

ROSSMOOR

COMMUNITY SERVICES DISTRICT



Special Meeting of the Board

Agenda Package

AUGUST 12, 2013

PUBLIC COPY

**AGENDA
BOARD OF DIRECTORS
ROSSMOOR COMMUNITY SERVICES DISTRICT**

SPECIAL MEETING

RUSH PARK
Auditorium
3021 Blume Drive
Rossmoor, California

**Monday August 12, 2013
6:00 p.m.**

A. ORGANIZATION

1. CALL TO ORDER: 6:00 p.m.
2. ROLL CALL: Directors Casey, Coletta, Kahlert
President Maynard
3. PLEDGE OF ALLEGIANCE

B. PUBLIC FORUM

Any person may address the Board of Directors at this time upon any subject within the jurisdiction of the Rossmoor Community Services District; however, any matter that requires action may be referred to Staff at the discretion of the Board for a report and action at a subsequent Board meeting.

C. REGULAR CALENDAR

1. COMMUNITY RALLY RE: I-405 IMPROVEMENT PROJECT-HOT (TOLL) LANES.

D. ADJOURNMENT

It is the intention of the Rossmoor Community Services District to comply with the Americans With Disabilities Act (ADA) in all respects. If, as an attendee or a participant at this meeting, you will need special assistance beyond what is normally provided, the District will attempt to accommodate you in every reasonable manner. Please contact the District Office at (562) 430-3707 at least forty-eight (48) hours prior to the meeting to inform us of your particular needs and to determine if accommodation is feasible. Please advise us at that time if you will need accommodations to attend or participate in meetings on a regular basis.

CERTIFICATION OF POSTING

I hereby certify that the attached Agenda for the Monday, August 12, 2013, 6:00 p.m. Special Meeting of the Board of Directors of the Rossmoor Community Services District was posted at least 72 hours prior to the time of the meeting.

ATTEST:

Elizabeth Deering for
CHRIS MONTANA
General Manager

Date 8/7/13

ROSSMOOR COMMUNITY SERVICES DISTRICT

AGENDA ITEM C-1

Date: August 12, 2013
To: Honorable Board of Directors
From: General Manager
Subject: I-405 IMPROVEMENT PROJECT RALLY

RECOMMENDATION:

Receive input from the public regarding HOT (toll) lanes as part of the Project and submit comments to OCTA/Caltrans for inclusion in the Project's Draft Supplemental Environmental Impact Report (SDEIR).

BACKGROUND:

The Orange County Transportation Authority (OCTA) recently issued a DEIR in response to the comments received during the original EIR by the City of Long Beach. The comment period for the SDEIR expires at midnight on August 12th. At the same time, the OCTA introduced Concepts A and B (attached) which reintroduced the options for toll lanes. The OCTA Board had previously selected Alternative 1 which did not contain a design for toll lanes.

The reasons given were concerns raised by the federal government regarding the "degradation" of current HOV lanes. The concerns focused on a finding that HOV lanes did not move traffic at a faster rate than general purpose (GP) lanes and if the issue was not addressed, federal funding for the project could be jeopardized.

Although the current SDEIR does not contain a review of the Concepts A and B, it is the only vehicle available to submit comments regarding the potential for toll lanes. After the comment period, OCTA in coordination with Caltrans will make a final Project decision.

ATTACHMENTS:

1. I-405 Frequently Asked Questions/Concepts A and B.



FREQUENTLY ASKED QUESTIONS RE: PROPOSED I-405 IMPROVEMENT PROJECT



1. What is the I-405 Improvement Project?

The proposed project is being designed to add vehicle throughput capacity (*additional lanes*) to the current I-405 from Euclid Ave to the I-405/I-605/SR 22 interchange. This is not to be confused with the West County Connector (WCC) Project which is now underway. That project is for widening the Valley View and Seal Beach Blvd Overpasses and to add one additional general purpose (GPP) lane in each direction between both interchanges.

2. What are the elements of I-405 Improvement Project?

The Orange County Transportation Authority (OCTA) in cooperation with the Orange County District of Caltrans has developed three Alternatives for the Project.

Alternative 1 would add one additional GP lane in each direction in addition to the additional lane being built by the WCC Project.

Alternative 2 would add one additional GP lane and one High Occupancy Vehicle (HOV) lane, both in each direction.

Alternative 3 would add one additional GP lane and one additional HOV lane and one additional toll lane, all three in each direction.

The net result of the current project and the proposed project is two, three or four additional lanes irrespective of their designation.

3. What has been decided regarding the proposed I-405 Improvement Project?

No final decision has been reached. The Project is in the environmental impact review (EIR) phase, currently in the public comment period (**until August 12, 2013**). At this point, the OCTA Board has selected Alternative 1 as the Preferred Alternative.

4. If that is so, why is there a Supplemental Draft EIR being circulated?

During the comment period for the initial EIR, there were substantial comments from the City of Long Beach regarding traffic impacts to the I-605/I-405/SR 22 (7th Street) on/off ramps and adjoining streets in Long Beach. That is the only issue of the Supplemental EIR.

5. If that is so, why is the issue of High Occupancy Toll (HOT) lanes being put back on the table?

This issue was not raised by Long Beach. It was resurrected by the OCTA Board in response to a Degradation Study of HOV requested by the Federal Highway Administration (FHA) who provides funds for State highway projects. The issue raised by the Degradation Study was that current HOV lanes were not moving traffic at a faster rate than GP lanes. The FHA raised the specter of withholding federal dollars if the issue was not addressed. Therefore, the OCTA is circulating Concepts A and B in response.

Concept A would convert an HOV lane in Alternative 2 to a HOT lane. This would be considered a new Alternative and like the current Long Beach EIR, would also require a Supplemental EIR. Concept B is a variation of Alternative 2 which would eliminate one GP lane north of Valley View. A new Supplemental EIR would not be required for this Concept. Concept B would essentially restrict northbound traffic further back on the I-405/SR 22 in response to concerns regarding a bottleneck at the major interchange into Long Beach.

6. By whom and when will a final decision be made?

After the EIR processes are completed, the OCTA in coordination with Caltrans will make a final selection of the design Alternative. While the project is being designed and paid for by the OCTA, the final decision rests with Caltrans.

7. Can the FHA actually withhold funds from the Project?

They can only withhold funds from the allocation of the State of California. The federal portion of the project is \$8M which is a substantial amount, but a small portion of the \$1.3B to \$1.7B for the Project. The threat of withholding federal funds at the State level, however, may trickle down to the local Caltrans as an issue which cannot be ignored. Obviously, the more capacity that is built into the project, the more through-put is likely on HOV and/HOT lanes.

8. Why should Orange County taxpayers have to contribute funds to mitigation projects for Long Beach?

Currently, no Orange County funds have been allocated for Long Beach mitigation. Long Beach, however, has threatened litigation if monies are not allocated for Long Beach from whatever source other than Long Beach. As a result, OCTA, Caltrans, Long Beach and LA Metro are meeting to discuss the matter. There is no clear cut solution being suggested at the moment.

9: Why should Rossmoor residents be concerned about the Project?

First and foremost, any Alternative other than Alternative 1 will add capacity at the I-405/1-605/SR 22 interchange without corresponding capacity at the Los Angeles County line. All other Alternatives would result in a bottleneck at the interchange with a corresponding increase in noise, light and environmental pollution to Rossmoor residents and school children.

A classic example of a similar situation was the improvement of the I-5 at the Orange/LA County line. Orange County finished its work years ago and LA County is still dealing with expanding capacity in their county.

10. Why don't Orange and Los Angeles County coordinate their efforts on these projects?

It is a question of priority. Each county gets to decide how to spend its share of transportation dollars. Orange County through the OCTA has concentrated its transportation resources on the development and expansion of its freeway system. LA County, however, has focused on mass public transit such as its Blue, Green and Red Lines. Since there are few, if any, Park and Ride facilities at the LA/Orange

County line, bottlenecks are today's reality. These issues will persist, if and until, such decisions are made regionally, rather than by county.

11. How can Rossmoor residents influence the final decision?

First, the Rossmoor Community Services District has adopted a Resolution opposing any design other than Alternative 1. This alternative is deemed to have the least negative impact on Rossmoor and its neighboring communities.

Second, public opinion has a greater influence on decision makers. About a decade ago, the design of the WCC Project I-605 HOV lane flyover would have been built almost on top of Rossmoor homes. As a result of strong community opposition, a design change was made which moved the flyover bridge further away from those homes.

12. What is the best way for a resident to send a message to those decision makers?

First, attend a Rally to demonstrate the combined sentiments of the Rossmoor community. A Rally has been scheduled as follows;

When: August 12, 2013

Where: Rush Park Auditorium
3021 Blume Drive
Rossmoor, CA 90270

Time: 6:00-8:00 p.m.

Second, submit your personal written comments to:

Smita Deshpande, Branch Chief
Caltrans District 12
Attn: 405 DEIR-DEIS Comment Period
2201 Dupont Dr. Suite 200
Irvine, CA 92612

Or

Comments may also be sent via email to:

405.Supplemental.Draft.EIR.EIS@Parsons.com

The deadline for submitting comments is August 12, 2013



Concept A and B*

Alt 1: Measure M2 Project K
Add one GP Lane Each Direction
(Included in all alternatives and concepts)

Concept A**

M2 Project
+
one GP
+
Convert HOV to HOT

Concept B***

M2 Project
+
one GP

* OCTA Board voted to screen Concept A and B in April 2013

** Alt 2 and convert existing single HOV lane to HOT lane

*** Alt 2 variation, second northbound GP lane eliminated north of Valley View Street



Design Variation



New Alternative