

RTIP ID# (*required*) ORA030605. Combined with ORA045, ORA151, ORA100507 and ORA120310.

TCWG Consideration Date: September 23, 2014

Project Description (*clearly describe project*)

The initial Interagency Consultation for the proposed project was completed on January 25, 2011, which identified the project as a POAQC (see attached). The draft NEPA document was circulated with a qualitative hot-spot analysis based on the 2006 guidance. U.S. EPA released guidance in 2010 that describes a more detailed analysis process using dispersion modeling that replaces the emission analysis step in the 2006 guidance. All projects with PM hot-spot analysis started since December 10, 2012 must use the quantitative analysis procedures in the 2010 guidance. Projects with PM analysis started before December 2012 using the 2006 qualitative analysis procedures must complete both the project-level conformity determination and the final NEPA document within three years of circulating the NEPA document. In this case, the draft was circulated on May 18, 2012 and the Supplemental was circulated on June 28, 2013. Therefore, the qualitative analysis is appropriate if the NEPA documentation is completed by June 28, 2016. The project was developed using a qualitative analysis that is appropriate and valid until June 28, 2016 based on the above guidance.

The project proposes to improve the mainline freeway and interchanges on I-405 in Orange and Los Angeles Counties. The proposed project would relieve congestion and improve operational efficiency on I-405 between State Route (SR)-73 and I-605. The approximately 16 mile-long project corridor is primarily located in Orange County on I-405 and traverses the Cities of Costa Mesa, Fountain Valley, Huntington Beach, Westminster, Garden Grove, Seal Beach, Los Alamitos, Long Beach, and the community of Rossmoor.



<p>I-405 is generally a north-south route with 24 miles in Orange County and 48 miles in Los Angeles County. I-405 is part of the National Highway System and is considered a bypass route to I-5 (the Santa Ana/Golden State Freeway) providing intra-regional and inter-regional access between Orange and Los Angeles Counties. I-405 also serves as a critical goods movement corridor connecting the San Diego and United States/Mexico border region with the ports of Long Beach and Los Angeles. I-405 is currently a controlled-access highway facility with 8 to 12 mixed-flow General Purpose (GP) lanes and two High Occupancy Vehicle (HOV) lanes, which is over capacity and subject to traffic congestion and travel delays.</p> <p>Within the project limits, I-405 connects with SR-73 at the southern end and with I-605 at the northern end, and for approximately 2 miles between Bolsa Chica Road and I-605, it overlaps with SR-22. Fifteen (15) local street interchanges and three freeway-to-freeway interchanges are within the limits of the project improvements.</p> <p>The proposed project (Alternative 3) would add one GP lane in each direction on I-405 from Euclid Street to the I-605 interchange, plus add a tolled Express Lane in each direction of I-405 from SR-73 to SR-22 East. The tolled Express Lane and the existing HOV lanes would be managed jointly as a tolled Express Facility with two lanes in each direction from SR-73 to I-605. The proposed project would provide a full standard highway cross section, with 12-foot-wide mainline travel lanes and shoulders on the left and right sides in both directions. Right side (outside) shoulders would be 10-foot-wide, while left side (inside) shoulders would have a maximum width of 10 feet with a provision for a widened left shoulder for enforcement areas under consideration. The tolled Express Facility would be separated from the GP lanes by a 1- to 4-foot buffer. It is anticipated that the total construction period along the length of the alignment would be 54 months (4.5 years).</p>	
<p>Type of Project (use Table 1 on instruction sheet) Change to existing state highway and reconfigure existing interchange</p>	
<p>County Orange</p>	<p>Narrative Location/Route & Postmiles The project limits extend from 0.2-miles south of Bristol Street (12-ORA-405 Post Mile [PM] 9.3) to the Orange County/Los Angeles County line (12-ORA-405 PM 24.2) and in Los Angeles County from the County line (07-LA-405 PM 0.00) to 1.4 miles north of I-605 (07-LA-405 PM 1.2). Improvements are proposed on SR-22 West in Orange County from 0.2-miles west of I-605 (12 ORA-22 PM R0.5) to I-405 (12-ORA-22 PM R0.7) and on SR 22 East in Orange County from I-405 (12-ORA-22 PM R0.7) to 0.2-miles east of the Beach Boulevard Undercrossing (12 ORA-22 PM R3.8). Improvements on SR-73 will be from the Bear Street Overcrossing (12 ORA-73 PM R27.2) to I-405 (12-ORA-73 PM R27.8). Improvements on I-605 in Orange County will be from I-405 (12-ORA-605 PM 3.5) to the County line (12-ORA-605 PM R1.6) and in Los Angeles County from the County line (07-LA-605 PM R0.0) to 0.9 mile north of the Spring Street Overcrossing (07-LA-605 PM R1.2). Encroachments into Los Angeles County and work on SR-22 are associated with signing and striping to accommodate the transition from the existing to the proposed facility.</p> <p>12-ORA-405 PM 9.3/24.2 / 07-LA-405 PM 0.0/1.2 12-ORA-22 PM R0.7/R3.8 / 12-ORA-22 PM R0.5/R0.7 12-ORA-73 PM R27.2/R27.8 / 12-ORA-605 PM 3.5/R1.6 07-LA-605 PM R0.0/R1.2</p> <p>Caltrans Projects – EA# 0H1000 EFIS ID 12-0000-0180</p>
<p>Lead Agency: California Department of Transportation</p>	

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Hot Spot Pollutant of Concern (<i>check one or both</i>) PM2.5 <input checked="" type="checkbox"/> PM10 <input checked="" type="checkbox"/>					
Federal Action for which Project-Level PM Conformity is Needed (<i>check appropriate box</i>)					
Categorical Exclusion (NEPA)	EA or Draft EIS	<input checked="" type="checkbox"/> FONSI or Final EIS	PS&E or Construction	Other: ROD	
Scheduled Date of Federal Action: February 23, 2015					
NEPA Assignment – Project Type (<i>check appropriate box</i>)					
Exempt		Section 326 –Categorical Exemption	<input checked="" type="checkbox"/> Section 327 – Non-Categorical Exemption		
Current Programming Dates (<i>as appropriate</i>)					
	PE/Environmental	ENG	ROW	CON	
Start	March 2009	January 2014	July 2015	June 2016	
End	May 2015	December 2020	December 2020	December 2021	
Project Purpose and Need (Summary): (<i>attach additional sheets as necessary</i>)					
<p>The purpose of the proposed action is to:</p> <ul style="list-style-type: none"> • Reduce congestion; • Enhance operations; • Increase mobility, improve trip reliability, maximize throughput, and optimize operations; and • Minimize environmental impacts and ROW acquisition. <p>In furtherance of the project's purpose, the following objective is established:</p> <ul style="list-style-type: none"> • To be consistent with regional plans and find a cost-effective early project solution for delivery. <p>The needs for the proposed action include:</p> <ul style="list-style-type: none"> • The I-405 mainline GP lanes peak-period traffic demand exceeds available capacity; • The I-405 mainline HOV lanes peak-period traffic demand exceeds available capacity; • The I-405 mainline GP traffic lanes have operational and geometric deficiencies; • The interchanges along I-405 within the study area have geometric, storage, and operational capacity deficiencies; and • I-405 currently has limitations in detecting traffic incidents and providing rapid response and clearance due to lack of capacity and technological infrastructure. 					
Surrounding Land Use/Traffic Generators (<i>especially effect on diesel traffic</i>)					
<p>I-405 provides access between cities in Orange and Los Angeles Counties. It is used for commuting and inter-regional travel, along with direct and indirect access to employment centers, recreational attractions, shopping malls, medical centers, universities, airports, and other land uses. A segment of the freeway in the northern portion of the project area is one of the heaviest travelled in the nation.</p> <p>Residential land uses generally border the project site throughout the length of the corridor. Other nearby land uses include parks, agriculture, schools, malls, and commercial buildings. Diesel traffic on the I-405 is generally related to commercial land uses in the project area. Additional heavy-duty truck trips are related to industrial land uses, including the Ports of Los Angeles and Long Beach and refineries.</p>					

Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility
 The traffic data used in the analysis is shown below. The truck percentage is 3.0%, 3.5%, and 3.5% for the segments of SR-73 Brookhurst, Brookhurst to SR-22 East, and SR-22 to I-605, respectively.

Year and Segment	No Build			Alternative 3		
	Bi-Direction			Bi-Direction		
	GP	HOV	Truck	GP	HOV	Truck
2020						
SR-73 to Brookhurst	372,959	34,748	12,609	361,097	46,608	12,609
Brookhurst to SR-22 East	309,275	52,927	13,139	316,061	46,142	13,138
SR-22 East to I-605	432,970	97,245	19,230	477,058	53,152	19,230

RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility
 Traffic data is shown below. The truck percentage is 3.0%, 3.5%, and 3.5% for the segments of SR-73 Brookhurst, Brookhurst to SR-22 East, and SR-22 to I-605, respectively.

Year and Segment	No Build			Alternative 3		
	Bi-Direction			Bi-Direction		
	GP	HOV	Truck	GP	HOV	Truck
2040						
SR-73 to Brookhurst	429,682	40,102	14,530	422,150	47,636	14,530
Brookhurst to SR-22 East	355,139	61,013	15,093	368,929	47,224	15,093
SR-22 East to I-605	499,390	114,728	22,273	559,659	54,457	22,273

Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT
 Refer to the attached sheet

RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT
 Refer to the attached sheet

Describe potential traffic redistribution effects of congestion relief *(impact on other facilities)*
I-405 is the primary north-south corridor in western Orange County. I-5 is a north-south corridor that is located approximately 5-10 miles to the east. The Pacific Coast Highway is located approximately four miles to the west but does not operate as a high volume intercity north-south corridor. In summary, there is no other viable long-distance north-south roadway in the project area. Therefore, it is not anticipated that the proposed project would redistribute traffic onto other roadways causing substantial secondary impacts. The project is anticipated to cause some travel time shifting with some travel shifting into the peak hours due to reduced congestion under project conditions.

Comments/Explanation/Details *(attach additional sheets as necessary)*
It is acknowledged that the project is a POAQC. The project team believes that the qualitative analysis remains appropriate under the assumption that the final NEPA document will be completed within three years of circulating the supplemental draft NEPA document which occurred on June 28, 2013.

Table A: Arterial Average Daily Traffic: I-405 Freeway Interchanges

Arterial	Segment Limits	---- TOTAL VEHICLES ----			TRUCK PERCENTAGE	----- TRUCKS -----		
		Existing Year (2009)	Project Opening Year (2020)	Project Design Year (2040)	All Years	Existing Year (2009)	Project Opening Year (2020)	Project Design Year (2040)
Fairview Road Interchange at I-405								
Fairview Road	MacArthur Boulevard to South Coast Drive	40,480	53,070	61,420	1%	405	531	614
	South Coast Drive to I-405 SB Ramps	51,780	57,490	61,280	1%	518	575	613
	I-405 SB Ramps to Baker Street	46,660	48,360	49,490	1%	467	484	495
Harbor Boulevard & Hyland Avenue Interchange at I-405								
South Coast Drive	I-405 NB On-Ramp to Harbor Boulevard	9,990	13,440	15,730	1%	100	134	157
Harbor Boulevard	South Coast Drive to I-405 NB Ramps	56,550	64,620	69,960	1%	566	646	700
	I-405 NB Ramps to I-405 SB Ramps	44,470	56,910	65,150	1%	445	569	652
	I-405 SB Ramps to Gisler Avenue	69,580	72,120	73,790	1%	696	721	738
Euclid Street/Ellis Avenue Interchange at I-405								
Euclid Street/Ellis Avenue	Talbert Avenue to I-405 NB Ramps/Newhope Street	20,630	33,590	42,170	1%	206	336	422
	I-405 NB Ramps/Newhope Street to I-405 SB Ramps	28,960	38,150	44,230	1%	290	382	442
	I-405 SB Ramps to Ward Street	29,140	35,870	40,320	1%	291	359	403
Brookhurst Street & Talbert Avenue Interchange at I-405								
Brookhurst Street	Slater Avenue to I-405 NB Ramps	52,140	57,560	61,150	1%	521	576	612
	I-405 NB Ramps to I-405 SB Ramps	55,100	59,260	62,020	1%	551	593	620
	I-405 SB Ramps to Talbert Avenue	51,760	55,940	58,700	1%	518	559	587
Talbert Avenue	Bushard Street to Brookhurst Street	27,140	31,410	34,240	1%	271	314	342
	Brookhurst Street to Ward Street	19,870	24,340	27,300	1%	199	243	273
Magnolia Street & Warner Avenue Interchange at I-405								
Magnolia Street	Heil Avenue to I-405 NB On-Ramp	37,740	41,240	43,550	1%	377	412	436
	I-405 NB On-Ramp to I-405 SB Ramps	34,450	38,310	40,860	1%	345	383	409
	I-405 SB Ramps to Warner Avenue	33,950	35,840	37,090	1%	340	358	371
Warner Avenue	Magnolia Street to I-405 SB Ramps	44,170	45,770	46,840	1%	442	458	468
	I-405 SB Ramps to I-405 NB Ramps	38,570	40,610	41,970	1%	386	406	420
	I-405 NB Ramps to Bushard Street	35,880	37,860	39,170	1%	359	379	392
Beach Boulevard & Edinger Avenue Interchange at I-405								
Beach Boulevard	McFadden Avenue to I-405 NB Ramps	66,330	79,230	87,780	2%	1,327	1,585	1,756
	I-405 NB Ramps to I-405 SB Ramps	75,100	87,130	95,090	2%	1,502	1,743	1,902
	I-405 SB Ramps to Edinger Avenue	73,240	88,790	99,090	2%	1,465	1,776	1,982
Edinger Avenue	Beach Boulevard to I-405 SB On-Ramp	31,120	32,370	33,200	1%	311	324	332
	I-405 SB On-Ramp to Newland Street	20,370	22,390	23,720	1%	204	224	237

Table A: Arterial Average Daily Traffic: I-405 Freeway Interchanges

Arterial	Segment Limits	---- TOTAL VEHICLES ----			TRUCK	----- TRUCKS -----		
		Existing Year (2009)	Project Opening Year (2020)	Project Design Year (2040)	PERCENTAGE	Existing Year (2009)	Project Opening Year (2020)	Project Design Year (2040)
Goldenwest Street & Bolsa Avenue Interchange at I-405								
Goldenwest Street	Sowell Avenue to I-405 NB On-Ramp	28,130	35,100	39,720	1%	281	351	397
	I-405 NB On-Ramp to I-405 SB Ramps	40,570	44,380	46,900	1%	406	444	469
Bolsa Avenue	Goldenwest Street to I-405 SB Ramps	41,670	43,180	44,190	1%	417	432	442
	I-405 NB Ramps to Hoover Street	21,130	24,320	26,430	1%	211	243	264
Springdale Street & Westminster Boulevard Interchange at I-405								
Springdale Street	Meinhardt Road/Navajo Road to I-405 SB Off-Ramp	18,980	19,670	20,120	1%	190	197	201
	I-405 SB Off-Ramp to Westminster Boulevard	25,310	26,230	26,840	1%	253	262	268
Westminster Boulevard	Springdale Street to I-405 SB Ramps	41,180	43,110	44,380	1%	412	431	444
	I-405 NB Ramps to Edwards Street	30,400	34,240	36,790	1%	304	342	368
Bolsa Chica Road/Valley View Street & Garden Grove Boulevard Interchange at I-405								
Garden Grove Boulevard	Valley View Street to I-405 NB Off-Ramp/SR-22 EB Ramps	32,310	33,490	34,270	1%	323	335	343
Valley View Street	Cerulean Avenue to SR-22 WB & I-405 NB Ramps	55,610	57,630	58,980	1%	556	576	590
	SR-22 WB & I-405 NB Ramps to Garden Grove Boulevard	64,140	66,480	68,020	1%	641	665	680
Bolsa Chica Road	Garden Grove Boulevard to I-405 SB Ramps	49,950	57,920	63,190	1%	500	579	632
	I-405 SB Ramps to Old Bolsa Chica Road	47,810	57,820	64,460	1%	478	578	645
Seal Beach Boulevard Interchange at I-405								
Seal Beach Boulevard	Lampson Avenue to I-405 NB Ramps	46,970	57,120	63,850	1%	470	571	639
	I-405 NB Ramps to I-405 SB Ramps	44,500	54,130	60,520	1%	445	541	605
	I-405 SB Ramps to Westminster Avenue	31,950	42,990	50,310	1%	320	430	503