



Preferred Alternative Recommendation for I-405 Improvement Project

CALIFORNIA DEPARTMENT OF TRANSPORTATION

Mission: Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability.

Caltrans honors OCTA's voter-approved M2 commitment

Alternative 3 adheres to OCTA's voter-approved Measure M2 commitment, which is to build one general purpose lane in each direction with local sales tax (M2) monies.

- All of the identified M2 funding for the project will be directed to adding one general purpose lane in each direction. While OCTA proceeds with the Design-Build contract for the addition of one general purpose lane, the design and construction of the second lane that will operate as part of a two-lane HOT/Express Lanes facility would be phased. Caltrans will be pursuing other sources of funding (TIFIA, GARVEE, STIP, SHOPP loan, P3) for the additional lane.

Alternative 3 meets the M2 Project description, to "add new lanes" and to "make best use of available freeway property."

- HOT lanes optimize the use of available roadway capacity, increase people throughput compared with general purpose lanes during peak periods, increases choice for travelers while also incentivizes carpooling and provides opportunities for increase transit. Caltrans will do everything possible to allow vehicles with 2 or more occupants to ride free or with deep discounts.
- Alternative 3 maximizes the productivity of our transportation system.

Alternative 3 provides the most environmental benefits via improvement in air quality by reducing dependence on solo-vehicle travel, encouraging carpooling and the use of vanpool, buses and bus rapid transit. This strategy reduces congestion and greenhouse gas emissions.

Alternative 3 best fills project purpose and need

The addition of one general purpose lane as well as the project interchange and technological infrastructure improvements meet the project's purpose and need in Alternatives 1, 2 and 3.

- Alternative 1 and 2 provide near-term congestion relief. Alternative 3 goes further to provide the best *long-term* solution for congestion relief by incorporating active transportation management via the HOT lanes. Active transportation management also improves safety, trip reliability and people throughput.
- To address regional growth and provide long-term congestion relief, Caltrans must focus on efficient lane management due to limited opportunities for current and future freeway expansion. Alternative 3 builds the project to its ultimate limits with the available right-of-way while providing sustainable congestion relief. Alternatives 1 and 2 do not satisfy this goal, as traffic volume growth shows that new lanes under Alternatives 1 and 2 would fill up within a few years. Traffic under Alternative 3 would free flow indefinitely during peak periods.

Sustainability and enhancing California's livability.

- Alternative 3, by maximizing people throughput, improves quality of life
 - Improves air quality (decreases idling and negative emission impacts of "stop and go" driving)
 - Decreases number of vehicles on the road
 - Decreases lost personal time spent in congestion, and increases time spent with families
 - Decreases wear and tear on car and increases fuel efficiency (economic cost to driver)
 - Encourages modal shift towards vanpools and buses/bus rapid transit
- Improves mobility access for travelers of all ages and abilities due to encouragement of carpooling and use of transit.

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The I-405 carries more than 370,000 vehicles per day. Traffic volumes are expected to increase 35% by 2040.

Caltrans' priority is to achieve a safe and sustainable transportation network.

Sustainable, integrated and efficient.

Alternative 3 is consistent with the goals of the Southern California Association of Governments (SCAG) Regional Transportation Plan (RTP) and Senate Bill 375 requirements:

- Mobility and Accessibility—HOT lanes manage travel demand and offer commuters and other users more travel choices
- Congestion Management—Managed lanes provide long-term mobility by preserving a part of the roadway for assured free-flow operation
- Managed Lanes Network—Meets goals of RTP's Managed Lanes Network; closes Managed Lanes interconnectivity gaps to provide access to all part of the region
- Transportation Demand Management—Incentivizes carpooling, vanpooling and use of transit; reduces dependence on solo travel
- Greenhouse Gas Reductions—Improved system performance generated by managed lanes improves air quality and greater roadway and vehicle efficiency

Sustainability and enhancing California's economy.

Regional population and employment growth is expected to continue. Therefore, demand for goods and services throughout the region will also increase.

- Maximizing travel time savings and reducing congestion allow businesses to operate more efficiently and maintain their competitiveness.
- Alternative 3 provides safe and reliable movement of goods and services, including services from emergency responders.
- Alternative 3 adds a new general purpose lane in each direction with an added benefit and choice of a free flow lane for many years to come.

Caltrans and OCTA have worked together in collaboration and partnership for more than two decades in finding solutions to the many challenges facing the State Highway System in Orange County.

Caltrans' statutory authority over the State Highway System entails a responsibility for sustainable improvements on the system. Caltrans is complementing M2 by optimizing system performance. Alternative 3 connects the I-405 Managed Lanes corridor directly to SR-73-I-605 and the existing toll road network in Orange County.



Caltrans District 12

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