MEMO

DATE: December 12, 2005

TO: Transportation and Communications Committee (TCC)

FROM: Al Bowser, Lead Regional Planner
(213) 236-1843 or bowser@scag.ca.gov

SUBJECT: I-405 Major Investment Study Letter of Completion

SUMMARY:

On November 17, 2005 SCAG's ***RSTIS Peer Review Group*** met and determined that the I-405 (SR-73 to I-605) Major Investment Study (RSTIS) meets SCAG and FTA/FHWA requirements, the project is ready to advance from planning to the environmental impact and project development phase and granted a Letter of Completion (attached).

BACKGROUND:

The project recommended by the Board of Directors will add one new lane in each direction between Brookhurst Street and I-605, as well as new auxiliary lanes, which link an on-ramp to the next off-ramp, in many locations. OCTA will now attempt to identify funding to pay for an environmental impact report on the proposed project. However, construction is most likely a decade away, depending on funding availability.

The selection of a locally preferred strategy for improving I-405 marks the conclusion of an 18-month major investment study that explored a variety of alternatives for improving traffic flow on the freeway. The project ultimately selected generally stays within the existing right-of-way and is one of the 12 alternatives that was originally considered. It is expected to increase freeway speeds during peak commute hours by about 5 mph."

Attachment

#116798 v1 - Jan 06 TCC I-405 Major Investment Study Letter of Completion

SOUTHERN CALIFORNIA

ASSOCIATION of GOVERNMENTS

Main Office

818 West Seventh Street

12th Floor

Los Angeles, California

90017-3435

t (213) 236-1800

f (213) 236-1825

www.scag.ca.gov

icers: President: Toni Young, Port Hueneme • st Vice President: Yvonne Burke, Los Angeles unty • Second Vice President: Gary Ovitt, San mardino County • Immediate Past President: n Roberts, Temecula

perial County: Victor Carrillo, Imperial County on Edney, El Centro

s Angeles County: Yvonne Burke, Los Angeles unty • Zev Yaroslavsky, Los Angeles County • Aldinger, Manhattan Beach • Harry Baldwin, n Gabriel • Paul Bowlen, Cerritos • Todd mpbell, Burbank • Tony Cardenas, Los Angeles tan Carroll, La Habra Heights • Margaret Clark, semead • Gene Daniels, Paramount • Mike spenza, Palmdale • Judy Dunlap, Inglewood • e Gabelich, Long Beach • David Gafin, Downey Eric Garcetti, Los Angeles • Wendy Greuel, Los geles • Frank Gurulé, Cudahy • Janice Hahn, s Angeles • Isadore Hall, Compton • Keith W. nks, Azusa • Tom LaBonge, Los Angeles • ula Lantz, Pomona • Paul Nowatka, Torrance • m O'Connor, Santa Monica • Alex Padilla, Los geles • Bernard Parks, Los Angeles • Jan Perry, s Angeles • Ed Reyes, Los Angeles • Bill sendahl, Los Angeles • Greig Smith, Los geles • Tom Sykes, Walnut • Paul Talbot, hambra • Sidney Tyler, Pasadena • Tonia Reyes ranga, Long Beach • Antonio Villaraigosa, Los geles • Dennis Washburn, Calabasas • Jack eiss, Los Angeles • Dennis Zine, Los Angeles

range County: Chris Norby, Orange County • hristine Barnes, La Palma • John Beauman, rea • Lou Bone, Tustin • Art Brown, Buena Park Richard Chavez, Anaheim • Debbie Cook, untington Beach • Cathryn DeYoung, Laguna guel • Richard Dixon, Lake Forest • Marilynn oe, Los Alamitos • Tod Ridgeway, Newport each

iverside County: Jeff Stone, Riverside County • homas Buckley, Lake Elsinore • Bonnie ickinger, Moreno Valley • Ron Loveridge, iverside • Greg Pettis, Cathedral City • Ron oberts, Temecula

an Bernardino County: Gary Ovitt, San ernardino County • Lawrence Dale, Barstow • aul Eaton, Montclair • Lee Ann Garcia, Grand errace • Tim Jasper, Town of Apple Valley • Larry cCallon, Highland • Deborah Robertson, Rialto Alan Wapner, Ontario

entura County: Judy Mikels, Ventura County • len Becerra, Simi Valley • Carl Morehouse, San uenaventura • Toni Young, Port Hueneme

range County Transportation Authority: Lou orrea, County of Orange

iverside County Transportation Commission: obin Lowe, Hemet

entura County Transportation Commission: eith Millhouse, Moorpark

November 17, 2005

Mr. Art Leahy, Chief Executive Officer
Orange County Transportation Authority
550 S. Main Street
PO Box 14184
Orange, CA 92863-1584

Attention: Mr. ~~Paul~~ Taylor

Subject: Letter of Completion for the I-405 (SR-73 to I-605) Major Corridor Study (RSTIS)

Dear ~~Mr.~~ Leahy:

On November 29, 1993, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) issued final guidance on new regulations stemming from ISTEA passage. The Major Investment Study (MIS) is one of these ISTEA requirements.

Subsequently, TEA-21 removed the requirement for a "stand-alone" MIS, the U.S. Department of Transportation (DOT) issued proposed new MIS regulations and guidance, expected to be finalized in 2001, and since that time FHWA has advised SCAG to observe existing MIS guidance until DOT guidelines are finalized.

SCAG's adopted 2004 RTP requires a transportation alternatives analysis study for all regionally significant transportation investments (RSTIS) that might utilize federal funds. Projects in this category are usually capacity adding transit and/or highway improvements.

In addition to an alternatives analysis, RSTIS components also include (1) public involvement and (2) consultation among the MPO, county transportation commissions, transit operators, Caltrans, FHWA, FTA, State Resource Agencies and other investment stakeholders.

The range of alternatives considered in the I-405 (SR-73 to I-605) Major Investment Study (RSTIS) is sufficient to meet RSTIS Guidelines as adopted by SCAG's Transportation and Communications Committee. OCTA conducted an exemplary public and agency outreach process that provided adequate opportunities for public involvement. Moreover, numerous community-level and corridor-wide meetings including briefings to the RSTIS Peer Review Group facilitated public agency involvement and consultation during the study process.

40 Resolving Regional Challenges 1965

SCAG's Transportation and Communications Committee. OCTA conducted an exemplary public and agency outreach process that provided adequate opportunities for public involvement. Moreover, numerous community-level and corridor-wide meetings including briefings to the RSTIS Peer Review Group facilitated public agency involvement and consultation during the study process.

On November 17, 2005 the ***RSTIS Peer Review Group*** met and determined that the I-405 (SR-73 to I-605) Major Investment Study (RSTIS) meets SCAG and FTA/FHWA requirements, and that the project is ready to advance from planning to the environmental impact and project development phase as necessary.

Attachment A [1] is a part of this LOC. It documents the Locally Preferred Strategy and describes next steps specified by the OCTA Board to advance the project to the Environmental Phase as funding allows.

This correspondence documents the RSTIS Peer Review Group findings that the I-405 (SR-73 to I-605) Major Investment Study (RSTIS) meets Metropolitan Planning Rules and is therefore granted this ***Letter of Completion***. If you have any questions please contact me at (213) 236-1889 or Al Bowser at (213) 236-1843.

Sincerely,

Hasan Ikhrata
Director of Planning and Policy

[1] **Attachment A – I-405 Major Investment Study (RSTIS) - Locally Preferred Strategy**

cc: Kurt Brotcke, OCTA
Charles Larwood, OCTA
Everrett Evans, Caltrans District 12
Alta Grace Sandra Balmir, FTA/FHWA Los Angeles Metro Office
Robert Cady, FHWA
Alan Bowser/RSTIS File, SCAG

I-405 (SR-73 to I-605) Major Investment Study (RSTIS)
Locally Preferred Strategy

Attachment A documents the Locally Preferred Strategy (LPS) and describes next steps specified by the OCTA Board to advance the project to the Environmental Phase as funding allows:

Action: ***"The Board of Directors votes 14-0 to move forward with further study of a $500 million project to improve the San Diego Freeway (I-405) between the Corona del Mar Freeway (SR-73) and the San Gabriel River Freeway (I-605) by adding a general purpose lane in each direction and new auxiliary lanes."***

The project recommended by the Board of Directors will add one new lane in each direction between Brookhurst Street and I-605, as well as new auxiliary lanes, which link an on-ramp to the next off-ramp, in many locations. OCTA will now attempt to identify funding to pay for an environmental impact report on the proposed project. However, construction is most likely a decade away, depending on funding availability.

The selection of a locally preferred strategy for improving I-405 marks the conclusion of an 18-month major investment study that explored a variety of alternatives for improving traffic flow on the freeway. The project ultimately selected generally stays within the existing right-of-way and is one of the 12 alternatives that was originally considered. It is expected to increase freeway speeds during peak commute hours by about 5 mph."