



**OCTA
I-405 Improvement Project
Policy Working Group**

**Minutes of Meeting
Wednesday, October 5, 2011 at 8:00 a.m.**

**Orange County Transportation Authority
600 S. Main Street, Orange CA 92868
Conference Room 103/104**

Policy Working Group Participants

Elected Officials

The Honorable John Collins
The Honorable Larry Crandall
The Honorable Don Hansen
The Honorable Steve Jones
The Honorable John Moorlach
The Honorable Janet Nguyen
The Honorable Tyler Diep

Organization

Council Member, City of Fountain Valley
OCTA Board Member, Council Member, City of Fountain Valley
OCTA Board Member; Mayor Pro Tem, City of Huntington Beach
Mayor Pro Tem, City of Garden Grove
OCTA Board Member; Supervisor, OC Board of Supervisors
OCTA Board Member; Chair, OC Board of Supervisors
Council Member, City of Westminster

Non-Roster Members

Tiffany Andrews
Sean Crumby
Pamela Newcomb
Raja Sethuraman
Bob Stachelski
Jake Ngo
Ray Kromer
Mark Lewis
Cristy Delp
Marwan Youssef

Organization

Office of Council Member Schipske, City of Long Beach
City of Seal Beach
Office of Supervisor Moorlach; OC Board of Supervisors
City of Costa Mesa
City of Huntington Beach
City of Westminster
City of Fountain Valley
City of Fountain Valley
Office of Supervisor Nguyen; OC Board of Supervisors
City of Westminster

Agencies and Consultants

<u>Name</u>	<u>Agency</u>
Will Kempton	OCTA
Niall Barrett	OCTA
Christina Byrne	OCTA
Jim Beil	OCTA
Ellen Burton	OCTA
Rose Casey	OCTA
Darrell Johnson	OCTA
Macie Cleary	Parsons
Neal Denno	Parsons
Kevin Haboian	Parsons
Jason Majzoub	Parsons
Matt Cugini	Caltrans
Adnan Maiah	Caltrans
Sylvia Vega	Caltrans
Lilian De Loza	Consensus Inc.
Abraham Mercado	Consensus Inc.
Veronica Yniguez	Consensus Inc.

I. Welcome, Self Introductions and Opening Remarks

Supervisor John Moorlach opened the meeting, welcomed those in attendance and asked for self introductions.

Supervisor Moorlach stated the project is moving along well in the environmental process and the Draft Environmental Document will be released in early 2012. The staff and consultants are being pushed very hard to accelerate the project.

II. Project Review

Mr. Barrett, reviewed the purpose of the project and current status. He stated that the I-405 is one of the most heavily congested freeways in Orange County and that numerous traffic delays occur due to its congestion. He identified the study area and explained project objectives and that the congestion along the corridor is only expected to get worse. Since the last SWG meeting in November 2010, engineering cost estimates have been developed for each alternative. Alternative 1 includes adding one general purpose lane in each direction for an estimated cost of \$1.3 billion, Alternative 2 adds two general purpose lanes in each direction for \$1.4 billion, and Alternative 3 provides one general purpose lane and one express lane in each direction for an estimated \$1.7 billion.

Currently, the Draft EIR/EIS has been submitted to Caltrans for review. The document incorporates information from the Technical Studies and identifies impacts including right-of-way, noise, sound walls, and the traffic management plan. Additionally, the document

identifies the potential visual, air quality, and construction impacts and presents ways to avoid, minimize, or mitigate the impacts.

Mr. Barrett outlined the ongoing public outreach activities including Policy Working Group meetings, Stakeholder Working Group meetings, City Council presentations, E-Newsletters, Facebook posts, website updates, and Speakers Bureau presentations.

III. Draft EIR/EIS: Public Review Period

Mr. Barrett presented a graphic of the project schedule. Macie Cleary, Parsons explained that the purpose of the public review of the Draft EIR/EIS is to hear feedback from the community and roadway users and local, state and federal agencies. She stated there will be a 45-day review period. Three public hearings will be held at the Costa Mesa Neighborhood Community Center, Rush Park Auditorium in Rossmoor, and the Westminster Community Center. Ms. Cleary also said written comments will be accepted by letter, email, and through the website.

Ms. Cleary stated the public hearings would be an open house format and include stations staffed by technical experts where attendees can get questions answered about the project. The proposed sound wall and sign locations would also be disclosed. Right-of-way information would be available via computer simulations.

Mr. Barrett discussed the process following the public review and hearings. Each comment on the Draft EIR/EIS will be responded to, which could result in changes to the project. OCTA will identify the locally preferred alternative in Mid-2012 and a financial plan will be prepared along with the Final EIR/EIS.

IV. Stakeholder Feedback and Questions

Diana Carey: Will there be any commercial property takes?

Niall Barrett: Yes, there will be commercial takes. The specific locations will be available in the Draft Environmental Impact Report/Environmental Impact Statement (DEIR/EIS).

Council Member Crandall: Who has the first priority to purchase surplus property?

Sylvia Vega: Depending on who purchases the right of way (i.e. Caltrans or OCTA) the relevant excess land policy will be applied.

Council Member Crandall: So the City of Fountain Valley would have first shot?

Will Kempton: Yes, we are doing the same with I-5 Gateway project, in the City of Buena Park.

Council Member Collins: What is the estimate of partial residential takes?

Niall Barrett: We will be taking slivers of backyards between 5-10 feet.

Will Kempton: Does the project cost estimate include construction easements?

Niall Barrett: Yes.

Council Member Collins: How many takes do you anticipate including temporary construction easements?

Kevin Haboian: There are no full residential acquisitions in the draft EIR / EIS. We are anticipating about a dozen partial residential acquisitions of 5 or less feet. There will also be multiple temporary construction easements required along the mainline. These numbers will be specifically addressed the draft document.

Diana Carey: Do partial acquisitions include signage?

Kevin Haboian: Yes, it does and those will be available during the public review period.

Council Member Poe: Are takes dependent on which alternative is selected?

Kevin Haboian: There are likely minor differences between alternatives. I always give the maximum amount takes.

Supervisor Nguyen: Since performance measurement is an important policy discussed at Board meetings, what is the overall outreach goal?

Macie Cleary: Our goal is to reach as many people as possible and encourage them to attend the meetings and/or submit comments via email, mail and web.

Supervisor Nguyen: How many people attended the scoping meetings?

Macie Cleary: Approximately 50-100.

Christina Byrne added there were 150 people in attendance at one of the scoping meetings in Fall 2009. She also explained it is an open process and the goal is for the community to feel like they have been heard and have received feedback.

Supervisor Nguyen was pleased to hear attendance at scoping meetings was high.

Macie Cleary also added that information regarding the public review period will also be mailed to property owners within ¼ mile of the freeway and an effort is made to also contact the occupant. Additionally, the public meetings are advertised in local newspaper and via social media.

Marwan Youssef: Is Federal Highways Administration (FHWA) involved?

Sylvia Vega: Caltrans reviews the document as FHWA's designee. The FHWA will be involved with the engineering component.

Marwan Youssef: Is the financial advising company that was hired exploring grants?

Niall Barrett: Yes, the firm will also be exploring loan opportunities in addition to grants. They will also be looking at which procurement process will deliver the project quickly.

Will Kempton: The goal of hiring the financial advising firm is to capitalize on their expertise and devise a robust financial plan.

Mayor Pro Tem Hansen: Please define the design build method?

Will Kempton: Design-build is a special procurement process and is authorized through legislature.

Mayor Pro Tem Hansen: Is there a piece of legislation that says we don't have to go through the state in public-private-partnership situation?

Will Kempton: Yes, as long as the project is underway by 2017.

Mayor Pro Tem Hansen: Will the project be completed or underway by 2017?

Will Kempton: It will be underway by 2017.

Rose Casey explained that the financial advisor has four months to give OCTA key pieces of information on the legislative authority in addition to information on grants. Jim Beil added that the intent is to have the OCTA Board endorse a delivery method at the same time it identifies the locally preferred alternative.

V. Closing

Niall Barrett concluded that the next Policy Work Group meeting will be held in the summer of 2012, prior to the release of the final EIR/EIS.

Christina Byrne thanked everyone for coming and encouraged attendees to let us know if there are any community groups we should contact in order to expand our outreach efforts.