



INTERSTATE 405 IMPROVEMENT PROJECT

MILES
16 miles

CORRIDOR CITIES/COMMUNITIES
Costa Mesa, Fountain Valley, Westminster, Huntington Beach, Garden Grove, Seal Beach, Los Alamitos, the community of Rossmore, and Long Beach.

AT A GLANCE

PROJECT COST: \$1.9 billion

FUNDING: Federal & State
Local Measure M/Project K
Tolls/User Fees

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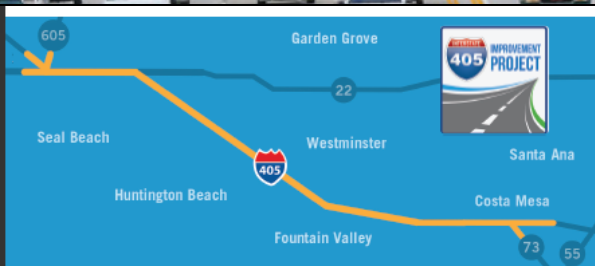
Fact Sheet as of 11/29/16

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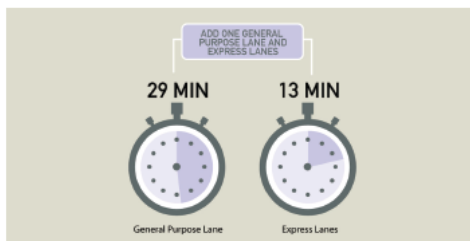


PROJECT HIGHLIGHTS

Currently, the San Diego Freeway (I-405) is one of the most congested freeways in Orange County, carrying more than 300,000 vehicle trips in some sections each day. By 2040, traffic volumes on the I-405 are expected to increase significantly. This project will increase freeway capacity, improve traffic and interchange operations, and enhance road safety to meet state and federal standards.

PROJECT STATUS / OVERVIEW

OCTA in cooperation with The California Department of Transportation (Caltrans) is widening the San Diego Freeway (I-405) between State Route 73 (SR-73) and Interstate 605 (I-605). The project will improve 16 miles of I-405 and includes adding one regular lane in each direction from Euclid Street to I-605 and making improvements to freeway entrances, exits and bridges. It also will construct the 405 Express Lanes from SR-73 to I-605. The new express lanes – incorporating the existing carpool lanes and connectors that opened in 2014 – will provide two lanes in each direction and give solo drivers the choice to speed up their commute for a toll, and carpoolers ride free.



In 2040, it's expected to take 29 minutes to travel during rush hour from SR-73 to I-605 in the general purpose lanes after improvements to the I-405 are complete. That commute can be reduced to 13 minutes if a driver chooses to take the 405 Express Lanes.

On May 23, 2016, the OCTA Board of Directors approved an initial toll policy for the 405 Express Lanes and a preliminary finance plan for the entire project.

The Measure M project, being constructed in cooperation with Caltrans, will be funded mostly through a combination of local, state and federal funds, with the express lanes portion of the Project paid for by those to choose to pay a toll and use the 405 Express Lanes.

PROJECT SCHEDULE

Finalize Toll Policy	2017
Secure Financing	2016 to 2017
Design and Construction	2017* to 2022

*construction to start late 2017

- The San Diego Freeway (I-405) is one of the most congested freeways in the OC, carrying more than 300K vehicle trips, in some sections, each day.
- OCTA, in cooperation with Caltrans, is widening the I-405 between SR-73 and I-605.
- In 2040 it is expected to take 29 minutes to travel during rush hour from SR-73 to I-605 in the general purpose lanes after improvements are complete. That commute can be reduced to 13 minutes if a driver chooses to take the express lanes.
- The new express lanes will provide two lanes in each direction and give solo drivers the choice to speed up their commute for a toll, and carpoolers ride free.
- The Measure M project will be funded mostly through a combination of local, state and federal funds, with the express lanes portion paid for by drivers who choose to pay a toll.



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405 Express Lanes General Information & Frequently Asked Questions

The questions and answers below provide current information on the project to improve Interstate 405 (I-405) in Orange County from State Route 73 to Interstate 605.

Why are improvements needed on I-405?

The I-405 freeway experiences heavy traffic congestion and conditions are expected to worsen. Built in the 1960s, the freeway carries between 257,000 and 370,000 vehicles per day depending on location. Near the L.A. County line, the I-405 is the most heavily traveled freeway in the nation and both the regular lanes and carpool lanes are congested daily during rush hour and on weekends.

Traffic along the corridor is expected to grow approximately 35 percent by 2040. Additional lanes and other improvements are needed to improve traffic flow, accommodate growing traffic demand, relieve congestion, and improve overall mobility. The I-405 Improvement Project is critical in order to accommodate expected employment, population and housing growth in not only Orange County but throughout Southern California.

What is planned for the I-405 Improvement Project?

The project will improve 16 miles of I-405 between the SR-73 freeway in Costa Mesa and I-605 near the L.A. County line. The project includes adding one regular lane in each direction from Euclid Street to I-605 and making improvements to freeway entrances, exits and bridges. It also will construct the 405 Express Lanes, two lanes in each direction from SR-73 to I-605. The new express lanes – incorporating the existing carpool lanes and connectors that opened in 2014 – will give solo drivers the choice to speed up their commute for a toll, and carpoolers may ride in the lanes for free.

Where will vehicles be able to enter and exit the toll lanes?

There are seven access points in between SR-73 and I-605, giving drivers sufficient opportunity to reach every interchange and business along the corridor, including the Westminster Mall, car dealerships, Bella Terra, Goldenwest College and South Coast Plaza, and any other destination.

These intermediate access locations minimize right of way impacts to the adjacent community. Additional access points would likely have significant right of way impacts.

The intermediate access points at Magnolia/Warner and Bolsa/Goldenwest were selected largely to serve Beach Boulevard which is roughly midway along the corridor, has the highest arterial volume of any of the arterials crossing the freeway, and has the largest interchange volumes in the corridor.

•Why are improvements needed on the I-405?- Existing heavy traffic congestion is expected to worsen. Traffic is projected to grow approx. 35% by 2040.

•What is planned for the I-405 Improvement Project? The project will improve 16 mi. of I-405 and includes adding one regular lane in each direction from Euclid to I-605. The project will also improve freeway entrances and bridges. The new express lanes-incorporating the existing carpool lanes and connectors that opened in 2014-will give solo drivers a toll option and carpoolers may use the lanes for free.

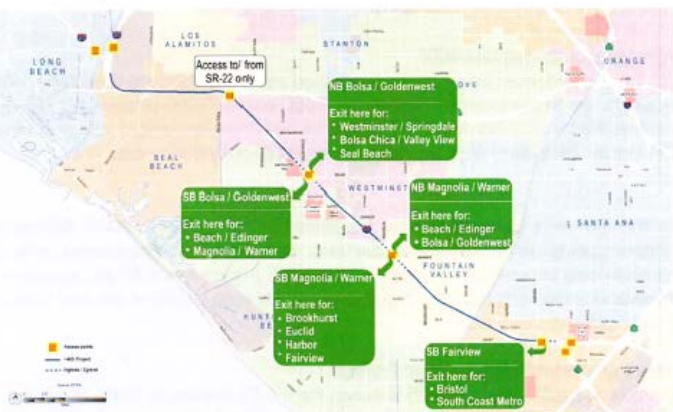
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405 Express Lanes General Information & Frequently Asked Questions

The graphic below depicts the 405 Express Lanes intermediate access locations:



Are FasTrak® transponders required to use the 405 Express Lanes?

The 405 Express Lanes will utilize electronic tolling to keep traffic flowing and there will be no cash payments or toll booths. Because of this, transponders will be required for customers to use the express lanes when they open. OCTA will continue to explore technology that may in the future allow drivers to use the express lanes without a transponder.

What is the overall benefit to the project to include the 405 Express Lanes?

Those who choose to pay a toll improve traffic for everyone by freeing up space in the regular lanes, including the additional lane in each direction that is being added as part of the project. Also, if there are excess toll revenues beyond operational, maintenance and financing costs, that provides funding for additional improvements in the corridor. As an example, to date the 91 Express Lanes has provided more than \$22 million for improvements to the freeway and for public transit in the 91 corridor.

Adding Express Lanes, in addition to the new regular lanes, benefits all people who use the I-405. Rush-hour commutes in the regular lanes on I-405 are expected to be reduced by almost 30 minutes versus only building one regular lane in each direction. The bottom line is you don't have to pay one penny more and you'll be home to your family a half-hour sooner.

- Are FasTrak transponders required to use the 405 Express Lanes?-Yes. The Express Lanes will utilize electronic tolling to keep traffic flowing-there will be no cash payments or toll booths.
- What is the overall benefit to the project to include the 405 Express Lanes? Those who choose to pay a toll improve traffic for everyone by freeing up space in the regular lanes, including the additional lanes in each direction that is being added as part of the project. Excess funds will provide funding for additional improvements in the corridor. Rush hour commutes in the regular I-405 lanes is expected to be reduced by almost 30 minutes.

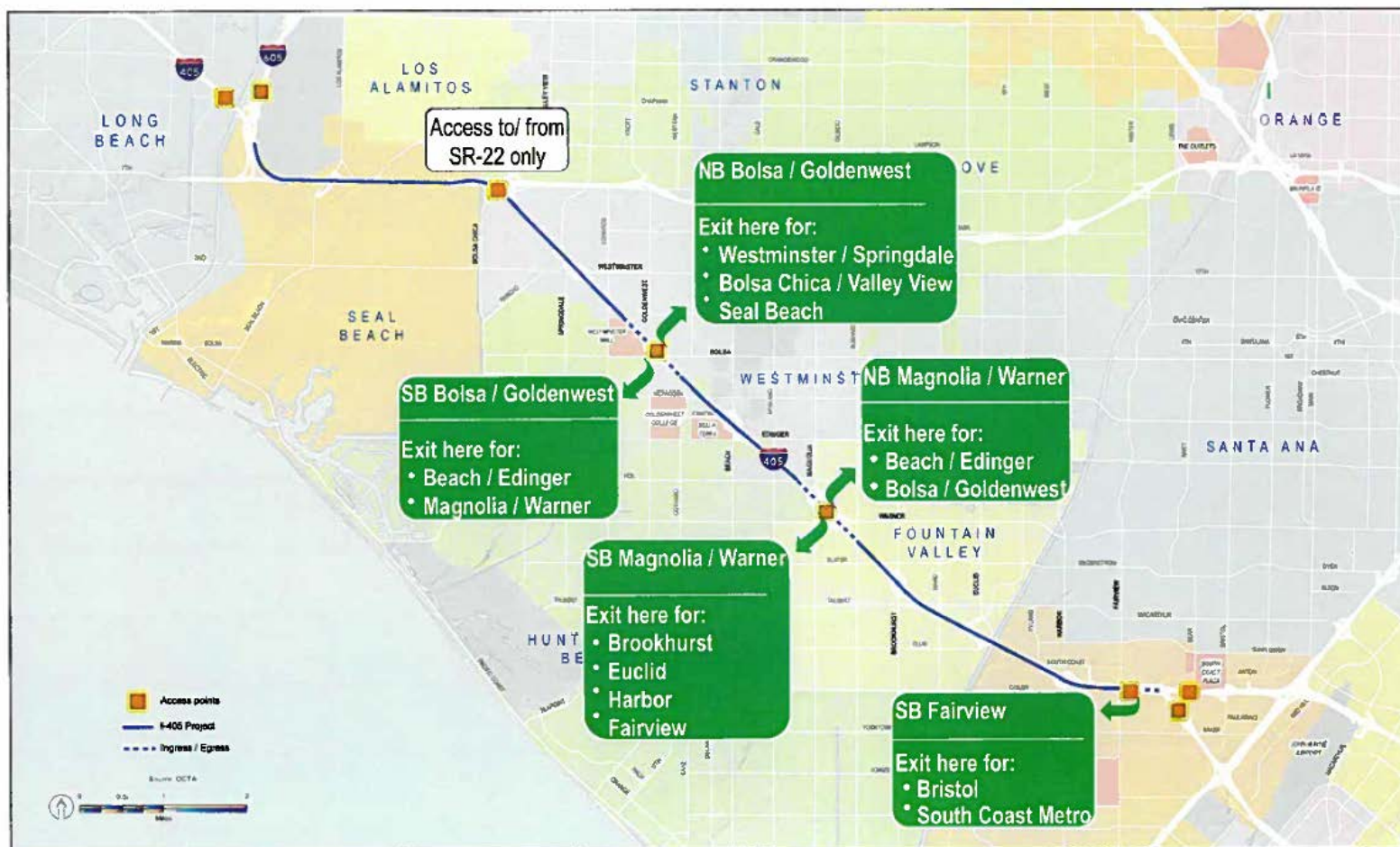
fastrack
move on





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405 Express Lanes Access Points





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405 Express Lanes General Information & Frequently Asked Questions

What are the toll policy goals of the 405 Express Lanes?

The OCTA Board of Directors (Board), which is leading the freeway improvement project, voted to adopt a number of goals that would guide the development and implementation of the 405 Express Lanes toll policy. The goals focus on providing express lanes customers with a reliable commute while optimizing the number of cars that can utilize the lanes at free-flow speeds, and encouraging ridesharing and transit use.

The complete list of board-adopted 405 Express Lanes goals:

- Provide express lanes customers with a safe, reliable, predictable commute.
- Optimize throughput at free-flow speeds.
- Increase average vehicle occupancy.
- Balance capacity and demand to serve customers who pay tolls as well as people who rideshare or use transit.
- Generate sufficient revenue to sustain the financial viability of the express lanes.
- Ensure all covenants in the financing documents are met.
- Ensure any potential net excess toll revenues are used for Interstate 405 corridor improvements.

The 405 Express Lanes will use congestion management pricing. This type of pricing was pioneered on the 91 Express Lanes, also operated by OCTA.

Congestion management pricing is designed to optimize express lanes traffic at free-flow speeds. To accomplish this OCTA monitors hourly traffic volumes. Tolls are increased when traffic volumes consistently reach a trigger point where traffic flow can become unstable. If traffic drops below the optimal traffic volume, tolls are lowered to encourage usage.

The tolls can vary by hour, day of the week and direction of travel. Traffic volumes are continuously monitored and if warranted, tolls are adjusted quarterly. This approach balances traffic engineering with good public policy and gives customers an opportunity to know the toll price before they make their trip.



What are the toll policy goals of the 405 Express Lanes?-The complete list of board-adopted 405 Express Lanes Goals:

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CONSTRUCTION STAGING OVERCROSSING MAP





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Ongoing Community Outreach

- Neighborhood meetings
- Civic and community presentations
- Committees
- Media relations
- Business & School outreach
- Project web page & video
- Construction email alerts
- Social media
- Text Alerts
- Google detour maps & Navigation Apps

