SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

2008 RTP REGIONAL TRANSPORTATION PLAN

Making the Connections

Highways and Arterials Report

DRAFT

DECEMBER 2007

Projects in the Pipeline

The RTIP includes lane additions to each of the toll roads in Orange County and the construction of the Foothill South corridor connecting to I-5 in San Diego County (see Exhibit 16).

- SR-73 – San Joaquin Hills Corridor
- SR-133/SR-241/SR-261 – Eastern Transportation Corridor
- SR-241 – Foothill Transportation Corridor North
- SR-241 – Foothill Transportation Corridor South (extension to I-5)

Additional Investments

The recommendations from several recent major RSTIS efforts examining inter-county travel have been considered in the development of the 2008 RTP. First, the Riverside County to Orange County study completed in 2006 identifies a comprehensive set of improvements that includes extending the SR-91 Express Lanes into Riverside County and providing direct connections to and from the Express Lanes. Additionally, the study identifies two major new facilities, one parallel to the SR-91 and one on a new alignment further south. Secondly, a North Los Angeles County study completed in 2004 recommended a new east-west facility called the High Desert Corridor to connect the high-growth areas of Lancaster/Palmdale and Victor Valley. While the RSTIS provides input to the RTP on a locally preferred strategy, SCAG recognizes and respects the local processes that must continue to solidify community consensus and further refine each project.

In 2006, MTA completed a technical feasibility study examining the potential for constructing the I-710 Gap Closure between the I-10 and I-210 freeways as a tunnel. SCAG has further assessed the potential for the Gap Closure to be financed in part through a public-private partnership. A number of tolling structures were considered in the financial analyses, including both flat rate and variable toll rate structures. SCAG anticipates that structuring financing alternatives with lower-cost Private Activity Bonds (PABs) and 30- to 50-year term bonds could help to improve shareholders' internal rate of return.

Additionally, SCAG's current evaluations to date indicate that the project is feasible from a construction standpoint. Two 46-foot inner diameter tunnels could provide two levels of lanes. The upper level could include three lanes for passenger vehicles; and two lanes in the middle level could accommodate truck and high occupancy vehicles. The I-710 Gap Closure is estimated to cost $4.6 billion.

The 2008 RTP invests $40 billion for toll and HOT lane facilities. These additional investments are listed in Table 14 and shown in Exhibit 16.

TABLE 14 HOT LANES AND TOLL FACILITIES

Project	County	Implementation Schedule*
I-710 Tunnel Gap Closure (710/Valley Blvd to California Blvd/Pasadena Ave)	Los Angeles	2020
High Desert Corridor (I-5 to US-395)	Los Angeles / San Bernardino	2030
SR-91 / SR-241 HOT connectors	Orange	2020
CETAP Riverside County to Orange County (Corridor A parallel to SR-91 from I-15 to SR-241; Corridor B from I-15/Mid-County Pkwy to SR-133/SR-241)	Orange / Riverside	2035
SR-91 Express Lanes (extend east to I-15)	Riverside	2020
I-15 HOT Lanes (SR-74 to San Bernardino County)	Riverside	2020
SR-91 / I-15 HOT connectors	Riverside	2020

* Represents the Plan network year for which a project was analyzed for the RTP modeling and regional emissions analysis