



Metro


Los Angeles County
Metropolitan Transportation Authority


One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net

February 26, 2013

TO: BOARD OF DIRECTORS

THROUGH: ARTHUR T. LEAHY 
CHIEF EXECUTIVE OFFICER

FROM: PAUL TAYLOR 
DEPUTY CHIEF EXECUTIVE OFFICER

SUBJECT: I-405 INTER-COUNTY CORRIDOR ANALYSIS UPDATE

ISSUE

In September 2010, a motion directed MTA staff to:

Provide an analysis of the Orange County Transportation Authority (OCTA) I-405 widening High Occupancy Toll (HOT) lanes project and its impacts on Los Angeles County to include the potential for a corresponding facility in Los Angeles County and a traffic analysis that describes the traffic impacts of the OCTA I-405 project at and near the Los Angeles-Orange county line.

This report is the second update on the status of the I-405 Inter-county Corridor Analysis.

Caltrans issued the DEIR/EIS in May 2012. On October 22, 2012 the OCTA Board of Directors selected Alternative #1 as the Locally Preferred Alternative which would add one general purpose lane in each direction from Euclid Street to I-605 and improve interchanges within the project limits.

During the public review period, the City of Long Beach and Gateway Cities Council of Governments (GCCOG) submitted comments requesting additional traffic studies to assess impacts in Long Beach. A Committee was formed of representatives from OCTA, Caltrans Districts 7 and 12, Metro, the City of Long Beach, and GCCOG to further discuss issues related to traffic impacts in the Long Beach area. Subsequently, a Supplemental Traffic Study Report was developed to augment the information in the DEIR/EIS. Caltrans has concluded it would be prudent to recirculate the DEIR/EIS in the coming months. Due to the project's impacts to certain intersections; i.e. existing level of service within the City, Caltrans has concluded that recirculation of information

about these impacts in the area near the Orange County/Los Angeles County line is necessary due to cumulative impacts.

Since the DEIR/EIS needs to be re-circulated, Caltrans will not select the Preferred Alternative until the re-circulation process is completed, which could take another 90 days. In addition, the OCTA Board re-visited the OCTA Locally Preferred Alternative at its Board meeting February 11, 2013. And even though the Board selected Alternative #1, there still appear to be questions about the HOT Alternative (#3).

Background

On October 14, 2005, the OCTA Board approved the San Diego Freeway (I-405) major investment study's locally preferred strategy: the addition of new lanes to I-405 between the San Gabriel River Freeway (I-605) to the north and the Costa Mesa Freeway (SR55) to the south, generally within existing right-of-way.

Figure 1 below is a map of the OCTA I-405 Widening Study Area.

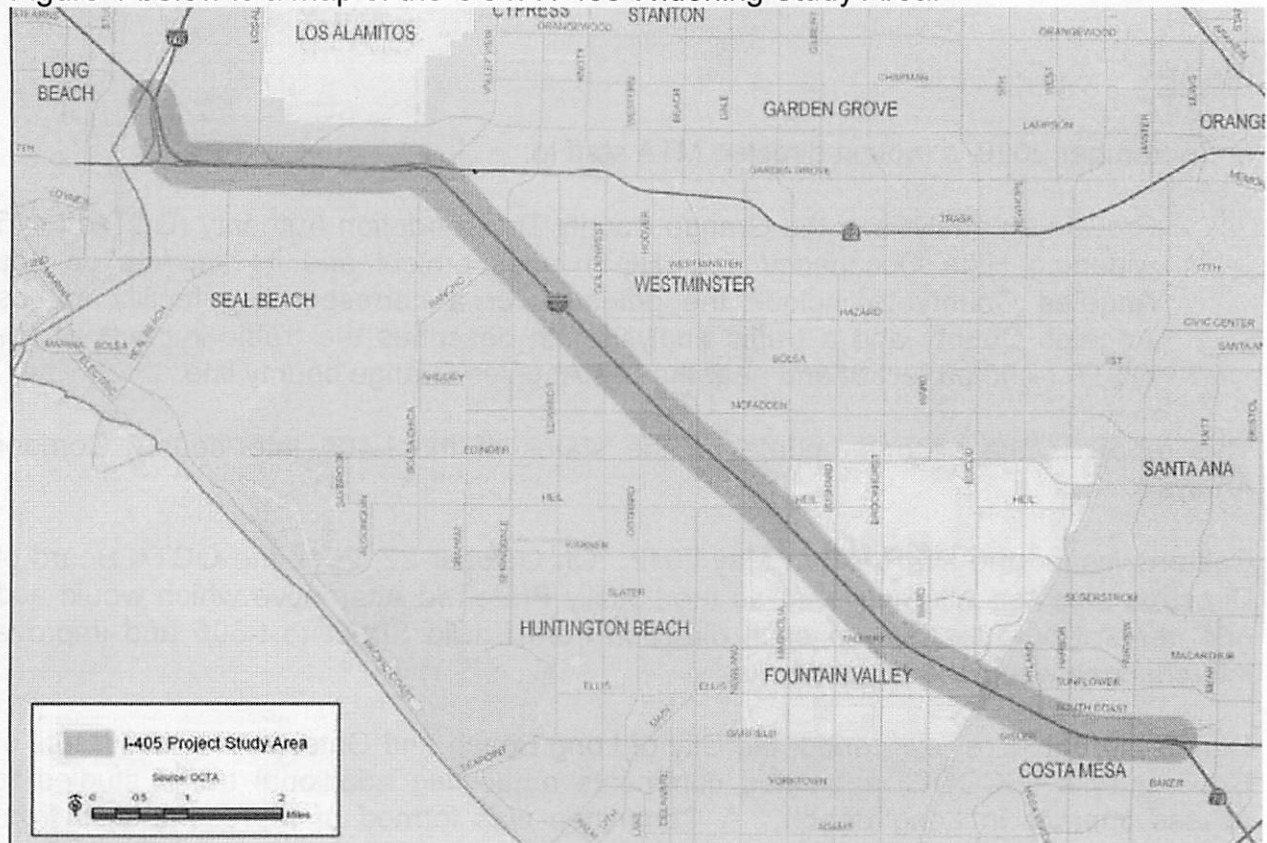


Figure 1

The DEIR/EIS identified four Build Alternatives - Alternative 1 (Add One GP Lane in Each Direction), Alternative 2 (Add Two GP Lanes in Each Direction), Alternative 3 (Express Lanes [Tolled] and Add one GP Lane in Each Direction), and the No Build Alternative, with Transportation Systems Management (TSM)/Traffic Demand

Management (TDM) elements included in each alternative except the No Build Alternative.

Alternative #3, Express Lane Alternative, is the focus of the September 2010 Metro Board motion. This Alternative would add one HOT lane to the existing carpool lane, with the tolled Express Lane and the existing HOV lanes managed jointly as a tolled Express Facility with two lanes in each direction from SR-73 to I-605. The tolled Express Facility would operate so that HOV2s would be tolled and HOV3+ would either be free or receive a discount. This Alternative would also add a single general purpose lane in each direction of the I-405 freeway from Euclid Street to the I-605 interchange and includes interchange improvements within the project limits. According to OCTA, the Express Alternative was added by the Board in light of the current economic climate and a decrease in available funds. Currently, all the build alternatives are generally within existing right-of-way.

NEXT STEPS

The analysis of the potential for a corresponding HOT facility in Los Angeles County will begin this Spring, with a conclusion by December of this year. Staff will continue to coordinate with Gateway Cities COG and OCTA staff to ensure transitions from the Express Lane Alternative in Orange County to the HOV systems in Gateway Cities are appropriate and do not introduce adverse operational issues.