



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

**Minutes of Meeting
Tuesday, May 8, 2012 at 8:00 a.m.**

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

Stakeholder Working Group Participants

Members

Jim Adams
John Antillon
Marie Antos
Hamid Bahadori
Ralph Bauer
Diana Carey
Kevin Gilhooley
Eloy Gomez
Colin McCarthy
Justin McCusker
Charles Mitchell
Chad Morgan
Pamela Newcomb
Phillip Norton
Dave Olinger
Adolfo Ozaeta
Ryan Schackelford
Greg Smith
Schelly Sustarsic
Sean Taylor
Lea Umnas Choum
Paul Wilkinson

Organization

LA/OC Building & Construction Trades Council
California Highway Patrol, City of Westminster
Seal Beach Historical & Cultural Society
Automobile Club of Southern California
City of Huntington Beach Council on Aging
I-405 Improvement Ad Hoc Committee
Office of Senator Harman
Golden Rain Foundation-Leisure World
City of Costa Mesa Planning Commission
C.J. Segerstrom
Garden Grove Sanitary District Advisory Commission
Office of Assemblymember Mansoor
Office of Orange County Supervisor, John Moorlach 2nd District
Office of Orange County Supervisor, Janet Nguyen 1st District
California Cultural Resources Preservation Alliance
City of Westminster
California Highway Patrol, Westminster
Seal Beach Naval Weapons Center
College Park East Neighborhood Association
Orange County Automobile Dealers Association
John Wayne Airport
Costa Mesa Chamber of Commerce

Agencies and Consultants

<u>Name</u>	<u>Agency</u>
Niall Barrett	OCTA
Christina Byrne	OCTA
Rose Casey	OCTA
Macie Cleary	Parsons
Neal Denno	Parsons
Kevin Haboian	Parsons
Jason Majzoub	Parsons
Matt Cugini	Caltrans
Smita Deshpande	Caltrans
Adnan Maiah	Caltrans
Lisa Ramsey	Caltrans
Katie Angotti	Consensus Inc.
Lilian De Loza	Consensus Inc.
Jeannie Kim	Consensus Inc.
Veronica Yniguez	Consensus Inc.

I. Welcome, Self Introductions and Opening Remarks

Christina Byrne opened the meeting, welcomed those in attendance and asked for self introductions.

Christina Byrne thanked the group for all their efforts on the I-405 Improvement Project. She announced the Draft Environmental Impact Report/Statement (EIR/EIS) would be released on May 18, 2012.

II. Project Overview

Niall Barrett reviewed the purpose of the project and current status. He stated that the segment of the I-405 between SR-22 and the I-605 is the most heavily used freeway in the county. He identified the study area and explained project objectives. Mr. Barrett also stated congestion along the corridor is only expected to get worse. In order to achieve free-flow conditions, the I-405 would need to be 10 general purpose lanes in each direction. Since the last SWG meeting in October 2011, the project technical team has conducted extensive environmental analysis 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 to be combined with the existing carpool lane as an express facility for an estimated \$1.7 billion.

Mr. Barrett explained that during 2003-2006, the Project Team explored other options on the I-405 as well as incorporating rail and bus in the freeway. During 2007-2008, the team decided to add Alternative 2 to maximize improvements generally within the existing freeway footprint.

In January 2009, Alternative 3 was added in response to the recession and declining sales tax revenue and as way to finance additional capacity above and beyond the M2 project.

Caltrans signed the Draft EIR/EIS on May 7, 2012. The draft EIR/EIS document will be released to the public on May 18, 2012. The document incorporates information from the Technical Studies and identifies impacts including right-of-way, noise and sounds 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.

As part of the I-405 Improvement Project, all overcrossings will be improved to meet current design standards. Mr. Barrett explained the three alternatives and noted that the bridges will be replaced to allow the I-405 to be widened within its existing right-of-way. While explaining Alternative 3, Mr. Barrett mentioned that revenue collected from the express lanes will be utilized similar to the revenue from the SR-91— revenue will be reinvested in the corridor.

The project had anticipated up to 100 residential acquisitions for the project in previous planning phases. The project design was modified to reduce property acquisitions to zero. There are some partial acquisitions, but not full residential acquisitions. Four businesses around the Magnolia/Warner interchange may be affected by the project.

III. City Improvements and the Public Review Period

Niall Barrett reviewed how the I-405 Improvement Project would affect each city. He explained that there will be additional improvements to the on/off ramps. Improvements in Seal Beach primarily include new pavement and striping. The structural work conducted as a part of the West County Connectors was designed with the I-405 Improvement Project in mind to minimize throw away costs. As for Garden Grove and Westminster, he noted that the I-405 Improvement Project would be improving pedestrian access, traffic signals and the Bolsa Chica interchange on the I-405 freeway. Additional lanes and other operational enhancements will be added at Beach and Edinger as well as a pedestrian bridge on Heil Ave. The City of Costa Mesa improvements include a direct connector to the SR-73, similar to structures currently underway as a part of the WCC project.

Mr. Barrett presented a graphic of the project schedule and explained that the purpose of the public review of the Draft EIR/EIS is to receive feedback from the community including local, state and federal agencies. He stated that the public would have 45 days to review the document and have opportunities to meet the project team and submit their formal comments through the 3 public hearings during the public review period at the Rush Park Auditorium, Westminster Community Center and the Fountain Valley Senior Center. At these hearings the public will be able to visualize changes under each alternative through the right of way computer simulations. Comments will be accepted by letter, email and the project website. Comments may result in changes to the project. All comments will be responded to in the Final EIR/EIS.

The project team is providing an update to the City of Costa Mesa City Council at a special study session this evening. Mr. Barrett outlined the ongoing public outreach activities including the Policy Working Group Meetings, Stakeholder Working Group Meetings, City Council presentation, Commuter Outreach Plan, E-blasts, Social Media posts, Website updates and Speakers Bureau presentations.

IV. Stakeholder Feedback and Questions

Henry Taboada: Will there right of way acquisition for the Naval Station or did the West County Connectors Project take it into account already?

Niall Barrett: The West County Connectors has taken all that is possible to take. One more inch would encroach into the Navy's arc blast zone. Partial encroachment into College Park East is only about 10 feet. Some parking may be lost.

Colin McCarthy: How will you acquire partial residential properties and commercial properties?

Niall Barrett: We will follow the Caltrans process to appraise the properties and preemptively engage those people so there aren't any surprises.

Colin McCarthy: How do you acquire the necessary property for the project? Will you have to use eminent domain?

Niall Barrett: We hope not to. However, there is a specific right of way process we must adhere to and abides by Caltrans procedures.

Colin McCarthy: Can you go back to the Ingress/Egress slide?

Niall Barrett: [Turns to slide 13]

Colin McCarthy: There is elevated infrastructure.

Niall Barrett: Yes, there are direct connectors.

Colin McCarthy: Costa Mesa will not consider elevated structures as an improvement

Diana Carey: At OC Taxpayers, Will Kempton spoke about Toll technologies to photograph license plates can you speak to that?

Ellen Burton: License plate toll technology is evolving and we would potentially embrace this technology if it available in the future.

Diana Carey: A concern to Westminster is that under Alternative 3, people will pass Westminster business districts. Thank you for adding the intermediate access points to the

project in response to these concerns. Also, can you address partial acquisitions for CHP vehicle pull-outs and signage?

Niall Barrett: Right of way necessary for CHP and signage is usually near interchanges and the locations will adhere to Caltrans standards.

Paul Wilkinson: There has been lots of work done in the City of Costa Mesa. Every interchange has been improved in the last five years including the Fairview Bridge. We need a rendering that clearly depicts why the reconstruction at Fairview is necessary to add more lanes on the 405.

Niall Barrett: We understand that Fairview Road has been improved within the past couple of years but it would need to be reconstructed if Alternative 3 is selected. We can explore creating additional renderings. We understand many residents are concerned about the possible reconstruction of Fairview and other proposed improvements in the City of Costa Mesa. OCTA is attending a special study session this evening in the City to address concerns of the city council.

Diana Carey: How would the bridge be reconstructed? One side at a time or demolish entirely?

Niall Barrett: The construction staging plan will be finalized in the next phase of the project.

Russ Lightcap: How do you get excess revenue? You need to add a chart to the presentation clearly showing the proposed funding for each alternative.

Colin McCarthy: Alternative 3 was crammed down our throats because we were told there was no funding for the 405 project. Now Measure M can fully fund Alternatives 1 and 2.

Ellen Burton: There is up to \$1.3 identified through Measure M2. The balance will need to be funded through other sources.

Colin McCarthy: So there is no need for Alternative 3.

Ellen Burton: There is, in regards to throughput Alternative 3 is the best option. We are not looking to generate revenue. We are looking to optimize throughput.

Diana Carey: Will Kempton indicated private firms will run the tolls. I am not comfortable with that, I'd rather have OCTA run it.

Ellen Burton: It would be locally controlled by OCTA, but we would have a private firm operate it. The revenue generated would be reinvested into the project corridor.

Diana Carey: Will Kempton said that Alternative 3 is the preferred alternative.

Niall Barrett: OCTA and Caltrans have not selected the locally preferred alternative or the preferred alternative. Both will be decided after the public review period.

[Video: Parsons]

Colin McCarthy: We need a more accurate depiction of the SR-73/I-405 transition. Could you give more information on the expansion of the right of way stations at the public hearings?

Christina Byrne: We will have right of way exhibits showing the impacts. Also, there will be stations where the residents can enter their address and it will show each alternative as it relates to their property.

Colin McCarthy: We need to understand how the added lanes will work.

Ellen Burton: We will have renderings at the meetings.

[Video: OCTA]

Henry Taboada: How will the alternatives transition at the county line. Neither video really addresses this question.

Niall Barrett: As there is a direct connector to the I-605, we will be in discussion with LA Metro and the Los Angeles County to continue express facilities. However, LA County tends to be more transit oriented while the Orange County invests more on freeways.

Christina Byrne: We will create a graphic for the public hearings to address this concern.

Schelly Sustarsic: Will any of the alternatives have continuous access carpool lanes?

Niall Barrett: Alternative 1 and Alternative 2 would have continuous access HOV lanes. Alternative 3 would not have continuous access.

Jim Beil: The existing HOV lanes are broken. It is considered to be failure by State and Federal standards. There will be a push by the government to change carpool lanes from 2+ to 3+ pushing more HOV2 users out to the general purpose lanes.

V. Closing

Christina Byrne presented the outreach efforts of the I-405 Improvement Project. She showed the commuter outreach packets as well as the city-specific fact sheets. She also explained that we will be mailing postcards within the ¼ mile radius of the project as well as those in our project database—stakeholders who expressed interest in the project. Ms. Byrne also stated that there will be eblasts and advertisements to publicize the project and the three public hearings. Court reporters will also be at the public hearings to record public comments, and all resources are available on the project website. The environmental document will be available on OCTA, Caltrans, City website as well as the City libraries.

Christina Byrne thanked everyone for coming and asked if they had any community groups that we should expand outreach efforts to, to please let us know.