

2019 Updated Next 10 Delivery Plan Remaining Measure M2 Freeway Projects

The Measure M2 (M2) Freeway Program includes a total of 30 freeway projects or project segments. The 2019 update of the Next 10 Delivery Plan (Next 10 Plan) increases the number designated for completion to 26 projects. This leaves four projects to complete. These remaining four projects listed in the table below have specific reasons related to the application of the Guiding Principles that require additional time prior to these projects being

Final M2 Freeway Projects			
Environmental		Cleared/Shelf Ready	Cost
1. Project L	I-405 between I-5 and SR-55	2018	\$238.8
2. Project D	I-5 El Toro Road Interchange	2020	\$112.3 ¹
3. Project G	SR-57 NB Lambert Road to County Line	2026	\$167.5 ¹
4. Project J	SR-91 between SR-241 and I-15	2026	<u>\$292.5¹</u>
Remaining M2 Freeway Projects Total			\$811.1²

recommended for advancement described below.

I-405 – Interstate 405 / I-5 – Interstate 5 / SR-55 – State Route 55 / SR-57 – State Route 57 / SR-91 – State Route 91 / SR-241 – State Route 241 / I-15 – Interstate 15

- Project L – I-405 between I-5 and SR-55 is a parallel facility to Project B (I-5 between I-405 and SR-55). These projects need to be staggered due to construction on both creating excessive inconvenience to the traveling public. Project B is designated a higher priority project based on the Guiding Principles – project sequencing and connectivity, and project congestion relief and demand. Congestion levels on I-5 are more than twice as high as the Project L I-405 improvement area. The I-5 project improvement areas are highly constrained due to tight right-of-way and are therefore technically challenging, requiring design variations. The I-5 project is a high-cost project and leads to high-risk of cost escalation if delayed. Additionally, a significant California Department of Transportation safety project is scheduled to take place within the Project L project limits and will require additional coordination.
- Project D – I-5 El Toro Road Interchange is in the environmental clearance phase and has faced challenges determining a build alternative that has local support and consensus with the three stakeholder cities. Using the Guiding Principles, readiness and public support, this project needs additional time before it moves forward.

¹ These cost estimates are preliminary and will be updated once the project alternative is selected at the completion of environmental clearance.

² The total will be revised once the three remaining projects (D, G, and J) complete environmental clearance and have a selected project alternative.

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Built into M2 was a promise that projects would be delivered in cooperation with local jurisdictions. The three stakeholder cities (Laguna Hills, Laguna Woods, and Lake Forest) have been asked to work together to come to consensus on a mutually acceptable and viable alternative, at which time, the project will then be ready to be advanced.

- Project G – SR-57 Northbound Lambert Road to Los Angeles County line is scheduled to begin the environmental phase in the Next 10 Plan time frame. Through the SB 1 (Chapter 5, Statutes of 2017) Trade Corridor Enhancement Program (TCEP), an initial phase for interchange improvements at Lambert Road interchange with SR-57 is currently underway. The mainline project is a strong candidate for additional TCEP funding and the Orange County Transportation Authority (OCTA) will apply to compete for these funds in the coming year. The project will require some coordination addressing connectivity with Los Angeles County. Reviewing the Guiding Principles – readiness, external funding, and project sequencing and connectivity, a decision for moving this project into design following environmental clearance will be reviewed during the Next 10 Plan update or brought to the Board of Directors (Board) as a separate item.
- Project J – SR-91 between SR-241 and I-15 is part of a bigger package of improvements underway between OCTA and the Riverside County Transportation Commission (RCTC), with a planned sequencing of project improvements in the 91 Corridor jointly agreed to by both OCTA Board and RCTC's Board. RCTC, with OCTA's support, is advancing the westbound portion of this project (between SR-241 and Green River Road) and is planned for construction in 2021. The eastbound lane project has engineering challenges due to project area topography (Santa Ana Canyon) and natural constraints (Santa Ana River) and requires an engineering feasibility assessment. Reviewing the Guiding Principles – readiness and project sequencing and connectivity, this project will move forward following the completion of the engineering feasibility assessment which is planned to take place in 2020.