

**Metro**Los Angeles County
Metropolitan Transportation AuthorityOne Gateway Plaza
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metro.net**PLANNING AND PROGRAMMING COMMITTEE
AD HOC CONGESTION PRICING COMMITTEE****November 17, 2010****SUBJECT: I-405 INTER-COUNTY CORRIDOR ANALYSIS: STATUS UPDATE****ACTION: RECEIVE AND FILE****RECOMMENDATION**

Receive and file the I-405 Inter-County Corridor Analysis status update.

ISSUE

In September 2010, a motion was put forward by Board Members (Supervisor Don Knabe, Mayor Antonio R. Villaraigosa, and Director Diane Dubois) directing MTA staff to:

1. Analyze the Orange County Transportation Authority (OCTA) I-405 widening High Occupancy Toll (HOT) lanes project and its impacts on Los Angeles County; including the potential for a corresponding facility in Los Angeles County;
2. Complete a corresponding traffic analysis that describes the traffic impacts of the project at and near the Los Angeles-Orange county line; and
3. Report back in the November/December 2010 MTA Board cycle.

This status report is provided in response to the motion.

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

OCTA has identified four Build Alternatives, a Transportation Systems Management/Transportation Demand Management/Mass Transit Alternative, and the No Build Alternative. During the EIR/EIS, environmental and preliminary engineering analyses will be completed to identify the alternative that will meet the existing and future transportation needs in the corridor.

On January 19, 2009, the OCTA identified an Express Facility Alternative, which is the focus of the September 2010 Metro Board motion. This Alternative, identified by OCTA as Build Alternative #2, would add one HOT lane to the existing carpool lane that would be managed together; adds 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 Facility 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.

The Project is currently in the environmental phase. The OCTA I-405 Environmental Phase Milestones¹ are:

- | | |
|--|----------------|
| • Notice of Preparation/Notice of Intent | September 2009 |
| • Scoping Meetings | Sept/Oct 2009 |
| • Draft Environmental Document | Late 2011 |

¹ OCTA website www.octa.net/m2project

- Final Environmental Document Mid 2012
- Notice of Determination/Record of Decision Late 2012

DISCUSSION

In direct response to the Board motion, Staff will initiate the requested traffic analysis as part of the recently awarded contract for the I-605 Hot Spots Feasibility Study. A Limited Notice to Proceed was issued on October 20, 2010 which allows this work to proceed. Staff will work with the Metro consultant, RBF, and OCTA to facilitate the data exchange required for the traffic analysis. This effort will be coordinated with SCAG's consultant, Booze Allen Hamilton, who will produce modeling results in February 2011 for the Regional Congestion Pricing Study. The I-405 Project will be included in the Metro baseline model projections developed for the I-605 Hot Spots Feasibility Study. The Hot Spots Study will begin this month. Preliminary traffic results will be available in the Spring of 2011.

The SR91/I-605/I-405 Initial Corridors Study completed in April 2008 by the Gateway COG will serve as a reference document for analysis of the impacts to Los Angeles County. The Study indicated that widening I-405 north of the County line to five General Purpose Lanes and one HOV lane would likely require a few right-of-way takes. The Study looked at preliminary improvement concepts; more detailed engineering will be needed to determine the magnitude of those impacts or if they can be avoided all together.

The 2015 HOV to HOT Lane Feasibility Study completed by Metro will also serve as a reference document for analysis of the impacts to Los Angeles County. The segment of I-405 north of LAX ranked: medium for constructability; highest for revenue generating potential; and third highest for transit benefits.

The recently announced Value Pricing Program grant solicitation may provide an opportunity to submit an application for a more detailed analysis.

NEXT STEPS

Consistent with the Gateway COG's SR91/I605/I405 Guiding Principles adopted November 2007, Staff will engage key stakeholders and OCTA as the analysis develops and will report back to the Board quarterly on the progress of the I-405 Inter-County Corridor Analysis.

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