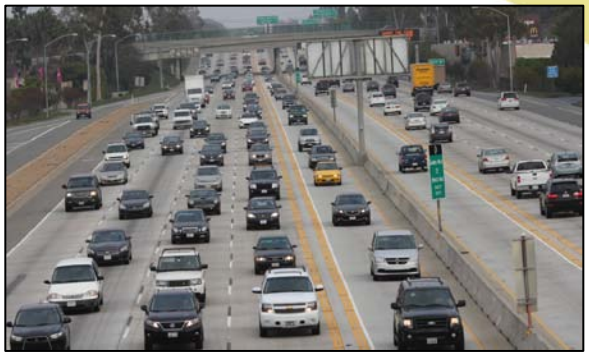
** Assumes design variations at Magnolia/Warner interchange as well as truncation of the express lanes

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 and transmit to Caltrans
- Develop financing plan
- Notify California Transportation Commission of intent to use design-build procurement