

State Route 55 Improvement Project from Interstate 405 to Interstate 5 Fact Sheet and Estimated Cost

PROJECT SCOPE

The State Route 55 (SR-55) from Interstate 405 (I-405) to Interstate 5 (I-5) (SR-55 Improvement Project) is a critical Measure M2 freeway component being delivered by the Orange County Transportation Authority (OCTA) and the California Department of Transportation (Caltrans), which will add a general purpose, high-occupancy vehicle (HOV) and auxiliary lanes in both directions between I-405 and I-5. The SR-55 Project is expected to significantly improve mobility and increase access to jobs, healthcare facilities, John Wayne Airport, and the various educational facilities in and around Orange County. The project will also improve freight access and throughput on the SR-55.

On December 2, 2020, The California Transportation Commission (CTC) staff recommended the project for funding through the following SB 1 (Chapter 5, Statutes of 2017) Programs:

- Local Partnership Program - \$25 million
- Trade Corridor Enhancement Program - \$115 million

ABOUT THE CORRIDOR

- Approximately 1.5 million people living within five miles of the corridor.
- The corridor serves Orange County's major employment centers, with up to 950,000 jobs at the South Coast Metro and Irvine Business Complex.
- The corridor is adjacent to and serves Orange County disadvantaged communities.
- Limited available capacity during peak periods, impacting operations and reliability of OC Bus Routes and HOV use.
- 17,000 daily truck trips through the corridor.
- Connects to national freight highway system, borders, ports, warehouses, and distribution centers.

AT A GLANCE

PROJECT TYPE

Highway - SR-55 Improvement Project

TOTAL PROJECT BUDGET

\$505 Million (including internal risk and legal costs)

COMMUNITIES DIRECTLY SERVED

Costa Mesa, Irvine, Santa Ana, Tustin

PROJECT TIMEFRAME

Construction Start: June 2022

Construction Complete: June 2026



PROJECT BENEFITS

IMPROVE ACCESS

Improve access to borders, ports, warehouses, and distribution centers.

The project provides connections to the I-5, I-405, and SR-91, all of which are included in the California Freight Mobility Plan, and provides connections to Imperial, Los Angeles, Riverside, San Bernardino, and San Diego Counties. These facilities provide connections to the Ports of Long Beach, Los Angeles, and San Diego, to major freight airports including Los Angeles International, John Wayne Orange County, Ontario International, and San Diego International as well as intermodal rail yards including Hobart Yard, and the LA Intermodal Facility in the City of Commerce, and the San Bernardino Intermodal Facility.

INCREASE FREIGHT THROUGHPUT

Improve velocity and reliability of the SR-55 to increase freight throughput.

Reduces the impact of freight traffic on many disadvantaged communities along the corridor while supporting the economy in California, domestically, and internationally.

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The SR-55 Improvement Project increases efficiency by reducing key bottlenecks on primary trade corridors and reducing idling and stop-and-go traffic, including for freight carrying goods to and from bordering countries. Inter and intrastate freight movement and resiliency is promoted by this project's improvements to the critical freight corridors of I-405 and I-5.

IMPROVE TRAVEL TIME

The project will improve throughput, reduce congestion by up to 41 percent, improve mobility and safety, and support the movement of freight and commuters in Orange County.

PROJECT BENEFITS CONTINUED

GREENER COMMUNITIES

Reduce carbon footprint, gas consumption, and greenhouse gas emissions.

REGIONAL BENEFIT TO AIR QUALITY

Encourage ridesharing, thereby alleviating congestion, and maximizing the goods movement and people carrying capacity of the highway corridor.

Emissions	Emissions Saved in Tons over 20 years
PM 2.5	11
PM 10	12
CO2	826,055
VOC	207
SOx	8
CO	1,477
NOx	610

*Based on Cal B/C 7.2

QUANTITATIVE BENEFITS

- 14,213,069 average annual person hours of travel time saved
- 41 percent reduction in congestion delay
- 1,500 hours daily truck travel time saved
- The project will improve truck travel time reliability index in 2045 from 2.30 to 1.38 in the AM peak and from 2.08 to 1.29 in the PM peak
- The project would increase average truck velocity during the peak period from 12 mph to 37 mph
- Benefit/cost ratio 8.3
- \$1.8 million annual accident cost savings
- \$132.2 million annual travel time savings
- \$7.9 million annual vehicle operating cost savings
- \$2.8 million annual emission cost savings
- 2,556 jobs created (direct and indirect)

FUNDING PLAN

Funding Programs	Previous Funding Plan (in 000's)	Proposed Funding Plan (in 000's)	Difference: (in 000's)
LPP-C	0	\$25,000	\$25,000
SHOPP	\$46,800	\$42,700	(\$4,100)
STIP	\$80,000	\$80,000	\$0
TCEP	0	\$115,000	\$115,000
CMAQ	\$23,355	\$44,900	\$21,545
STBG	\$80,450	\$116,500	\$36,050
M2 committed	\$48,607	\$48,700	\$93
Grant proposals	\$70,000		(\$70,000)
Total:	\$349,212	\$472,800	\$123,588

M2 Internal Risk/ Legal \$32,200

Total Proposed Funding: \$505,000

LPP-C – Local Partnership

SHOPP – State Highway Operation and Protection Program

STIP – State Transportation Improvement Program

TCEP – Trade Corridor Enhancement Program

CMAQ – Congestion Mitigation and Air Quality Improvement Program

STBG – Surface Transportation Block Grant Program