PUBLIC COMMENTS (PC)-J

PC-J1

-----Original Message-----
From: myronjacobs@juno.com [mailto:myronjacobs@juno.com]
Sent: Wednesday, June 06, 2012 1:06 PM
To: Christina Byrne
Subject: Opposition to Alternative 3.\\\\\

Thank you for all efforts to help the citizens of Costa Mesa who live near the freeway. I want to voice my opinion to oppose Amendment 3 in the current Freeway Alternatives to the proposed new freeway construction. 1

If you need me to further support your efforts for the benefit of our neighbors feel free to email me or call me at 714-641-8234.

Yours sincerely,

s/ Myron (Mike) Jacobs

PC-J2

-----Original Message-----
From: myronjacobs@juno.com [mailto:myronjacobs@juno.com]
Sent: Monday, June 18, 2012 6:57 PM
To: Christina Byrne
Subject: Opposition to Alternative 3 to Route 405 addition of two lanes.

Dear Ms. Byrn

My family and I have been citizens of Costa Mesa for over 35 years. We enjoyed living in his city with good traffic conditions in and out of the city. Our concern is that the addition of the HOT lanes as specified in amendment 3 of the proposed project will lessen our enjoyment of the area as well as making it inconvenient with the assurance of increased traffic noise and congestion. Our family is strongly opposed to amendment of the planned traffic proposal. 1

Yours most sincerely,

Myron Jacobs and Family

948 Carnation Ave
Costa Mesa, CA 92626-1707

PC-J3

From: myronjacobs@juno.com
Sent: Wednesday, June 27, 2012 12:02 PM
To: Parsons, 405.dedcomments
Subject: Opposition to Amendment on New Freeway Construction.

To Who it May Concern.

I have enjoyed being a resident in Costa Mesa for 45 years. My family and I strongly oppose amendment 3 to the proposed freeway expansion. Besides the impact on peaceful living, there are other considerations. 1 Additional freeway expansion leads to more congestion by making traveling to our area more attractive. Although the initial appeal to ease traffic conditions for the present, the additional traffic will cause more congestion in the freeway in other adjacent areas. This phenomenon has been seen in most areas. The best example is the downtown interchange was changed with admiration of its originators and lauded as the panacea to relieve traffic in the downtown interchange. We all know how unsuccessful that worked. 2

Please for the sake of the residents of Costa Mesa and for those who travel the freeway at the proposed new construction do not expand the proposed section of the 405 freeway.

Yours sincerely,
s/Myron G. Jacobs

948 Carnation Ave.
Costa Mesa, CA 92626

PC-J4

I-405 Improvement Project
Public Hearing
Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.

Meeting Venue (please check one of the following):

- ☐ Monday, June 4, 2012 – Orange Coast Community College
- ☐ Thursday, June 7, 2012 – Rush Park Auditorium
- ☐ Wednesday, June 6, 2012 – Westminster Community Center
- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Robert James	
Organization: L.U. 582 Plumbers & Steamfitters	
Address(Optional): 3567 Sunflower Way	
Phone Number:	Email address:

Comments: Needs lots of Improvement 1

(Space for comments continued on reverse)

PC-J5

I-405 Improvement Project
Public Hearing
Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.

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- ☐ Monday, June 4, 2012 – Orange Coast Community College
- ☐ Thursday, June 7, 2012 – Rush Park Auditorium
- ☐ Wednesday, June 6, 2012 – Westminster Community Center
- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Talmon James L	
Organization: Local	
Address(Optional):	
Phone Number: 714-828-3160	Email address:

Comments: Save Time + Money 1

(Space for comments continued on reverse)

PC-J6

From: Jan [pakngo5@roadrunner.com]
Sent: Tuesday, July 17, 2012 6:59 AM
To: Parsons, 405.dedcomments
Subject: vote on 405 projet

do .not build on 405 1

PC-J7

From: Sean Jasperson [ashesgooashes@hotmail.com]
Sent: Wednesday, July 11, 2012 10:01 AM
To: Parsons, 405.dedcomments
Subject: I support Alternative 2

Hello,

I am a Huntington Beach resident and was born and raised in Orange County. I am for Alternative 2, with adding 2 general purpose lanes in each direction on the 405. I am extremely opposed to Alternative 3, which includes the Toll lanes. 1

-Sean Jasperson

PC-J8

From: Tom Jatich [tj3142@yahoo.com]
Sent: Monday, June 11, 2012 7:27 PM
To: Parsons, 405.dedcomments
Subject: 405 Improvement Comments

Dear Madam or Sir:
I highly support Alternative 2. It is well worth the $100M additional cost over Alternative 1 to add the second lane from Brookhurst to Seal Beach. If the second lane is not added, then we will still have the same traffic jam problem northbound at Brookhurst with the reduction of one lane. I do not support Alternative 3 because of the "Lexus Lane" toll road. Alternative 3 costs $300M more than Alternative 2 plus tolls forever for the same number of lanes. 1

At the northbound 405/22 junction, the three lanes of the 22 are reduced to two lanes. This causes a traffic jam. Is a third lane for the 22/405 being added as part of the current 605 car pool interchange construction? It does not seem to be part of the 405 alternatives. Similarly, the two southbound 605 to southbound 405 transition lanes reduce to one lane at the 405. Half the traffic on the 605 goes this way, but the reduction in the number of lanes from two to one causes a huge backup on the 605. A second lane from the 605/405 to the 22 west needs to be added. Is this being done as part of the 605 car pool interchange construction? It does not seem to be part of the 405 alternatives. If these two changes are not planned, I do not understand how you can ignore such obviously needed improvements that would greatly improve the traffic flow. 2

Tom Jatich
9761 La Esperanza Ave.
Fountain Valley, CA 92708

PC-J9

I-405 Improvement Project
Public Hearing
Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.

Meeting Venue (please check one of the following):

- [x] Monday, June 4, 2012 – Orange Coast Community College
- [ ] Thursday, June 7, 2012 – Rush Park Auditorium
- [ ] Wednesday, June 6, 2012 – Westminster Community Center
- [ ] Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Raymond Jacuinde
Organization: UA Local 582
Address(Optional):
Phone Number: 909 615-3788 Email address: RJacuinde@msn.com

Comments: It a good idea it will save time on my drive 1

(Space for comments continued on reverse)

PC-J10

I-405 Improvement Project
Public Hearing
Comment Sheet

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Meeting Venue (please check one of the following):

- [ ] Monday, June 4, 2012 – Orange Coast Community College
- [ ] Thursday, June 7, 2012 – Rush Park Auditorium
- [ ] Wednesday, June 6, 2012 – Westminster Community Center
- [ ] Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Jose Ocelo Jiménez
Organization: Laborer Local 652
Address(Optional): P O BOX 6879
Phone Number: 714 1235051 Email address:

Comments: If They are not working They can't help keep The economy going
The 405 Freeway from The 73 To The 605 Freeway is The busiest in The Nation 1
Too Many floors

(Space for comments continued on reverse)

PC-J11

From: Tim Johnson [tjohnson@jlkllp.com]
Sent: Wednesday, July 11, 2012 8:32 AM
To: Nguyen, Janet
Subject: 405 Expansion/Measure M

Good Morning Ms. Nguyen- I am writing to you to express my opinion about the proposed 405 expansion. I am a resident of Santa Ana and work in Irvine by the airport...as such, I am in your district and also a user of the 405. In summary, of the 3 alternatives at hand, I urge you to support Alternative 2- not because of my selfish reasons but because I believe it does the most good for the most people. If I were to advise you purely based on selfish reason, I likely would suggest that you support Alternative 3 simply because I hope to be able to afford the tolls in the future and would love to zip by everyone when it made sense to do so (i.e. it is worth the money for the time saving), however I do not believe that is in the best interest of the County as a whole nor those who live in your district. 1

I will briefly explain the 3 alternatives as I understand them simply so you know where I am coming from and so that you can correct me if my understanding is incorrect (source: http://www.octa.net/pdf/405imp.pdf):

- Alt 1- Adds one general purpose lane and is fully paid for with Measure M funds
- Alt 2- Adds two lanes paid for with Measure M funds plus another $100M from somewhere
- Alt 3- Adds two lanes; 1 a general purpose lane and 1 an express lane. It will also convert the existing HOV lane into an express lane. Express lanes are toll roads and 3+ HOV lanes. Paid for with Measure M funds plus bonds for the additional amount.

My only hesitation with Alt 2 is that there is another $100M of money to come up with from somewhere...that is a lot of money, so as long as the funding is responsible (is that even possible...hopefully), I would urge you to support Alt 2. Having 2 additional general purpose lanes will provide the most general good to the public. Having a toll road/3+ HOV lanes although will be very nice for the small population who would take advantage of those lanes, but would not benefit the general public as much as having 2 additional general purpose lanes. The general public will benefit the most from Alt 2. A certain minority of people will benefit from Alt 3 but it will be at the expense of the majority. In order for Alt 3 to benefit the majority, it would need to be shown that the 2 lanes of Toll/3+HOV would remove more than 1 lane of traffic usage (i.e. the # of cars utilizing the express lanes would be more than those who would use 1 general purpose lane)- I highly doubt that this will be the case. I know that there will be times in the future that I would love to use the toll road, just as there are times now that I use them (i.e. the cost is worth the time savings), but we have the opportunity to do something for the good of the majority and not just the good of a certain group. 2

I am not one who believes that Alt 3 will be a violation of Measure M funding...I fully see that we would get a new general purpose lane with Alt 3, however from looking at doing the most for the most people, Alt 2 gets us there while Alt 3 is doing the most for a smaller group.

I also urge you to try to change the carpool lane rules so that we are allowed constant entrance/exits (i.e. white lines instead of double yellow with restricted entrance/exit) and also to switch so that the HOV lane is during mid-week, rush hour times (i.e. M-F, 7am-9am-ish, 3pm-7pm- ish). I feel that these two switches would increase traffic flow as well as improve safety. I feel that a lot of HOV users are not truly getting a car off the road (i.e. parents in the HOV lane with kids, families travelling, people who would carpool regardless of the HOV) but there may be a need/benefit for them, but we still should have a goal of allowing free flowing traffic and improving safety on the roads. 3

I am available to discuss if you would like- I do not represent any group other than myself.

Best,

Tim M. Johnson, CPA
Partner

JLK Partners, LLP | Certified Public Accountants and Business Advisors

Office: (949) 860-9892 | Fax: (714) 844-9435 | Cell: (714) 743-1065 | tjohnson@jlkllp.com

PO Box 15388
Irvine, CA 92623

2601 Main Street, Suite 580
Irvine, CA 92614

PC-J12

I-405 Improvement Project
Public Hearing
Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.

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- ☐ Monday, June 4, 2012 – Orange Coast Community College
- ☐ Wednesday, June 6, 2012 – Westminster Community Center
- ☐ Thursday, June 7, 2012 – Rush Park Auditorium
- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Darrell Johnston
Organization: Laborers Union #652
Address(Optional): 3060 Bradford Pl #D S.A. Ca 92707
Phone Number: 714 290-3339
Email address: Teeyamum@Gmail.com

Comments: Project will Help with
1. Fuel cost waiting in Traffic
2. Time waiting in Traffic
3. Lost Time From The job
4. Less Time with The family
5. Added Streets
6. Project will provid much need jobs. 1

(Space for comments continued on reverse)

PC-J13

From: Richard Jolly [re.jolly@verizon.net]
Sent: Tuesday, June 19, 2012 3:00 PM
To: Parsons, 405.dedcomments
Subject: 405 Expansion

Don't even consider Alt 3. 1

Senior citizens will be penalized due to you need three in a car for free access.
The limited access and exit is a terrible plan. We need to leave the car-pool lane with unlimited access and exit. 2

Why wasn't the Bolsa Chica bridge expanded when the Valley View over the 22 completed at the same time instead we have to go through this lousy proceeded again. 3

Let's all help in getting the best dog in the World a home.

Richard "Dick" Jolly
714 891-0306
714 323-1423
Volunteer for GSROC
German Shepherd Rescue of Orange County
Serving Orange, Los Angeles, Riverside, San Bernardino, San Diego Counties
www.gsroc.org
"Voted Best Place to Adopt a Dog in Orange County 2011"
"Voted OC's Best" by OC Weekly Magazine

PC-J14

-----Original Message-----
From: Geri Jones [mailto:bobgeri88@yahoo.com]
Sent: Thursday, July 05, 2012 11:30 AM
To: 2, District
Subject: 405 fwy

Mr. Moorlach:

I have read in the Golden Rain News about options for the future freeway build. I would recommend option 2. We badly need an answer to the bottle neck of the southbound 605 to the southbound 405. The crews have been so awesome and friendly to us in LW and we are looking forward to the completion of the project in 2014. 1

We will pray for your continued wisdom in the choices you make for our county and Seal Beach.

Sincerely,

Geri Jones

PC-J15

From: Robin Norman Jones [mailto:robinjones7@yahoo.com]
Sent: Thursday, July 12, 2012 3:49 PM
To: Christina Byrne
Subject: Re: I-405 Improvement Project: Important Upcoming Dates

My recommendation is to make sure the sound wall is higher on and engineered structurally to actually reduced the noise from the freeway. 1

I wish you enough

Robin

PC-J16

I-405 Improvement Project
Public Hearing

Comment Sheet

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- ☐ Thursday, June 7, 2012 – Rush Park Auditorium
- ☐ Wednesday, June 6, 2012 – Westminster Community Center
- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): GONZALEZ JOSE
Organization:
Address(Optional): 1235 ELOTH ST
Phone Number: (562) 888-1398 Email address: NONE

Comments: NONE. Yes on toll Road. 1

(Space for comments continued on reverse)

PC-J17

I-405 Improvement Project
Public Hearing

Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.

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- ☐ Wednesday, June 6, 2012 – Westminster Community Center
- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Cheri Jordan
Organization:
Address(Optional): 220 14th St Seal Beach Ca 90740
Phone Number: 562-596-9828 Email address:

Comments: traffic improvement 1

(Space for comments continued on reverse)

PC-J18

I-405 Improvement Project
Public Hearing
Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.

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- ☐ Wednesday, June 6, 2012 – Westminster Community Center
- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Lisa Jordan	
Organization:	
Address(Optional):	
Phone Number: (714) 227-7420	Email address:

Comments: Traffic is so bad between the 405 Fwy. & South Coast Plaza. Improvements need to be made!!! 1

(Space for comments continued on reverse)

PC-J19

From: Gale Jurgensen [tjurgensen@sbcglobal.net]
Sent: Tuesday, July 17, 2012 9:53 AM
To: Parsons, 405.dedcomments
Subject: 405 changes

I wish to express my concern over the changes to the 405 freeway through Orange county, specifically through Costa Mesa, Fountain Valley, Huntington Beach and points North. This freeway needs extra all purpose lanes, not toll lanes. Costa Mesa has extra lanes that are not available in Fountain Valley and Huntington Beach. The traffic comes to a bottleneck in these areas. Only all purpose lanes will help with this congestion. Making a mess in Costa Mesa will not help the congestion and will only hurt the quality of life in Costa Mesa. Consider this fact very carefully. Toll lanes will not help the congestion at all. 1
Thank you.
Gale and Terry Jurgensen
3201 Oregon Ave.
Costa Mesa, CA 92626

PC-J20

From: Gale Jurgensen [mailto:tjurgensen@sbcglobal.net]
Sent: Tuesday, July 17, 2012 10:07 AM
To: JAmante@tustinca.org; PatBates@ocgov.com; Bill.Campbell@ocgov.com; citycouncil@cityoforange.org; FVProud@FountainValley.org; mayor@garden-grove.org; CityManager@anaheim.net; council@cityoflagunaniguel.org; dhansen@surfcity-hb.org; Wendy Knowles; district2@ocgov.com; audra.adams@ocgov.com; Janet.Nguyen@ocgov.com; mpulido@santa-ana.org; Elizabeth Wade; Laurena Weinert
Subject: 405 Freeway

I am writing to add my voice to those who are worried about the possible toll lanes to be instituted on the 405. This freeway needs general all purpose lanes through Fountain Valley and Huntington Beach. This congested part of the freeway will not be helped in any way with the addition of toll lanes and will make the quality of life in Costa Mesa more difficult. This area needs to be able to move more freely with all the traffic that it carries. Please think about how the improvements will affect the people who live here. 1
Thank you,
Gale and Terry Jurgensen
3201 Oregon Ave.
Costa Mesa, CA 92626

RESPONSE TO PUBLIC COMMENTS (PC)-J

Response to Comment Letter PC-J1

Comment PC-J1-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Response to Comment Letter PC-J2

Comment PC-J2-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

With respect to traffic conditions in Costa Mesa on I-405, Table 2.4.1 of the Traffic Study for the Draft EIR/EIS shows that traffic conditions are anticipated to deteriorate over time.

All reasonable and feasible noise abatement will be constructed, as described in Section 3.2.7 of the Final EIR/EIS and final Noise Abatement Decision Report.

Response to Comment Letter PC-J3

Comment PC-J3-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Comment PC-J3-2

Please see Response to Comment PC-J2-1.

Response to Comment Letter PC-J4

Comment PC-J4-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-J5

Comment PC-J5-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-J6

Comment PC-J6-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Response to Comment Letter PC-J7

Comment PC-J7-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification

Response to Comment Letter PC-J8

Comment PC-J8-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in

your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Comment PC-J8-2

A third lane is being added from the westbound SR-22 to northbound I-405 as part of the WCC Project; that third lane is in the form of a direct connector from the SR-22 westbound HOV lane to a new (second) northbound HOV lane constructed in the median of I-405 from SR-22 to I-605, also as part of the WCC Project. Neither the WCC Project nor the I-405 Improvement Project will provide a third GP lane from SR-22 westbound to northbound I-405.

With respect to the I-605 southbound GP connector to I-405 southbound, Alternatives 1 and 2, as presented in the Draft EIR/EIS, would provide two full lanes from I-605 southbound onto southbound I-405. Alternative 3, as shown in the Draft EIR/EIS, would provide a single lane.

Response to Comment Letter PC-J9

Comment PC-J9-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-J10

Comment PC-J10-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-J11

Comment PC-J11-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Comment PC-J11-2

We acknowledge your support for Alternative 2. Table 3.1.6-14 of the Draft EIR/EIS shows the throughput of each of the build alternatives in three segments of the project. In two segments, Alternative 3 has the highest throughput, and Alternative 2 has the highest in one segment. Slow-moving congested freeway lanes have lower and unstable throughput compared to uncongested lanes. During peak periods, the GP lanes on I-405 are forecast to be heavily congested with lower throughput (approximately 1,200 vehicles per lane per hour) than the Express Lanes, whose throughput will be managed to approximately 1,700 vehicles per lane per hour. For an explanation of how this management works, see the Draft EIR/EIS, page 2-20. By providing more throughput per lane through management of the Express Lanes, traffic in the GP lanes would be reduced and congestion eased; for two conditions with the same total number of lanes and congested conditions, congestion in the GP lanes would be less if two of the lanes were managed to increase their throughput. See the rows of Table 3.1.6-14 labeled "Brookhurst Street to SR-22 East" for a comparison of the throughput of Alternatives 2 and 3 with the same total number of lanes.

The experience on the SR-91 Express Lanes is that motorists from all income groups use the Express Lanes.

Comment PC-J11-3

Alternatives 1 and 2 would provide continuous access to the HOV lanes. The Express Lanes in Alternative 3 would have limited access.

Response to Comment Letter PC-J12

Comment PC-J12-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-J13

Comment PC-J13-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Comment PC-J13-2

Alternatives 1 and 2 would provide continuous access to the HOV lanes. The Express Lanes in Alternative 3 would have limited access, which is necessary to effectively manage the volume of traffic in the Express Lanes and maintain high-speed uncongested travel. For an explanation of how that management works and for an explanation of the increase in vehicle occupancy for HOVs to use the Express Lanes free, see Common Response – Opposition to Tolling.

Comment PC-J13-3

The Bolsa Chica Road Overcrossing that spans over I-405 was not in the scope of work for the WCC Project, which was only to reconstruct the bridge over SR-22 and was part of the overall SR-22 Project.

Response to Comment Letter PC-J14

Comment PC-J14-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

With respect to the traffic bottleneck on the southbound I-605 connector to I-405 southbound, none of the proposed alternatives would widen the two lanes in the tunnel on this connector; however, Alternatives 1 and 2 provide a second receiving lane on I-405 southbound at the merge point of the ramp from I-605 southbound to I-405 southbound. The Alternative 3 design does not provide this second receiving lane.

Response to Comment Letter PC-J15

Comment PC-J15-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Heights of recommended soundwalls are determined by Caltrans' procedures, which require that soundwalls provide at least 5 dB in traffic noise reduction. Soundwalls are constructed from concrete blocks or other materials to prevent sound traveling through the soundwall. Please also see Common Response – Noise/Noise Analysis.

Response to Comment Letter PC-J16

Comment PC-J16-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Response to Comment Letter PC-J17

Comment PC-J17-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-J18

Comment PC-J18-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-J19

Comment PC-J19-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

All of the build alternatives are anticipated to reduce congestion and improve traffic performance in the corridor. None of the build alternatives will eliminate congestion in the corridor, including in Costa Mesa. The benefits to congestion of the build alternatives are summarized in the Draft EIR/EIS in Tables 3.1.6-4 through 3.1.6-8 and Tables 3.1.6-12 through 3.1.6-14.

Response to Comment Letter PC-J20

Comment PC-J20-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Please see Response to Comment PC-J19-1.

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PUBLIC COMMENTS (PC)-K

PC-K1

From: David Kahn [baksdad@yahoo.com]
Sent: Tuesday, June 19, 2012 9:32 AM
To: Parsons, 405.dedcomments
Subject: Don't Move the Soundwall

To Whom It May Concern:

As residents of the College Park East neighborhood of Seal Beach, we are alarmed at the possibility of moving the 22/405 corridor soundwall. Our reasons are manifold:

- Increased noise
- Increased pollution
- Decreased parking and safety
- Loss of park land and trees
- An undefined time period with no wall at all
- Disruption - possibly long term - of power lines, phone lines and sewage systems
- Plunge in home values

1

We are already inundated with noise and pollution from the freeways. We certainly don't need more of either.

Additionally, we don't believe the proposed movement of the wall will do anything to alleviate the congestion on the freeway due to the fact that L.A. County has no plans to expand the freeway on their side of the border. In effect, the bottleneck will reappear where the 405 crosses into L.A. County. 2

Alternative 1 in Measure M was approved by the voters. It would go against the expressed wishes of the citizens of Orange County to consider or carry out either Alternative 2 or 3. 3

The Navy has plenty of room on the south side of the freeway. It would be much less of a burden on them to lose a few feet of strawberry fields than for an established neighborhood to lose integral property. 4

Thank you for your consideration in this matter.

Nancy Weintraub and David Kahn
3570 Violet Street
Seal Beach, CA 90740

PC-K2

From: Eddy Karam [flyer38@gmail.com]
Sent: Thursday, June 07, 2012 11:11 AM
To: Parsons, 405.dedcomments
Subject: Re: 405 fwy feedback

Actually, I don't care whether you have a double yellow, or white line to the carpool lane.

Just **don't add a toll road.**

Eddy

On Thu, Jun 7, 2012 at 11:09 AM, Eddy Karam <flyer38@gmail.com> wrote:
I live in Costa Mesa, next to the 405 fwy & Harbor Blvd.

Here's 10-point suggestion and feedback:

1. Don't add a toll road.
2. Don't add a toll road.
3. Don't add a toll road.
4. Don't add a toll road.
5. Don't add a toll road.
6. Don't add a toll road.
7. Don't add a toll road.
8. Don't add a toll road.
9. Don't add a toll road.
10. Don't add a toll road.

1

We pay enough for every damn thing already.

Why don't you just make it so that the carpool lane is NOT double yellow, make it a white line so people don't have to panic in and out of there. 2

What other information can I provide?

Eddy Karam
1567 Garlingford St.
Costa Mesa, CA 92626
949-923-9490
flyer38@gmail.com

PC-K3

I-405 Improvement Project
Public Hearing

Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.

Meeting Venue (please check one of the following):

- ☐ Monday, June 4, 2012 – Orange Coast Community College
- ☐ Wednesday, June 6, 2012 – Westminster Community Center
- ☐ Thursday, June 7, 2012 – Rush Park Auditorium
- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Hart Keeble
Organization: Ironworkers 416
Address(Optional): 20612 Egret Lane Huntington Beach, CA. 92646
Phone Number: (714) 378-0704
Email address: hart@ironworkers416.org

Comments: We need better freeways! I'm sick of being stuck in traffic! 1

(Space for comments continued on reverse)

PC-K4

I-405 Improvement Project
Public Hearing

Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.

Meeting Venue (please check one of the following):

- ☐ Monday, June 4, 2012 – Orange Coast Community College
- ☐ Wednesday, June 6, 2012 – Westminster Community Center
- ☐ Thursday, June 7, 2012 – Rush Park Auditorium
- ☒ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Hart Keeble
Organization:
Address(Optional): 20612 Egret Lane, Huntington Bch, CA 92646
Phone Number: (714) 378-0704
Email address: hartk2010@gmail.com.

Comments: I support the expansion. I work in Norwalk, live in Huntington Beach and my daily commute is terrible. In addition my work has me visiting our facilities from Irvine to LA and I'm always driving the 405. It seems the traffic is always bad and we need to fix it. 1

Thank you
Hart

(Space for comments continued on reverse)

PC-K5

From: paulannekelly@ca.rr.com
Sent: Thursday, July 12, 2012 8:37 PM
To: Parsons, 405.dedcomments
Cc: JAmante@tustinca.org; Bates, Pat; Campbell, Bill; citycouncil@cityoforange.org; mayor@garden-grove.org; dhansen@surfcity-hb.org; 2, District; Adams, Audra; Nguyen, Janet; mpulido@santa-ana.org; FVProud@FountainValley.org; Wendy Knowles
Subject: I-405 Improvement project

Importance: High

To Whom it may Concern;

I am a long-time (39 yrs.) resident of Costa Mesa. I attended the informational presentation at Orange Coast College about the three proposed alternatives for improving the flow of traffic on the I-405 freeway between the Los Angeles County border and the 73 toll road. The information presented was certainly very thorough and useful for those of us attending. Based upon that information and other presentations that I have attended, I have come to the opinion that alternative 2 is the most desirable for the citizens of Costa Mesa. It eliminates the bottlenecks caused by the loss of lanes between Harbor Blvd. and Brookhurst. I, and many of my fellow Costa Masan's, see no benefit to us of alternative 3. It requires the demolition of the Fairview overpass bridge which was just recently rebuilt using 7 million dollars of our hard earned tax money. This is an utter waste of taxpayers money and will cause unnecessary disruption to the lives of our citizens living in that area and the traffic flow along one of our major North-South thoroughfares. The entrances and exits of the alternative 3 HOV lanes make it impractical for our residents or drivers coming to our commercial centers such as South Coast Plaza to use those lanes. Therefore, I strongly recommend against alternative 3. 1

Sincerely Submitted by Paul D. Kelly, 2736 Mendoza Dr., Costa Mesa, CA 92626

PC-K6

I-405 Improvement Project
Public Hearing

Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.

Meeting Venue (please check one of the following):

- [x] Monday, June 4, 2012 – Orange Coast Community College
- [ ] Wednesday, June 6, 2012 – Westminster Community Center
- [ ] Thursday, June 7, 2012 – Rush Park Auditorium
- [ ] Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): PAUL KENDRICK
Organization: PLUMBERS LOCAL 582
Address(Optional):
Phone Number: 714-865-8414
Email address: PAUL-KENDRICK65@GMAIL

Comments: Improve flow of traffic AND more family time. 1

(Space for comments continued on reverse)

PC-K7

From: Wiley Kennedy [mailto:w.kennedy@dslextreme.com]
Sent: Thursday, June 28, 2012 5:15 PM
To: Christina Byrne
Subject: I-405 Request to Not Add Toll Lanes

Please relay to Superviisor John Moorlach:

Please take all possible action to assure that "Toll Lanes" are not added to the I-405 in Orange County. 1

Thank you.

Wiley Kennedy
Newport Beach, CA

PC-K8

From: Brian Kibler [brian.kibler@hotmail.com]
Sent: Monday, July 16, 2012 7:31 AM
To: Parsons, 405.dedcomments
Subject: OCTA I405 Improvement Project

We would like to provide two inputs for the OCTA I405 Improvement Project:

1. We believe there are there are significant environmental issues because the bottleneck of the freeway as it approaches Los Angeles County would have a direct and heavy impact on the air quality inside Rossmoor & Los Alamitos. There appears to be the potential for hundreds of idling cars and trucks congested on the freeway adjacent to Rossmoor in the late afternoon and early morning, two key periods of the day that could affect residents. This area is a community of both young children and elderly adults, the two most sensitive age groups to air pollution. We ask he OCTA to reexamine the air quality, traffic and noise impacts of the project on Rossmoor, especially its schools, parks and homes, and undertake a thorough and complete consideration of the most effective ways to mitigate those impacts to a level of insignificance. We would like the OCTA to analyze whether reducing northbound lanes sequentially a mile or two before the county line would help mitigate the potential for congestion, air quality impacts and the possibility of motorists using surface streets in Los Alamitos to navigate around the chokepoint. Rather than losing two lanes at the county interface, we would like OCTA to consider squeezing down capacity miles from the county line. 1
2. We also believe a toll road is not in the best solution for traffic congestion. A toll road would restrict the full use of this transit corridor by the entire driving public an thus limit it's impact on congestion. In addition it would be out of reach of lower income drivers. All lane should be paid for by our taxes and free without tolls. 2

Thank you,

Brian & Claire Kibler

PC-K9

From: James Kimmel [jkimmel7@yahoo.com]
Sent: Monday, July 09, 2012 9:50 AM
To: Parsons, 405.dedcomments
Subject: 405 widening

I am strongly against the relocation of the freeway sound wall in College Park East Seal Beach as proposed for this project. I also oppose the proposed toll lanes as they will only benefit a minority of priviledged persons. 1

Since Los AngelesCounty yet has no plans to connect to these proposed lanes, when completed there would be a BOTTLENECK at the LA border. This would cause slow traffic and increased pollution; that is in addition to the pollution just caused by the increased lanes. 2

I request a study to be made as to the health consequences to the residents of College Park by this increased pollution. Studies are now being made concerning the World Trade Center destruction. A similar study should be done for the construction phase of this project as to whether all the airborne toxins are likely to affect health during construction and completion.

Can you honestly state that this project will NOT make College Park more unhealthly to live in during construction and afterwards when the additional lanes are used? 3

If you proceed with the additional lanes, we as residents have no choice but to proceed with appropriate legal action whether a class action , injunctions and other lawsuits to protect our community

PC-K10

From: James Kimmel [jkimmel7@yahoo.com]
Sent: Wednesday, July 11, 2012 9:51 AM
To: Parsons, 405.dedcomments
Subject: 405 widening

We strongly oppose any additional lanes be added to the 405 freeway.

In particular, we are strongly against the movement of the freeway wall in College Park East Seal Beach. We also oppose the proposed toll lanes as they only benefit a few privileged drivers. 1

Since Los Angeles County has no plans or funds yet to connect to the proposed 405 lanes, a BOTTLENECK will be created at the county line. This slow traffic will cause even more pollution in our community of College Park East than what will already be caused by the additional traffic lanes. 2

We request that a federal and state study be conducted concerning the health consequences to our environment and community if the freeway wall is moved.
How can these airborne pollutants during the construction phase as well as the completed project do anything other than make our community more polluted than it already is?
The dust and demolition will cause pollution and the additional traffic will cause pollution. How will this not harm us? 3

Can anyone truthfully answer there will be no additional harm to our health?

Sincerely
Julie K Kimmel, RN
James R Kimmel
3540 Rose Circle
Seal Beach CA 90740

PC-K11

Smita Deshpande
CalTrans District 12
2201 Dupont Drive Suite 200
Irvine CA 92612

Attn:405 DEIR/DEIS Comment Period

We strongly oppose any additional lanes be added to the 405 freeway.

In particular, we are strongly against the movement of the freeway wall in College Park East Seal Beach. We also oppose the proposed toll lanes as they only benefit a few privileged drivers. 1

Since Los Angeles County has no plans or funds to connect to the proposed 405 lanes, a BOTTLENECK of traffic will be created at the county line. This slow traffic will cause even more pollution in our community of College Park East than what will already be caused by the additional traffic lanes. 2

We request a federal and state study be conducted concerning the health consequences to our environment and community if the freeway wall is moved.
How can these airborne pollutants during the construction phase as well as the completed project do anything other than make our community more polluted that it already is?
The dust and demolition will cause pollution. The additional traffic will cause pollution.
The movement of the freeway wall will make this all closer to our community.
How can this not harm us? 3

Can you honestly state that this project will NOT make College Park more unhealthy to live in during construction and afterwards when the additional lanes are used?

Sincerely,

James R Kimmel
Julie K. Kimmel, R.N.
Julie K Kimmel, RN
3540 Rose Circle
Seal Beach CA 90740

PC-K12

Assemblyman Jim Silva
17011 Beach Blvd. Suite 570
Huntington Beach, CA 92647

Dear Assemblyman Silva,

There is a proposed 405 freeway expansion for up to two additional lanes in each direction. This proposal includes moving the freeway wall in College Park East Seal Beach.

We strongly oppose the movement of the freeway wall. 1
We also oppose the toll lanes as they will only benefit a few privileged drivers. 2
Since Los Angeles County has no plans or funds to connect to the proposed 405 lanes, a BOTTLENECK of traffic will be created at the county line. This slow traffic will cause even more pollution in our community of College Park than will already be caused by the additional traffic lanes. 3

We request additional environmental studies concerning the health consequences to our community. 4

Can anyone honestly state that this project will NOT make College Park more unhealthy to live in during construction and afterwards when the additional lanes are used?

Finally, we request an investigation concerning misrepresentations made by Caltrans and OCTA during the presentation and vetting of the freeway project now under construction, the HOV connectors for the 405, 605 and 22.

We were informed that this present project would NOT result in the movement of the present freeway wall in College Park East Seal Beach. 5

Did anyone know that the next freeway project was going to be additional lanes added to the 405 that would result in the movement of the wall? If they did not know then, then why not?

If our community had properly been informed that the present project would be immediately followed by another one resulting in the removal of the wall, we would have had an opportunity to oppose both then.

Sincerely

James R Kimmel

Julie K Kimmel RN
3540 Rose Circle
Seal Beach Ca 90740

Julie K. Kimmel, RN

PC-K13

I-405 Improvement Project
Public Hearing

Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.

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- [x] Monday, June 4, 2012 – Orange Coast Community College
- [ ] Thursday, June 7, 2012 – Rush Park Auditorium
- [ ] Wednesday, June 6, 2012 – Westminster Community Center
- [ ] Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Robert and Lois KIMMERLE	
Organization:	
Address (Optional):	
Phone Number: 714-558-0472	Email address: Bobthemagnetman@yahoo.com / Loisjean70@sbcglobal.net

Comments: We do NOT WANT Option 3. 1

(Space for comments continued on reverse)

Caltrans

OCTA

PC-K14

From: WILLIAM KIRLAND [billkirland@sbcglobal.net]
Sent: Tuesday, June 05, 2012 7:33 PM
To: Parsons, 405.dedcomments
Subject: I-405 IMPROVEMENT PROJECT ... RE: PUBLIC HEARING

As a resident of Costa Mesa who was in attendance at last night's hearing held at Coast Community College, I would like to express my opinions as to what was presented.

First, and foremost, I am totally against Alternative Plan #3 since it offers absolutely no benefits to the residents of Costa Mesa. As I see this plan, it requires the removal/destruction of the overpass/bridge at Fairview ... a bridge that was recently constructed at an exorbitant expense. Furthermore, this plan will eliminate the current car pool lane replacing it with a 'fee based' HOV lane ... from which there is NO exit for those people living in the city of Costa Mesa! It makes absolutely no sense to spend money to drive South in this proposed HOV toll lane and then be dumped onto the 405 at Magnolia only to be faced with bumper to bumper traffic at that point. 1

Alternative #1 and #2 seem to make much more sense since the traffic problems on the 405 lie North of Fairview. Therefore by widening the freeway from that point north, as proposed in these two options, it should take care of the current traffic problem. Driving North on the 405 from Fairview there are currently six lanes for regular traffic plus one car pool lane ... when you reach Harbor Blvd. there are five lanes ... and then just beyond that point the road narrows to only four lanes. It seems pretty obvious that this is what needs to be done. Additionally, we were told last evening that the current overpass/bridge at Fairview could be saved in both Alternative #1 and #2. 2

NO ALTERNATIVE #3 ... IT MAKES NO SENSE FOR COSTA MESA!!!

William J. Kirland
3403 Lavender Lane
Costa Mesa

PC-K15

From: JANE [jkirland@sbcglobal.net]
Sent: Tuesday, June 05, 2012 4:37 PM
To: Parsons, 405.dedcomments
Subject: I-405 IMPROVEMENT PROJECT ... RE: PUBLIC HEARIING

As a resident of Costa Mesa who was in attendance at last night's hearing held at Coast Community College I would like to express my opinions as to what was presented.

First, and foremost, I am totally against Alternative #3 since it offers absolutely no benefits to the residents of Costa Mesa. As I see this plan, it

requires the removal of overpass/bridge at Fairview ... a bridge that was recently constructed at an exorbitant expense. Furthermore, this plan will

eliminate the current car pool lane ... replacing it with a 'fee based' HOV lane ... from which there is NO exit for those people living in Costa Mesa. It makes absolutely no sense to spend money to drive South in the HOV lane and then be dumped onto the 405 at Magnolia only to be faced with bumper to bumper traffic at this point. 1

Alternative #1 and #2 seem to make much more sense since the traffic problem on the 405 lies north of Fairview. Therefore by extending the freeway from that point north, as proposed in those options, should take care of the current traffic problem. Driving North on the 405 from Fairview there are currenly six lanes of regular traffic and the carpool lane ..when you reach Harbor Blvd.
where there are five lanes... and then just beyond that point there are only four lanes.
It seems pretty obvious that this is what needs to be done. Additionally, we were told last evening that the current overpass/bridge at Fairview could be saved in both Alternative #1 and #2. 2

NO ALTERNATIVE #3 ... IT MAKES NO SENSE FOR COSTA MESA!!!

Jane Kirland
3403 Lavender Lane
Costa Mesa, CA 92626

PC-K16

-----Original Message-----
From: Lori Kisler [mailto:lorikisler@yahoo.com]
Sent: Friday, July 13, 2012 5:30 PM
To: Wendy Knowles
Subject: 405

I'm against alternative 3. 1

Lori Singer Kisler. Sent from my iPad

PC-K17

From: Lori Kisler [lorikisler@yahoo.com]
Sent: Monday, June 04, 2012 7:57 PM
To: Parsons, 405.dedcomments
Subject: Oppose Alternative 3

After attending the June 4th meeting at OCC your officials heard and recorded all of our comments. It appeared to be that all but one person spoke up in opposition to alternative 3. You heard the reasons. I don't have to repeat them here. I OPPOSE ALTERNATIVE 3.

I ALSO oppose alternatives 1 and 2 because of the travesty to spend this money after recently completing the changes around Harbor and Fairview, just to knock it down and redo when our state is bankrupt and schools are getting cuts that affect the education of our children and the livelihood of our educators. That situation continues to spiral downward. 1

No changes are needed or wanted in Costa Mesa.

Another thought...how often have you seen low occupancy in the HOV lane on the 91 freeway and traffic jam for those not on the HOV? So many people can't afford to pay for an express lane and will be stuck in the other lanes while the folks from Newport Beach whiz by them in the express lane. 2

Once again I OPPOSE ALTERNATIVE 3. Go fix another city.

Lori Singer Kisler. Sent from my iPad

PC-K18

From: Paul Klevgard [pklevgard@gmail.com]
Sent: Tuesday, June 12, 2012 10:43 AM
To: Parsons, 405.dedcomments
Subject: widening 405 at College Park...

You will receive the usual NIMBY objections from College Park residents who do not want any widening of 405 (but will be happy to use freeways that have been widened in other neighborhoods).
I live in Leisure World and am living through construction noise and soon a much closer freeway.
Air pollution from the freeway is a non-issue for me. We get more pollution from the currently stalled traffic every afternoon. Noise will not increase appreciably because of widening. 1
We all knew there was a 405 freeway when we bought our houses.
Put in two more general purpose lanes in the Seal Beach Blvd. area.

Paul Klevgard, Ph.D.
13271 Del Monte Drive APT 33I
Seal Beach, 90740

PC-K19

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

Subject: State Route 405 (I-405, San Diego Freeway) between SR-73 and I-605 and Draft EIR/EIS

I am concerned about the impacts the State Route 405 improvement project will have on our community. I am especially concerned about Alternative 3 which will widen the San Diego Freeway in the City of Costa Mesa and convert an existing car pool lane to a toll lane.

Alternative 3 would require that the Fairview/I 405 interchange be demolished and rebuilt, even though it was just rebuilt three years ago. Residences and public parks near the I- 405 will be adversely affected both during construction and upon completion of the project. Problems include air pollution, noise, and degradation of the visual quality of our neighborhoods. Ramp closures at Harbor, Fairview, and South Coast will not only inconvenience residents, but impair access to the many businesses which contribute to our local and regional economy. 1

In addition, it would put more toll roads into the purview of an entity that has already proven its incompetence to run the ones we now have. 2

Please include these comments in the public/administrative record for this project and the project EIR/EIS. Thank you for the opportunity to comment.

Yours truly,

Jim
TERRELL E. KOKEJI
(Name)

1778 KENWOOD PL. COSTA MESA, CA 92627
(Address) (City)

____ Please keep me informed about future hearings and future steps in the review process for the I- 405 project.

PC-K20

From: Terry Koken [mailto:tkoken@att.net]
Sent: Wednesday, June 06, 2012 3:55 PM
To: Christina Byrne
Subject: I-405

Ms Byrne,
OCTA's option 3 for the 405 is anathema to us here in Costa Mesa. First, the idea of putting toll lanes on the 405 is outrageous. Second, making them inaccessible to anyone getting on in Costa Mesa is a dreadful idea. Third, the business aspect of toll roads in Orange county has in every instance been a complete botch: CALTRANS had to bail out the toll roads and resurface the 91 freeway; patronage has been very low; and tolls are exorbitant, which helps not at all. I oppose the option 3, and so does my wife. 1

Yours,
Terrell E. Koken
949-574-0333
1778 Kenwood
Costa Mesa

PC-K21

From: Terry Koken [tkoken@att.net]
Sent: Tuesday, July 17, 2012 9:44 AM
To: Parsons, 405.dedcomments
Subject: No Toll lanes on the 405

In case my comment hasn't been heard yet, I am opposed to toll lanes through Costa Mesa. The TCA has a long track record of bungling, stupid activity, misdirection, and financial incompetence. Caltrans had to bail them out on the 241, and their roads appear to be failing financially. We citizens of Costa Mesa are thoroughly disgusted. If option 3 gets adopted, you can be certain of a long and bitter fight. 1
Yours,
Terrell E. Koken
1778 Kenwood Pl.
Costa Mesa, CA 92627
949-574-0333

PC-K22

From: Mei Kong [hawwaiianhawk@yahoo.com]
Sent: Thursday, July 05, 2012 11:50 AM
To: Parsons, 405.dedcomments
Subject: No More Toll Roads

Haven't we seen the disasters with the other toll roads especially the 91 freeway. If your going to build anything how about light rail up the center of the freeways, and if it is more roads no toll. 1

PC-K23

From: Jeffrey Konshak [jkonshak@hotmail.com]
Sent: Monday, June 11, 2012 4:15 PM
To: Parsons, 405.dedcomments
Subject: 405 DEIR / DEIS Comments

Dear Sir or Madam:

The following are my comments on the draft EIR for the 405 Freeway project.

Alternative 1.
When Soundwall S747 was split into two parts the benefited residences were not correctly allocated. Sound Receiver R2.41 which represents the athletic fields of Fountain Valley High School is closer in terms of distance to Soundwall S747A than Soundwall S747B. Therefore, Soundwall S747A benefits two single family residences and one frontage unit of the athletic fields of Fountain Valley High School. Construction of Soundwall S747A at $137,000 is less than the reasonable allowance of $147,000 for three benefited residences and therefore construction of Soundwall S747A is reasonable and should be recommended.

Alternative 2.
When Soundwall S745 was split into two parts the benefited residences were not correctly allocated. Sound Receiver R2.41 which represents the athletic fields of Fountain Valley High School is closer in terms of distance to Soundwall S745A than Soundwall S745B. Therefore, Soundwall S745A benefits two single family residences and one frontage unit of the athletic fields of Fountain Valley High School. Construction of Soundwall S745A at $137,000 is less than the reasonable allowance of $147,000 for three benefited residences and therefore construction of Soundwall S745A is reasonable and should be recommended.

Alternative 3.
When Soundwall S745 was split into two parts the benefited residences were not correctly allocated. Sound Receiver R2.41 which represents the athletic fields of Fountain Valley High School is closer in terms of distance to Soundwall S745A than Soundwall S745B. Therefore, Soundwall S745A benefits two single family residences and one frontage unit of the athletic fields of Fountain Valley High School. Construction of Soundwall S745A at $150,000 slightly exceeds the reasonable allowance of $147,000 for three benefited residences. This $3,000 excess is trivial considering the total project cost of $1.7 billion. Therefore, given the acoustical benefit and incremental cost, construction of Soundwall S745A is reasonable and should be recommended. 1

Alternative 2.
Soundwall S745A in Alternative 2 at 12- to 14-ft high is lower than the exact same soundwall in Alternative 1, Soundwall S747A at 12- to 16-ft high. This does not make sense because the noise impacts for Alternative 2 are generally greater than the noise impacts for Alternative 1 given that Alternative 2 adds two general purpose lanes in each direction and has a wider footprint. Therefore, Soundwall S745A in Alternative 2 should be changed to a 12- to 16-ft high soundwall.

Alternative 2.
Soundwall S745B in Alternative 2 at 14 ft high is lower than the exact same soundwall in Alternative 1, Soundwall S747B at 16 ft high. This does not make sense because the noise impacts for Alternative 2 are generally greater than the noise impacts for Alternative 1 given that Alternative 2 adds two general purpose lanes in each direction and has a wider footprint. Therefore, Soundwall S745B in Alternative 2 should be changed to a 16 ft high soundwall. 2

PC-K23 Continued

Alternatives 1, 2, and 3.
The noise tests were conducted in June and August and not during Santa Ana wind events when noise levels on the southwestern side of the freeway in Fountain Valley are higher. The higher noise impacts during Santa Ana wind events should be mitigated with more and higher soundwalls on the southwestern side of the freeway in Fountain Valley. 3

Alternative 1.
Appendix N2 erroneously shows Soundwall S747A as recommended.

Alternatives 2 and 3.
Appendix N2 erroneously shows Soundwall S745A as recommended. 4

Alternatives 1, 2, and 3.
Appendix N2 erroneously shows Soundwall S733 as recommended.

Sincerely,

Jeffrey Konshak

PC-K24

From: Ken Kropf [mkkropf@gmail.com]
Sent: Thursday, July 12, 2012 6:49 PM
To: Parsons, 405.dedcomments
Subject: San Diego Freeway (I-405) Improvement Project

I reside in Seal Beach. I recommend that a combination of the 3 alternatives which maximizes the vehicular traffic and occupancy thru the project area be adopted. The time, cost, disruption necessary to undertake the planning and implementation is minimized, in my mind, as a single project. 1

Ken Kropf

PC-K25

From: karen kupfer [kkupfer@onlinesheetmusic.com]
Sent: Tuesday, June 19, 2012 1:31 PM
To: Parsons, 405.dedcomments
Cc: kupfer.karen@yahoo.com
Subject: Expansion of I-405 Fwy from the 73 to the LA County Line at the 605 Fwy

Hello

I am currently a resident of College Park East in Seal Beach, located just south of the 605 Fwy. I strongly urge the adoption of Alternative #1, adding a single general purpose lane in both directions to provide continuous traffic flow along the 405.

All other alternative will likely cause a traffic jam when the I-405 reaches the LA County line since no plans to widen the freeway are being considered by LA County. I am concerned that the same type of bottleneck that exists on the I-5 Fwy where it enters LA County will be caused by any of these other Alternatives and the noise and exhaust fumes caused by the idling traffic will have a harmful and negative impact on those of us living in College Park East. 1

Again, I strongly urge you to adopt Alternative #1.

Thank you for your consideration.

Karen Kupfer
4380 Candleberry Ave.
Seal Beach, CA 90740

RESPONSE TO PUBLIC COMMENTS (PC)-K

Response to Comment Letter PC-K1

Comment PC-K1-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Comment PC-K1-2

Please see Response to Comment PC-K1-1.

With respect to a potential bottleneck at the Los Angeles county line, please see Common Response – Traffic Flow at the Orange County/Los Angeles County Line.

Comment PC-K1-3

There is nothing in Renewed Measure M that either precludes or requires additional improvements beyond the single GP lane proposed in Alternative 1. OCTA has indicated that improvements to I-405 in addition to those identified in Alternative 1 would not be funded with Renewed Measure M revenues. Please also see Common Response – Traffic Flow at the Orange County/Los Angeles County Line.

Comment PC-K1-4

The priority of the design team was to minimize the residential impacts, including ROW. OCTA, Caltrans, and FHWA have worked extensively with the Navy to move I-405 toward and into the Navy property to avoid impacting the residential areas on the northbound side of I-405. Please see Response to Comment PC-K1 and Common Response – Shifting Improvements away from Residential Properties onto NAVWPNSTA Seal Beach Property.

Response to Comment Letter PC-K2

Comment PC-K2-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in

your comment when the Final EIR/EIS is available for review. Please see Common Responses – Preferred Alternative Identification and Opposition to Tolling.

Comment PC-K2-2

Alternatives 1 and 2 would provide continuous access to the HOV lanes. The Express Lanes in Alternative 3 would have limited access.

Response to Comment Letter PC-K3

Comment PC-K3-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-K4

Comment PC-K4-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-K5

Comment PC-K5-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

With respect to access to the Express Lanes in Alternative 3 and replacement of the Fairview Road Overcrossing, please see Common Response – Replacement of Fairview Road Overcrossing/Truncation of Tolled Express Lanes.

Response to Comment Letter PC-K6

Comment PC-K6-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred

Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-K7

Comment PC-K7-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Response to Comment Letter PC-K8

Comment PC-K8-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Responses – Air Quality and Noise/Noise Analysis.

With respect to a potential bottleneck at the Los Angeles county line, please see Common Response – Traffic Flow at the Orange County/Los Angeles County Line.

A design option for Alternative 2 was considered that would drop the proposed northbound GP lanes at Valley View Street. That design option was eliminated for the reasons explained in Common Response – Almond Avenue Soundwall.

Comment PC-K8-2

All of the build alternatives are anticipated to reduce congestion in the I-405 corridor; none are expected to eliminate congestion in the corridor. The benefits to congestion vary among the build alternatives. The benefits to congestion of the build alternatives are summarized in the Draft EIR/EIS in Tables 3.1.6-4 through 3.1.6-8 and Tables 3.1.6-12 through 3.1.6-14.

Response to Comment Letter PC-K9

Comment PC-K9-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in

your comment when the Final EIR/EIS is available for review. Please see Common Responses – Air Quality and Noise/Noise Analysis.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Based on the experience of the SR-91 Express Lanes, motorists from all income groups are anticipated to use the Express Lanes.

Comment PC-K9-2

With respect to a potential bottleneck at the Los Angeles county line, please see Common Response – Traffic Flow at the Orange County/Los Angeles County Line.

Comment PC-K9-3

As described in Section 3.2.6 of the Draft EIR/EIS, emissions will be reduced under all of the build alternatives compared to the future No Build Alternative, and no permanent adverse project-related air quality effects were identified.

MSATs have the greatest potential to affect the health of residents located adjacent to the project. Although the various alternatives would place travel lanes closer to some residences, it is anticipated that MSAT exposure, including DPM, would be less than existing conditions. MSAT emissions are likely lower than existing levels in the design year as a result of EPA's and California's control programs that are projected to further reduce MSAT emissions. Please see Common Responses – Health Risks and Air Quality.

Response to Comment Letter PC-K10

Comment PC-K10-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Response to Comment PC-K9-1.

Comment PC-K10-2

Please see Response to Comment PC-K9-2.

Comment PC-K10-3

Please see Response to Comment PC-K9-3.

Response to Comment Letter PC-K11

Comment PC-K11-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Response to Comment PC-K9-1.

Comment PC-K11-2

Please see Response to Comment PC-K9-2.

Comment PC-K11-3

Please see Response to Comment PC-K9-3.

Response to Comment Letter PC-K12

Comment PC-K12-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Response to Comment PC-K9-1.

Comment PC-K12-2

Please see Response to Comment PC-K9-1.

Comment PC-K12-3

Please see Response to Comment PC-K9-2.

Comment PC-K12-4

Please see Response to Comment PC-K9-3.

Comment PC-K12-5

Please see Response to Comment PC-K9-1.

Response to Comment Letter PC-K13

Comment PC-K13-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Response to Comment Letter PC-K14

Comment PC-K14-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Only Alternative 3 would require replacement of the Fairview Road Overcrossing. Caltrans/OCTA have considered design options to avoid replacement of the Fairview Road Overcrossing under Alternative 3. Please see Common Responses – Replacement of Fairview Road Overcrossing/Truncation of Tolled Express Lanes.

Comment PC-K14-2

All of the build alternatives are anticipated to reduce congestion in the I-405 corridor; none are expected to eliminate congestion in the corridor, including the portion of the corridor in Costa Mesa. With respect to the Fairview Road Overcrossing under Alternative 3, please see Common Response – Replacement of Fairview Road Overcrossing/Truncation of Tolled Express Lanes. Please see Common Response – Preferred Alternative Identification.

Response to Comment Letter PC-K15

Comment PC-K15-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternative 3 would require replacement of the Fairview Road Overcrossing. Caltrans/OCTA have considered design options to avoid replacement of the Fairview Road

Overcrossing under Alternative 3. Please see Common Responses – Replacement of Fairview Road Overcrossing/Truncation of Tolled Express Lanes.

Comment PC-K15-2

Please see Response to Comment PC-K14-2.

Response to Comment Letter PC-K16

Comment PC-K16-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Response to Comment Letter PC-K17

Comment PC-K17-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Only Alternative 3 would require replacement of the Fairview Road Overcrossing. Caltrans/OCTA have considered design options to avoid replacement of the Fairview Road Overcrossing under Alternative 3. Please see Common Responses – Replacement of Fairview Road Overcrossing/Truncation of Tolled Express Lanes and Preferred Alternative Identification.

Comment PC-K17-2

The SR-91 Express Lanes are highly successful and very efficient. They do not eliminate congestion in the GP lanes; they provide an option to that congestion to motorists willing to pay a toll. The tolls are set at the rates necessary to maintain high-speed operations. For an explanation of how this management works, see the Draft EIR/EIS, page 2-20. The same methods were used for all of the build alternatives. For additional information, please see Common Response – Opposition to Tolling.

Response to Comment Letter PC-K18

Comment PC-K18-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Response to Comment Letter PC-K19

Comment PC-K19-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Please see Response to Comment PC-B20-1.

Comment PC-K19-2

OCTA successfully operates the SR-91 Express Lanes. The toll roads in Orange County are operated by the Transportation Corridor Agencies (TCA).

Response to Comment Letter PC-K20

Comment PC-K20-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

We acknowledge the opposition to tolling. Please see Common Response – Opposition to Tolling. With respect to access to the Express Lanes in Costa Mesa, please see Common Response – Replacement of Fairview Road Overcrossing/Truncation of Tolled Express Lanes.

The SR-91 Express Lanes are highly successful and very efficient. They do not eliminate congestion in the GP lanes; they provide an option to that congestion to motorists willing to pay a toll. The tolls are set at the rates necessary to maintain high-speed operations. For an

explanation of how this management works, see the Draft EIR/EIS, page 2-20. The same methods were used for all of the build alternatives.

Response to Comment Letter PC-K21

Comment PC-K21-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

We acknowledge the opposition to tolling. Please see Common Response – Opposition to Tolling.

The TCA would not operate the Express Lanes in Alternative 3; OCTA would operate the Express Lanes.

Response to Comment Letter PC-K22

Comment PC-K22-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

The SR-91 Express Lanes are highly successful and very efficient. They do not eliminate congestion in the GP lanes; they provide an option to that congestion to motorists willing to pay a toll. The tolls are set at the rates necessary to maintain high-speed operations. For an explanation of how this management works, see the Draft EIR/EIS, page 2-20. The same methods were used for all of the build alternatives. For additional information, please see Common Response – Opposition to Tolling.

Alternatives with both LRT and BRT are included in the Draft EIR/EIS in Section 2.2.7, Alternatives Considered but Eliminated from Consideration. That section explains each of those alternatives and why they were eliminated. For a graphic summary of those alternatives, see Figure 2-39 of the Draft EIR/EIS.

Response to Comment Letter PC-K23

Comment PC-K23-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Although this comment addresses each alternative separately, the arguments and questions within can be answered by the same response. There are two types of noise barrier "replacement in-kind" as part of the design features for this project. The first in-kind replacement occurs when an existing soundwall must be removed, relocated, and replaced in-kind along the project alignment where space is needed for the proposed project's additional lanes and required safety features. The second in-kind replacement is needed where parts of an existing overpass embankment that blocks traffic noise in the existing setting has to be removed.

In-kind replacement soundwalls are constructed regardless of cost. Soundwalls S747 and S745 were split into "A" and "B" sections for this purpose. The "A" sections represent the existing soundwall, and the "B" sections represent a new soundwall needed to provide the noise abatement that was lost due to the partial removal of the earth berm of the Slater Avenue Overcrossing embankment.

The "A" section of Soundwalls S747 or S745 would not need to be demolished to make room for the additional lanes of the project; however, this existing soundwall was analyzed to determine if an additional 5 dB in traffic noise reductions could be provided by raising the existing soundwall height. In all three build alternatives, the cost of replacing it with a higher soundwall was more than the reasonable allowance for the two residences the soundwall would benefit; therefore, it was not considered.

The "B" sections would need to be constructed regardless of the cost to provide traffic noise abatement to the athletic field represented by Receiver R2.41, which would be comparable to the existing overpass embankment. The athletic fields would not be benefitted from raising the existing soundwall represented by the "A" section of the soundwalls; therefore, the athletic fields must be allocated to the "B" section of the soundwall, which is providing acoustical benefit.

The heights needed to provide feasible traffic noise abatement can vary by alternative due to several factors. Variance in the vehicle type distribution across traffic lanes between alternatives has a role in determining traffic noise levels, but the main difference is due to the overall traffic volumes. Higher traffic volumes produce higher traffic noise levels. Soundwalls are more

efficient at providing the required reduction of 5 dB at higher noise levels. In this case, Alternative 2 produced a traffic noise level 1-dB higher than Alternatives 1 and 3 at the receivers behind the existing soundwall. According to the insertion loss calculations, receivers required a 14-ft-high soundwall for Alternative 2 and a 16-ft-high soundwall for Alternatives 1 and 3 to provide feasible abatement of a 5-dB reduction in traffic noise levels.

Comment PC-K23-2

The heights needed to provide feasible traffic noise abatement can vary by alternative due to several factors. Variance in the vehicle type distribution across traffic lanes between alternatives has a role in determining traffic noise levels, but the main difference is due to the overall traffic volumes. Higher traffic volumes produce higher traffic noise levels. Soundwalls are more efficient at providing the required reduction of 5 dB at higher noise levels. In this case, Alternative 2 produced a traffic noise level 1-dB higher than Alternatives 1 and 3 at the receivers behind the existing soundwall. According to the insertion loss calculations, receivers required a 14-ft-high soundwall for Alternative 2 and a 16-ft-high soundwall for Alternatives 1 and 3 to provide feasible abatement of a 5-dB reduction in traffic noise levels.

Comment PC-K23-3

Wind, temperature gradients, and humidity could affect sound propagation at distances of 400 ft or more. The noise measurement locations, as well as the areas where predicted traffic noise levels were analyzed, were within a band close enough to the source where these factors are not significant. The wind turbulence from the freeway traffic would be large enough to disrupt the laminar winds that would affect the speed and path of sound from the adjacent freeway.

Comment PC-K23-4

The graphics for Appendix N2 have been modified to show that only Soundwalls S745B and S747B are recommended. Please also see Common Response – Noise/Noise Analysis.

Response to Comment Letter PC-K24

Comment PC-K24-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

We acknowledge your recommendation. All of the build alternatives are anticipated to reduce congestion in the I-405 corridor; none are expected to eliminate congestion in the corridor. The benefits to congestion vary among the build alternatives. The benefits to congestion of the build

alternatives are summarized in the Draft EIR/EIS in Tables 3.1.6-4 through 3.1.6-8 and Tables 3.1.6-12 through 3.1.6-14.

Response to Comment Letter PC-K25

Comment PC-K25-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

With respect to a potential bottleneck at the Los Angeles County line, please see Common Response – Traffic Flow at the Orange County/Los Angeles County Line.

PUBLIC COMMENTS (PC)-L

PC-L1

From: Leslie La Berge [leslie@dpmi.occoxmail.com]
Sent: Friday, July 20, 2012 1:25 PM
To: Parsons, 405.dedcomments
Subject: comments

I think it all sounds good. 1

Leslie La Berge

Leslie@dpmi.occoxmail.com

PC-L2

I-405 Improvement Project
Public Hearing

Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.

Meeting Venue (please check one of the following):

- ☐ Monday, June 4, 2012 – Orange Coast Community College
- ☐ Thursday, June 7, 2012 – Rush Park Auditorium
- ☒ Wednesday, June 6, 2012 – Westminster Community Center
- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Marcel Lacelle
Organization: Retired
Address (Optional): 7142 Wellesley Ave Westminster CA. 92683
Phone Number: 714 791-3797
Email address: marcelelacelle@hotmail.com

Comments: We prefer Alternative 2.

Can extra effort & concern be dedicated to the Sound Walls. The 405 is directly up against our neighborhood & the present noise level for neighbors on Vermont Street is very loud & disruptive. What ever measures can be taken to engineer the sound wall to be more effective will be greatly appreciated. 1

(Space for comments continued on reverse)

PC-L3

I-405 Improvement Project
Public Hearing

Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.

Meeting Venue (please check one of the following):

- ☐ Monday, June 4, 2012 – Orange Coast Community College
- ☐ Thursday, June 7, 2012 – Rush Park Auditorium
- ☑ Wednesday, June 6, 2012 – Westminster Community Center
- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): PAULINE KALELE

Organization:

Address (Optional): 7142 WELLESLEY AVE, WESTMINSTER, CA

Phone Number: 714-791-3797

Email address:

Comments: PREFER ALTERNATIVE BUILD #2 (P.T.O) 1

ALSO ON THE SOUND WALL, NEEDS TO BE HIGHER AND BUILT BETTER WHEN IT COMES TO THE ACOUSTICS. RIGHT NOW THE SOUND JUST BOUNCES OFF THE WALL. IT IS SO NOISEY ON VERMONT ST WHEN WALKING MY DOG I MIGHT AS WELL BE ON THE FRWY. ALSO THE NEIGHBORS ON VERMONT ST COMPLAIN ON THE NOISE BEING SO BAD. THAT THEY HAVE TO KEEP THEIR WINDOWS CLOSED AND IT'S JUST GOING TO GET WORSE WITH MORE TRAFFIC. 2

(Space for comments continued on reverse)

PC-L3 Continued

IT DOES NOT MAKE SENSE TO BUILD TOLL LANES FOR PEOPLE WHO CAN NOT AFFORD TO PAY FOR THEM. WHICH ARE MOST OF THE DRIVERS THAT TAKE THIS FRWY. 3

ALSO AT THE MEETING IT WAS SAID THAT THE FUNDS ON THIS PROJECT WERE ALREADY ALLOCATED FOR THIS FRWY. SO WHY WOULD NEED TO CHARGE FOR TOLL LANES. 4

ALSO THIS WILL REDUCE OUR PROPERTY VALUES WITH ALL THE NOISE, NOT TO MENTION ALL THE POLLUTION FROM ALL THE EXTRA TRAFFIC 5

Please use another sheet if you need more space for your comments.

To submit completed response sheets, please return to staff member, place in the comment box or mail by July 2, 2012 to:
Ms. Smita Deshpande
Branch Chief – Caltrans District 12
"Attn: 405 DEIR-DEIS Comment Period"
2201 Dupont Drive, Suite 200
Irvine, CA 92612

Responses may also be emailed to:
405.dedcomments.parsons@parsons.com

For more information on the I-405 Improvement Project, please contact:
Christina Byrne, Outreach Manager
(714) 560-5717
www.octa.net/405Improvement
www.facebook.com/405Improvement

PC-L4

From: Jeanine Lambert [jlamb@dslextreme.com]
Sent: Sunday, June 17, 2012 10:23 PM
To: Parsons, 405.dedcomments
Subject: I-405 Improvement Project Comment Sheet

Meeting Venue : Monday June 4, 2012

Jeanine Lambert
Costa Mesa Resident for over 20 years
949-548-7792
jlamb@dslextreme.com

I attended the public hearing at OCC Student Center and I am extremely opposed to the Option 3 Plan of the proposed options. It's access is only from the 73 FWY and then not again until Magnolia St. This would benefit a few at the cost to our city and our businesses. It would not benefit those of us using the FWY to get around town and probably slow the traffic in regular lanes. It would difficult and costly to monitor if people are using the toll lanes properly. Also the rebuilding of the Fairview St overpass is a hardship and waste to the community that only recently had to deal with constuction of an overpass costing $7 Million. 1

Sincerely,

Jeanine Lambert

PC-L5

From: Jeanine Lambert [jlamb@dslextreme.com]
Sent: Sunday, June 17, 2012 10:34 PM
To: Parsons, 405.dedcomments
Subject: I-405 Improvement Project Public Hearing Comment Sheet

Ailsa Lambert
2323 Elden Ave #17
Costa Mesa,CA 92627
949-645-6958
jslamb7@gmail.com

To OCTA,

I am opposed to the proposed Option 3 expansion to the I-405 FWY. I feel it would be a detriment to our city and it's businesses for the advantage of an elite few. Those coming from the 73 FWY and then not again until Magnolia St in Fountain Valley. Also, it makes no sense to have to rebuild the Fairview St bridge that was only rebuilt 3 years ago at the cost of $7 Million and cause more hardship to the community. 1

Sincerely Yours,

Ailsa Lambert

PC-L6

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

Subject: State Route 405 (I-405; San Diego Freeway) between SR-73 and I-605 and Draft EIR/EIS

I am concerned about the impacts the State Route 405 improvement project will have on our community. I am especially concerned about Alternative 3 which will widen the San Diego Freeway in the City of Costa Mesa and convert an existing car pool lane to a toll lane.

Alternative 3 would require that the Fairview/I 405 interchange be demolished and rebuilt, even though it was just rebuilt three years ago. Residences and public parks near the I- 405 will be adversely affected both during construction and upon completion of the project. Problems include air pollution, noise, and degradation of the visual quality of our neighborhoods. Ramp closures at Harbor, Fairview, and South Coast will not only inconvenience residents, but impair access to the many businesses which contribute to our local and regional economy. 1

In addition,

Please include these comments in the public/administrative record for this project and the project EIR/EIS. Thank you for the opportunity to comment.

Yours truly,

Rae M Langdale
(Name)

1697 Madagascar, Costa Mesa
(Address) (City)

✓ Please keep me informed about future hearings and future steps in the review process for the I- 405 project.

PC-L7

I-405 Improvement Project
Public Hearing
Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.

Meeting Venue (please check one of the following):

- ☐ Monday, June 4, 2012 – Orange Coast Community College
- ☐ Thursday, June 7, 2012 – Rush Park Auditorium
- ☐ Wednesday, June 6, 2012 – Westminster Community Center
- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): RODNEY G. LARSON
Organization:
Address(Optional): 6762 WARNER HUNTINGTON BEACH CA.
Phone Number: 714-650-5623
Email address:

Comments: WOULD HELP TRAFFIC SO COULD BE HOME FASTER TO SPEND MORE TIME WITH FAMILY 1

(Space for comments continued on reverse)

Caltrans OCTA

PC-L8

From: Cynthia [mockster01@gmail.com]
Sent: Tuesday, July 17, 2012 12:15 PM
To: Parsons, 405.dedcomments
Subject: Comments on 405 expansion project

Hello,

I am a resident of Costa Mesa and I ardently oppose Option 3 of the 405 freeway expansion plans. I live near South Coast Plaza and have many objections to Option 3. However I will only list my four strongest concerns: 1

1) Option 3 calls for converting the carpool lane from a two-person-per-car carpool lane to a three-person-per-car carpool lane. This will result in more single car drivers and thus MORE cars on the freeway. Commuters, with some effort, can find another person with whom to carpool who has a similar starting point and destination. However finding three people with similar start/end points in Orange County is nearly impossible. If you can't form a three person carpool to use the carpool lane you are not going to go through the hassle of forming a two-person carpool. Thus you will revert to driving solo and putting more cars on the road. This is just a reality of our dispersed living/working situations. DO NOT TAKE AWAY THE TWO PERSON CARPOOL LANE AVAILABILITY – YOU WILL INCREASE CARS ON THE ROAD. 2
2) Option 3 is inherently unfair to most motorists. So many of us are tired of wealthy people being able to buy their way out of responsibility and shared burden. Yes, the freeways are crowded. We can counter that by altering our commute window or by forming carpools or by moving closer to our work places. Those are options we ALL have regardless of income. What we don't all have is the means to BUY our way out of these responsibilities through toll lanes. That avenue is only open to those who have high incomes and thus disposable income. I may be a teacher who MUST be at a place at a given time. I may have the most NEED to have a swift commute, however I don't have the MEANS to sufficiently show that need. Does that mean my time and my work is less valuable than the time and work of a more wealthy commuter? NO. Toll lanes are unfair. We all pay for the land and the road construction through our taxes; we should all benefit, not just those who are the wealthy among us. 3
3) When you put in a toll road, you put in an incentive to make the commute miserable for the rest of the people. Toll roads require money to operate, not only to pay back the original investment but also to operate and maintain on an ongoing basis. The only way to do that is to have a steady and predictable income. If freeways run smoothly and there is no crowding/slowing then people will not use the toll lanes and thus income will not be coming in. How will you make payroll and operations expenses? Rather, you will do everything you can to make the general lanes crowded and inconvenient thus prompting the wealthy to pay the tolls. So you will do things to guarantee more cars on the road and/or crowding (such as changing the rules of the carpool lane from two people to three people). Or other things such as scheduling construction projects during the day rather than at night. And yes, these happen. We all know it. 4
4) Finally, it is unfair to the people of Costa Mesa to add lanes through our community that our community cannot use because of the insane entrance/exit points. If a community is inconvenienced and impacted by a project they should at least benefit from the project at least as much if not more than other communities. Option 3 is a benefit for South County residents at the expense of Central County residents. It is unfair and we the people of Costa Mesa will not stand for it. 5

I am completely opposed to Option 3 and I will support every effort of Costa Mesa to block it should that option be selected, including legal action. It is unfair and we will not stand for it.

Sincerely,
Cynthia Laurence
953 Carnation Avenue
Costa Mesa, CA 92626

PC-L9

I-405 Improvement Project
Public Hearing
Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.

Meeting Venue (please check one of the following):

- ☐ Monday, June 4, 2012 – Orange Coast Community College
- ☐ Thursday, June 7, 2012 – Rush Park Auditorium
- ☐ Wednesday, June 6, 2012 – Westminster Community Center
- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): NEAL LAUZON	
Organization:	
Address(Optional):	
Phone Number:	Email address:

Comments: I USE THE 405 DAILY AND THE EXPANSION WOULD CREATE SO MUCH NEEDED RELIEF FOR ALL OF US THAT DEAL WITH ITS TREMENDOUS AMOUNT OF TRAFFIC. MY WIFE ALSO USES IT AND IT WOULD CREATE MORE FREEDOM FOR OUR FAMILY AND SO MANY OTHERS BY HELPING EVERYONE HOME SOONER BY REDUCING TRAFFIC

1

(Space for comments continued on reverse)

Caltrans OCTA

PC-L10

To: Christina Byrne and OCTA and Cal Trans,

I am asking you to consider Option #1 (one lane each direction and **NO** moving the Sound-wall) in regards to the three options available since it is the only option that was authorized by "Measure M". The "No Build", at this point, seems as though it is no longer a consideration....why? I do believe that we as residents of College Park East have many valid concerns. One of which is intrusion into our neighborhood by removing a necessary portion or lane space needed for safe travel on such a busy street.
Please NOTE: This is the only street that can be traveled to reach specific homes on the cul-de-sacs (South side/ FWY side) of CPE. 1

There are other valid concerns in regards to our environment. Sound of course is a huge concern and most important of all our "Air Quality". You cannot tell me **honestly** that with the increase of travel expected by Option #3 that our health would not be in jeopardy. We have seen more cancer these days than ever before. Much of which we have come to realize has been due to the environmental impact from over building into residential areas.
Exhaust emitted from automobiles and aircraft collect in the bronchial tubes and travel down our bronchial tubes then rest in the alveoli. When this happens, the lungs have no way to eliminate these foreign black particles in which eventually they turn cancerous or cause COPD.
(Chronic Obstructive Pulmonary Disease)
How do I know this my husband has worked in the LAX area for a few years during that time he has been breathing in these same particles he has been diagnosis ed with asthma and other issues. His last X-Rays showed these black particles which had acclumated from the heavy car exhaust and aircraft at LAX. The Pulmonary Specialist said that there is no way to remove these particles and that some day they most likely will become Cancerous. 2

I was looking up the endangered species list which had prevented certain developments from moving forward, the Spotted Owl, a lizard, a turtle etc. How is it that the importance human life and the quality of human life falls below that of an animal? 3

I am asking you to review this information and consider not pushing for option #3 but to do what is right and consider the welfare of the residents of CPE ...Could you really do that? I believe you can...but will you?
Please, Do Not move the Sound-wall and No Express lanes or Toll roads either ...No Overbuilding PLEASE! 4

Jerry Lewis 562-597-2021

PC-L11

From: George Lawrence [mitzilawrence@yahoo.com]
Sent: Tuesday, July 17, 2012 6:56 PM
To: Parsons, 405.dedcomments
Subject: State Route 405 (I-405, San Diego Freeway) between SR-73 and I-605 and Draft EIR/EIS

Subject: State Route 405 (I-405, San Diego Freeway) between SR-73 and I-605 and Draft EIR/EIS

I am concerned about the impacts the State Route 405 improvement project will have on our community. I am especially concerned about Alternative 3 which will widen the San Diego Freeway in the City of Costa Mesa and convert an existing car pool lane to a toll lane.

I have been a resident of Costa Mesa since 1983 and a Costa Mesa Home Owner since 1989. My residence backs onto the 405 freeway/Fairview interchange. The only buffer we have between us and the 405 freeway is the Gisler Park. We have already suffered through the demolition and rebuilding of the Fairview Bridge. The construction noise and air pollution was unbearable and we don't want to go through it again since Alternative 3 does not enhance the freeway for Costa Mesa residents and will definitely adversely affect our property values in these uncertain times. 1

Alternative 3 would require the Fairview/I 405 interchange be demolished and rebuilt, even though it was just rebuilt three years ago. Our residence is already adversely affected by freeway noise and dirt coming off the freeway into our house. Alternative 3 will affect Gisler Park and increase the traffic noise and pollution to say nothing construction noise and problems. We already face the freeway wall on the side of Gisler park. Alternative 3 would further degrade the visual quality of our house and neighborhoods. Ramp closures at Harbor, Fairview and South Coast will not only inconvenience residents, but impair access to the many businesses which contribute to our local and regional economy. 2

I hope you will listen to your Costa Mesa residents and leave the freeway alone.

Thank you for your assistance in this matter.

Sincerely

Mitzi C. Lawrence

PC-L12

From: Anh-Tuan Le [atlepe.mtoc@gmail.com]
Sent: Tuesday, July 17, 2012 4:03 PM
To: Parsons, 405.dedcomments
Cc: Christina Byrne
Subject: 405 COMMENTS

Comments on the 405 EIR/EIS:

My family resides a few hundred yards from the 405 off Magnolia Street in the City of Fountain Valley. I am a consulting engineer with extensive experience in the planning and implementation of transportation projects. I appreciate this opportunity to comment on a project in my backyard that affects the environment and the transportation economy of my children and their children for decades to come. 1

My comments underscore other vocal community opposition to the establishment of toll lanes that appear to more adversely affect local transportation facility users than commuters passing through. I am not against toll lanes per se as instrument for congestion management when it is absolutely required. I am disappointed that for such a significant size project, the alternatives proposed and the analyses presented fall quite short of the mission of OCTA and Caltrans to deliver viable transportation programs aimed at improving the "quality of life" of Orange County. Given the long-term nature of transportation investments that affect future generations of users and taxpayers, the 405 Plan, as is, is deficient in making a business investment case for public support. 2

Given the State of California's AB 32 and SB 375 mandates and regional planning guidelines promulgated by SCAG, the 405 Plan is not at all in synch with laws and regulations and best practices in transportation development planning. There is medical evidence on the increased incidence of asthma in the vulnerable young and the added health risk to frail seniors exposed to fine particle pollution along freeway corridors (schools and many senior communities dot the corridor). There is widespread acknowledgement by public health, medical, and education professionals of the alarming rise in the obesity epidemic and health problems of youths and teens and the increased economic costs associated with a car-dependent culture and urban form where there are few safe mobility options – the voice and needs of these constituents are not represented in the EIR analyses and the 405 Plan. In such context, I find the EIR's reference to air quality compliance and climate change impacts as "speculative science" bordering on the irresponsible. 3

Rather than just adding lanes to the 405, OCTA and Caltrans must evaluate the opportunity and needs for improving the corridor and its impact on local streets as an integrated transportation system. As is, the 405 Plan exacerbates the modal imbalance and inequity deeply embedded in the present transportation system. I'm not against widening the roadway, but such widening must be done in context of a clear strategy for addressing the mobility needs of the citizens of Orange County 4

PC-L12 Continued

in keeping with the Measure M2 voter approval and the laws and regulations that govern transportation project approval and funding. 4

Earlier when I posed the question to OCTA's management team at the Taxpayers Oversight Committee Meeting whether TDM measures were considered, I was disappointed that the response was merely "we plan TMP during construction" and that "yes, we think the median can be used for BRT or LRT years from now" -- neither of which addresses the TDM question. What's ignored is the greater benefit with less cost in the more astute utilization of existing modes and facility resources -- e.g., taxi dispatch stations, mitigating current hide & ride drivers with "freeway oasis" developments on strategic sliver sites, local business loop shuttles that connect, say, Little Saigon and Koreatown, Mile Square Park, and the surrounding medical complexes and other significant destinations. OCTA and Caltrans can better exploit the creative thinking of the private sector and the job-creating potential for public-private partnerships by reaching out beyond their institutional walls. 5

There are nil attempts at urban design that could mitigate the barrier effect of an enlarged 405 that separates communities like Fountain Valley and endangers the nearby residents that walk and bike, especially the large vulnerable population of seniors in the area and the many youths who bike to school. OCTA and Caltrans should explore with the community and stakeholder interests how the public art program, combined with visual guidelines for urban design, could result in iconic mitigation features that replace land taken for roadway construction with green spaces and mini-parks that are readily accessible to local residents who bike and walk. Such public art would provide meaningful functionality, more so than mere sound wall art as now seen on the SR-22 and I-5. 6

From the SR-22 Phase 1 construction by OCTA and Caltrans that went on for nearly four years, I saw how early promises of tree planting were not kept though they were mitigation measures stipulated in the EIR and presented by OCTA staff at city hearings when public acceptance was sought. Funds allocated for landscaping were eventually diverted into change orders. Dust from heavy roadway construction and unplanted slopes affected residents, businesses, and the air conditioning and health of children in nearby schools for years. Moreover, the freeway construction coupled with local streets construction made commercial centers like Little Saigon one giant construction site – in effect, dealing a gut punch to many businesses that suffered and closed because customers shy away from construction sites and circulation detours. We must avoid such poor planning and coordination in the 405 Plan. 7

Sincerely,

Anh-Tuan Le, P.E.

Orange County Measure M2 Taxpayers Oversight Committee

Member, Audit Subcommittee
Supervisorial District One

PC-L13

From: Kim Le [homerkimpson@yahoo.com]
Sent: Thursday, July 12, 2012 11:19 PM
To: Moorlach, John; Adams, Audra; Bates, Pat; Campbell, Bill; dhansen@surfcity-hb.org; CFikes@surfcity-hb.org; Nguyen, Janet; fvcrandall@yahoo.com; lorri@lorrigalloway.com; pglaab@cityoflagunaniguel.org; mpulido@santa-ana.org; pherzog@lakeforestca.gov; jamante@tustinca.org; Wendy Knowles; fvproud@fountainvalley.org; citycouncil@cityoforange.org; mayor@garden-grove.org
Subject: Stop the 405 Toll Roads!

Please, please do not put this evil plan into effect. To use Measure M money to create a toll road on a freeway that so many people depend on is to take advantage of your people, to stiff us working class stiffs, and to further pad pockets already lined. Can we please just add more carpool lanes, which promote harmony and conservation? 1
Thanks for taking the time today to read this.
Kim Le

Sent from my iPhone

PC-L14

I-405 Improvement Project
Public Hearing
Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.

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- ☐ Monday, June 4, 2012 – Orange Coast Community College
- ☐ Thursday, June 7, 2012 – Rush Park Auditorium
- ☐ Wednesday, June 6, 2012 – Westminster Community Center
- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): modesto . L. Leal	
Organization: Labors Local 652	
Address(Optional): 415 S. ORange AV #3 S.A.	
Phone Number: (714) 836-2634	Email address:

Comments: mucho tRafico

Paro ese mas tRabajos 1

(Space for comments continued on reverse)

PC-L14 Translation

Comment:

A lot of traffic, so more jobs are generated. 1

PC-L15

I-405 Improvement Project
Public Hearing
Comment Sheet

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- ☐ Wednesday, June 6, 2012 – Westminster Community Center
- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Rogelio Leal	
Organization: Labor Local 652	
Address(Optional): 1506 Highland ST Santa Ana Cal 92703	
Phone Number: (714) 834-0659	Email address:

Comments: It will also help our infrastructure of the bridges and street 1

(Space for comments continued on reverse)

Caltrans OCTA

PC-L16

6/21/12

RE STOP THE 405 FREEWAY SOUND WALL REMOVAL IN SEAL BEACH

TO Governor Brown, Seal Beach City Council, Smita Deshpande, Cal Trans, OCTA, Profiting Entities,

My name is L. Le Cou, I am writing to discuss the profound effects the newest plans for the 405widening project will have on the already beleaguered College Park East community in Seal Beach CA.
I own a home immediately on the Almond avenue running by the freeway 20 foot high sound wall. My family will be severely affected in regards to health and finances by this newest design for the freeway widening project.

Measure M was voted on and passed by the public. Its intent to add one lane each way to the 405 freeway system. A DOABLE SACRIFICE BY THIS COMMUNITY BECAUSE THE FREEWAY SOUND WALL WAS TO BE LEFT UNTOUCHED!. Caltrans,OCTA and the designing entities have radically altered the construction plans leaving our community without a voice or VOTE. The plans that cal trans, the planners, state of ca and the city have developed now, will have devastating effects on our lives, health and fragile financial statuses. Our homes are already feeling the financial losses with just the planning stages. 1

As it stands two new lanes in each direction are being presented as the new plans. Possible toll roads have been also presented. We have been told that the freeway sound wall is being removed and will take away APX 10 feet of our existing roadway on Almond avenue. Narrowing this road and depleting our parking and bringing the freeway that much closer to our homes. We are too expect the wall to not be replaced IN ANY SPECIFIC TIME FRAME. The replacement wall will not be the same height as current standard height will shorten it by two feet. UNACCEPTABLE! 2

So here is the unbearable voiceless burdens for my family and those in the same predicament. We were to put our house on the market, as we have waited awhile to be able to sell given the housing market crash. W E WERE TO DOWN SIZE TO HELP WITH OUR RETIREMENT and to alleviate other problems. A house two doors down on the market for sale is just sitting, despite plenty of prospective buyers. The reason by the prospective buyers… you guessed it, they don't want to deal with the freeways upcoming issues. So my family's expected severe loss of equity, in order to sell at a discount is not financially feasible for us. This traps us financially, at a time when we need all the help we can get. THE PROBABLE 100,000 LOSS in order to sell shouldn't be just our burden . 3

NEXT MAJOR PROBLEM . NOISE. We are already sleepless by the nearby pounding, beeping, crashing, rattling, loud voices, vibrations of the construction taking place . We are already experiencing cracking in our walls of our home. Now imagine this happening with out a sound wall and right on our immediate door steps. I am a critical care registered nurse working 12 hour shifts in a busy trauma unit. I cannot do my job without sleep. The noise factor without the freeway sound wall will not be livable. Sleep deprivation will play a heavy cost in my families life. We need that sound wall to stay where it is and Cal Trans and the state of CA need to sound proof the homes immediately next to the wall with double paned sound proof windows. We certainly can't bear the cost of lost hours on the job or replacing windows to mitigate noise. 4

Issue regarding our health besides sleep deprivation. The soot, dirt, airborne dust will exponentially increase during construction. Also, as the added lanes to nowhere at the LA county line bring congestion air pollution from idling stopped cars will increase smog. What do we do to protect our lungs? Just on my street we have lost 3 people to early death from cancer and asthma. AND AS WE ALL KNOW LACK OF SLEEP DOES NOT MAKE US NICER PEOPLE OR DRIVERS OR PARENTS, FRIENDS, NEIGHBORS, LOVERS OR ANY OTHER THING! 5

Did I mention loss of usable property being our homes will become unlivable with the wall down. Cracking of the walls etcetera. Loss of home prices due to undesirable location to the construction.
What about our lungs? Look at our cars and the dirt caking them just because of the current freeway construction. What about the additional expense to keep our cars passably clean?
Really, what about our lungs? 6

Gridlock, no the four new lanes to no where are not going to help me get home, they will delay that. Toll lanes? now really do I have to pay now to get home and do I really have to sit in traffic while they sit empty for the most part? Generating revenue at my expense is really below the belt. Studies have shown these toll roads do not generate enough to pay the cost of building them also they are underutilized. I should be able to VOTE on all these new plans! 7

What about the businesses that will be bypassed if toll roads are placed. WHAT DOES THE EIR/EIS 8

PC-L16 Continued

6/27/12

RE STOP THE 405 FREEWAY SOUND WALL REMOVAL IN SEAL BEACH

study say about that? NOT THAT I REALLY CARE. The city over built seal beach bvd against most of our wishes and failed to fix the Seal Beach bridge for the added traffic congestion that RESULTED. Timing how long ambulances take with sirens on seal beach blvd breaks my nurses heart. College park East residents have to cope with those changes brought to our lives. This is an excellent example of how EIR/ EIS STUDIES ARE NEVER CORRECT AND SKEWED TO ACCOMPLISH DESIRED OUTCOMES TO GET PROJECTS APROVED! 8

I may not have correlated my response to the EIR/EIS in a systematic fashion but come on folks im a mother and a nurse, not a engineer or lawyer… !

In conclusion, what are the plans to compensate our losses, health , sleep deprivation , real-estate losses, noise and air pollution. What real study shows our safety and health and finaces will be maintained.

We have been told the wall is coming down and the construction is going to happen. We have no voice in this process the meetings are just lip service! AS OUR ELECTED OFFICLALS WHAT DO YOU HAVE TO SAY ABOUT THIS? WHERE IS MY VOTE? THIS IS NOT THE MEASURE M WE VOTED ON! 9

Please help us!

Lorrie le Cou at 3540 Carnation Circle Seal Beach CA

PC-L17

From: ca.best@sbcglobal.net
Sent: Friday, June 08, 2012 6:51 PM
To: Parsons, 405.dedcomments
Subject: DISCREPANCIES ON YOUR REAL ESTATE DATA

Good afternoon.
I have gotten your address by Christina L. Byme, Community Relations Officer, Orange County Transportation Authority.
The purpose of this letter is to inform you that the REAL ESTATE Data you have on our property is incorrect.

The number of employees and the annual revenue need to be updated. 1

Please let me know where I can send the correct Data.
Thank you.

Byung Lee G.M.
Days Inn & Suite Huntington Beach/ Fountain Valley
9125 Recreation Circle
Fountain Valley, CA. 92708
Tel: 714)847-3388
Fax: 714)842-4192

PC-L18

RUBY & HOLLIS LEE
3611 ROSE CIRCLE
SEAL BEACH, CA 90740

July 7, 2012

Smita Deshponde
CalTrans District 12
2201 Dupont Drive, Suite 200
Irvine, CA 92612

Attn: 405 DEIR/DEIS Comment Period

Dear Ms.Deshpone,

We live in College Park East next to the wall that may be torn down. We have lived in this area for forty years and we are very upset that the wall may be torn down.

We looked at the marks that were made to show how far the wall will come into Almond. It does not make sense to remove the wall for several feet. This will involve weeks or months of having no wall at all. Almond is a street that most of the residents walk down or ride bicycles. By moving the wall it will bring us closer to the freeway which will bring more noise and lower our home values. 1

Is CalTrans prepared to buy our home at the price that the other homes in College Park East are selling for at that time? Is CalTrans prepared for lawsuits that will be brought forth because of this? 2

Is CalTrans aware that it will be much more difficult for the drivers to enter the northbound 405 because there will be four lanes to go across which probably will cause more accidents. Right now there is approximately one accident a day at Seal Beach Blvd going south. 3

Is CalTrans aware that there will be gridlock and congestion when the lanes are ending because of Los Angeles County? 4

We don't believe that these problems have really been thoroughly investigated. Please don't destroy our neighborhood. 5

Ruby W. Lee

Ruby W. Lee

PC-L19

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

Subject: State Route 405 (I-405; San Diego Freeway) between SR-73 and I-605 and Draft EIR/EIS

I am concerned about the impacts the State Route 405 improvement project will have on our community. I am especially concerned about Alternative 3 which will widen the San Diego Freeway in the City of Costa Mesa and convert an existing car pool lane to a toll lane.

Alternative 3 would require that the Fairview/I 405 interchange be demolished and rebuilt, even though it was just rebuilt three years ago. Residences and public parks near the I- 405 will be adversely affected both during construction and upon completion of the project. Problems include air pollution, noise, and degradation of the visual quality of our neighborhoods. Ramp closures at Harbor, Fairview, and South Coast will not only inconvenience residents, but impair access to the many businesses which contribute to our local and regional economy. 1

In addition, EXCUSE US, BUT THIS IS A CROCK! THERE IS NO BENEFIT TO COSTA MESA. THERE WILL BE UNACCEPTABLE PHYSICAL (ENVIRONMENTAL) IMPACTS AND ECONOMIC IMPACTS. CONSTRUCTION WILL LAST LONG ENOUGH TO AFFECT A LONG CHUNK OF PEOPLE'S LIVES AND WILL ESPECIALLY HURT THOSE WHO LIVE NEAREST – CAUSING STRESS FROM NOISE, LIGHT & ULTIMATELY TRAFFIC NOISE INCREASES. SOUND WALLS ONLY SORT OF HELP. ECONOMIC IMPACTS ARE PERMANENT. THE ONLY BENEFIT FOR #3 IS $$$ TO OCTA. PLEASE KNOW: WE PAY ATTENTION, AND WE VOTE! 2

Please include these comments in the public/administrative record for this project and the project EIR/EIS. Thank you for the opportunity to comment.

Yours truly,

WAYNE LEFFER ROBIN LEFFLER

(Name)

3000 CEYLON ROAD COSTA MESA 92626
(Address) (City)

X Please keep me informed about future hearings and future steps in the review process for the I- 405 project.

PC-L20

Gigi L [gtimes2l@gmail.com]
Tuesday, July 17, 2012 3:50 PM
Parsons, 405.dedcomments
405 Improvement Project

Dear Ms. Deshpande,

I feel compelled to write this note in regards to the San Diego Freeway (405) Improvement Project. First I must comment that I don't understand how California is able to propose the various alternatives, some of which require major adjustments, when the state is facing such financial struggles. I know that in the present economic conditions, my family has had to scale back and live more frugally. I would expect the same from the government. However that being said I want to address a few of the most important issues that affect me personally. 1

Presently, merging onto the 405 freeway from Seal Beach Blvd is dangerous! It is extremely difficult to enter onto the 405 North freeway from the Seal Beach on ramp and cross over the 7th Street exit lanes, the 605 exit lanes and finally on to the 405 lanes (crossing 5 lanes in what seems less than a block's length), with cars barreling down on you going 65-75 mph. This is an area ripe for major accidents. This small stretch cannot support two more lanes northbound. Why would Orange County event propose this when LA County has no plans of extending these lanes in the near future? As I speculate based on the economy, this will probably not happen. Why should money be spent on a project that will never be completed? Also what happens to all the cars when the lanes reduce back down? In my opinion that would not be money wisely spent. 2

Which leads to my next question: why move a sound wall ten feet? Personally, I would like to extend my kitchen wall out however due to the present economic situation I am conserving my money for necessary things that may come up. I expect the government to do the same. I expect the government to take care and do what is best for the people. I expect the government to act responsibly.There is a proposal for one lane in each direction on the 405 freeway. Based on California's budget, wouldn't that be the most responsible, financially feasible proposal to implement? I believe that widening the 405 can be done to help alleviate traffic, costing less money and distress to the community (air quality, sound level, excess traffic).There have been other alternatives proposed that would make this possible. 3

I hope that OCTA and Cal Trans will consider the suggested alternatives and act responsibly on behalf of the people of Orange County.

Thank you for taking the time to read this note.

Sincerely,
Gigi Leiby
College Park East homeowner

PC-L21

I-405 Improvement Project
Public Hearing

Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.

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- ☐ Monday, June 4, 2012 -- Orange Coast Community College
- ☐ Thursday, June 7, 2012 – Rush Park Auditorium
- ☐ Wednesday, June 6, 2012 – Westminster Community Center
- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Margarito Lemus
Organization: Laborer
Address(Optional): 1438 Magnolia Ave. Santa Ana, CA 92707
Phone Number: (714) 422-4255
Email address:

Comments: in Many Cases construction Workers have been unemployed anywhere from 8 months to a year and a half. This in effect has caused them to lose there homes. 1

(Space for comments continued on reverse)

PC-L22

RECEIVED
JUL 16 2012
OCTA
CLERK OF THE BOARD

July 1, 2012

Larry Crandall
OCTA Board Member
550 S Main St. PO Box 14184 Orange CA 92863
TEL: (714) 560 6282

Subject: I-405 widening impacting the College Park East Community in the City Seal Beach (Between the SR -73 and I-605)

Dear Board Member:

I am a resident of the City of Seal Beach College Park East Community. **I am asking you to vote for Alternative 1** for the I-405 Freeway Improvement project. This alternative will have the most limited community and environmental impacts compared to any other alternative. My community believes this alternative is the best choice because: 1

1. Alternative 1 does not encroach 10 feet into Almond St. which has an existing soundwall that protects the community. If this wall is torn down and a new wall is built for widening the I-405, it will make Almond a very narrow and probably a one way street. In case you were not aware, Almond Street is a dedicated Tsunami escape route and the only community access route out from the College Park Community. Almond Street needs to be wide and two ways configuration is needed in order to serve as an escape route due to floods and/or Tsunamis and to have bikeways 2

2. Alternatives 2 and 3 will encroach 10 feet into Almond St and will also impact to existing parks at Astor Street and at Orleander Street. Like many parks in our community, children play and senior citizens walk along Almond Street every day. Mothers and their children walk these parks every day and walk along Almond St. An alternative that encroaches into our community will create expose families and children to more vehicle exhaust which causes **respiratory problems, lung disease and/or lung cancer**. The closer the freeway is closer to our community, the more exposed to vehicle exhaust and harmful toxics. 3

3. Funding is only available for Alternative 1.
Alternatives 2 and 3 have a funding gap which will require OCTA to issue bonds and take more of the County's tax dollars. The community and residents do not favor this irresponsible tax-waste scenario. 4

4-Both alternatives 2 and 3 are proposing 10 lanes in each direction in Orange County .These lanes configuration that is being proposed by OCTA makes no sense. This creates a classic bottleneck scenario considering the fact that the I-405 in Los Angeles County contains only 6 lanes 5

5.-The MTA Los Angeles and Caltrans do not have the capital funds to widen the I-405 freeway in Los Angeles County and will not have it until at least 50 years. 6

Sincerely,
Domingo Leon 4740 Dogwood Avenue Seal Beach, CA 90740

PC-L22 Continued

I-405 WIDENING PROJECT

CITY OF SEAL BEACH: COLLEGE PARK EAST

QUESTIONS ABOUT RELOCATING THE SOUND WALLS FACING ALMOND ST AND NARROWING ALMOND ST.

1. Almond Street is a designated **Tsunami** evacuating and flood route, if you make it one way, how the evacuation path affected and what is is the mitigation route proposed. ? Almond St is the only street with and straight alignment. College Park urban design is such that no single street is continuous?

2. The houses on the East side of Almond Street will be only 12 feet from the 405 Freeway. Please provide detail of how are you going to **mitigate for noises** that will affect not only Almond, but all street parallel and perpendicular to Almond Street. Additionally, please provide Caltrans and CEQA permissible versus future noise (by decibel) .Do not refer to existing tables on the EIS .Provide detailed calculations

3. Studies have proved that inhabitants in houses which are less than 500 feet from a freeway will be affected by millions of automobile carbon monoxide and other cancernigers particles. What is your plan to mitigate this? Do not refer to tables in the EIS Please provide five independent technical studies and/or resources from **university, college professors, hospitals and other health experts your mitigation is acceptable.**

7

PC-L22 Continued

4. By narrowing Almond Street, two existing parks will be affected. One at Astor Street and the other one at Oleander Street. Why are you doing to mitigate the displacement of the parks? Furthermore, young children use these parks for recreation and exercise. By being closer to the freeway, **children will be exposed to more carbon monoxide emissions and can be be vulnerable to lung disease, asthma, cancer etc.**

5. Considering studies have shown that air pollution comes from diesel exhaust alone, children may have increased risk of asthma and other respiratory problems living 500 feet of busy roadways, and long term noise exposure can increase stress, hypertension, blood pressure, heart disease, sleep disturbance, hearing impairment, and in children, can lead to learning delays, the community demands for a complete Health Impact assessment be performed for this P.R.

6. You have stated that OCTA was unsuccessfully in convincing the Seal Beach Navy Weapon Station's local commanders in acquiring 10 feet of property on the west side of their property. Please provide meeting notes and copies of communications The Navy has an immense amount of land and encroaching into their property will only take out an access road and maybe a small amount of the existing cabbage field. Why? The response was that it was beyond OCTA, it is a political issue. I am asking for the OCTA Board to address this issue and speak to the Secretary of the Navy through the local Congress members Danna Rohrabacher, Ed Royce and Loretta Sanchez explaining the reasons why the Seal Beach College Park East community is

7 Cont.

PC-L22 Continued

opposing the encroachment and impacts to the College Park West and Almond Street freeway improvement proposal. There is no doubt there will be a community health impact if the I-405 project encroaches into our neighborhood. Taking 10 feet of property at the Navy Weapons Station area will not create the detrimental impact compared to the community.

7.Make an assessment of the appreciation and /or depreciation of homes on streets parallel and perpendicular 500 feet east of Almond St. if the sound wall is built comparing values of today's market to completion of soundwall , 5 and 10 years after.

8. THE KEY ISSUE IS: ENVIRONMENTAL JUSTICE FOR THE COLLEGE PARK EAST SEAL BEACH COMMUNITY.YOU ARE NOT DOING THIS ON THIS PROJECT

7 Cont.

Submitted by
Domingo Leon
4740 Dogwood Avenue SEAL BEACH CA 90740
Email:principefelipe007@gmail.com

PC-L23

I-405 Improvement Project
Public Hearing

Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.

Meeting Venue (please check one of the following):

- [x] Monday, June 4, 2012 – Orange Coast Community College
- [ ] Thursday, June 7, 2012 – Rush Park Auditorium
- [ ] Wednesday, June 6, 2012 – Westminster Community Center
- [ ] Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Tony Leonardo
Organization: Local Union 582 Plumbers
Address(Optional):
Phone Number:
Email address:

Comments: need alot of approvements **1**

(Space for comments continued on reverse)

Caltrans OCTA

PC-L24

I-405 Improvement Project
Public Hearing
Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.

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- ☐ Thursday, June 7, 2012 – Rush Park Auditorium
- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Tom Leonardo Jr
Organization: Plumbers Steamfitters Union 582
Address(Optional): 1746 N Shaffer St. 92865
Phone Number:
Email address:

Comments: Needs lots of improvement 1

(Space for comments continued on reverse)

Caltrans OCTA

PC-L25

From: Sue Lester [esellester@gmail.com]
Sent: Tuesday, July 17, 2012 2:00 PM
To: Parsons, 405.dedcomments
Subject: Proposed 405 fwy Project

Ladies and Gentlemen,

I am writing in regard to the OCTA proposed 405 freeway widening project, specifically Alternative #3. As a resident of Costa Mesa, I am not only concerned but taken aback that the OCTA would favor this alternative that includes demolishing a virtually brand new bridge all in favor of creating toll lanes to generate revenue for the OCTA. Residents in Costa Mesa and Huntington Beach will have their properties encroached on, traffic during this expansion will be disastrous for Costa Mesa residents due to ramp closures and the impacts hindering access to local businesses that may inhibit their sustainability, as well as impact the revenues to our local and regional economies. Our community will be subjected to unnecessary noise, air pollution, and blight from extended construction. 1

We are in the midst of one of the most difficult economic times our country has experienced. I can't fathom how the OCTA can justify such a project that ultimately will create a "traffic break" for only those who can afford it. I believe it's safe to say, the majority of commuters will not be able to afford the opportunity to use these lanes.

As I understand it, the EIR is full of holes as detailed in a letter sent to you by the Costa Mesa City Attorney. The Cities of Costa Mesa, Huntington Beach, Seal Beach, Westminster, Long Beach and Rossmoor are also opposed to this project and have formally made their oppositions known.

I encourage you to abandon this scheme to generate revenue for the OCTA and save the cities from the unnecessary burdens of your ill conceived idea. 2

I would like to remind all of you that you are on the OCTA Board from designated districts and you are supposed to protect your districts from unreasonable, unnecessary expansions. It would be in every ones best interest if you did just that!

Vote to stop alternative #3 and prevent litigation that none of our cities need!

Thank you in advance for making the right decision!

Sue Lester
Costa Mesa Resident
Costa Mesa City Council Candidate- 2012

PC-L26

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

Subject: State Route 405 (I-405; San Diego Freeway) between SR-73 and I-605 and Draft EIR/EIS

I am concerned about the impacts the State Route 405 improvement project will have on our community. I am especially concerned about Alternative 3 which will widen the San Diego Freeway in the City of Costa Mesa and convert an existing car pool lane to a toll lane.

Alternative 3 would require that the Fairview/I 405 interchange be demolished and rebuilt, even though it was just rebuilt three years ago. Residences and public parks near the I- 405 will be adversely affected both during construction and upon completion of the project. Problems include air pollution, noise, and degradation of the visual quality of our neighborhoods. Ramp closures at Harbor, Fairview, and South Coast will not only inconvenience residents, but impair access to the many businesses which contribute to our local and regional economy. 1

In addition, Many people living in Mesa North will have their property encroached on and for what? So OCTA can generate revenue for their own purposes. Alternative #2 would be a better option for all effected areas across the board including commuters. More vehicles will benefit by a HOV lane as opposed to a "toll" lane that will only provide traffic relief for those who can afford it. Costa Mesa residents & businesses will suffer; do the right thing and choose alternative #2. Thank you. 2

Please include these comments in the public/administrative record for this project and the project EIR/EIS. Thank you for the opportunity to comment.

Yours truly,

Susan Fenton Costa Mesa, Ca 92628
(Name) To Dir. 1998 Costa Mesa Costa Mesa 92626
1555 Mesa Verde East #1604 Costa Mesa 92627
283 Flower Street
(Address) (City)

✓ Please keep me informed about future hearings and future steps in the review process for the I- 405 project.

PC-L27

From: Jackie Leung [jdleung8@gmail.com]
Sent: Monday, July 16, 2012 11:00 PM
To: Parsons, 405.dedcomments
Subject: 405 Expansion and effect on Rossmoor

Dear OCTA,

As a resident of Rossmoor, the 405 expansion project is concerning on several grounds all related to the health, quality of life, and well being of my beloved neighborhood. Some things can be done to help. They are listed as follows:

I would like OCTA to analyze whether reducing northbound lanes sequentially a mile or two before the county line would help mitigate the potential for congestion, air quality impacts and the possibility of motorists using surface streets in Los Alamitos to navigate around the chokepoint. Rather than losing two lanes at the county interface, we would like OCTA to consider squeezing down capacity miles from the county line. If and when Los Angeles County increases the capacity of the 405 in Long Beach, then the additional lanes of traffic could be opened at the county line. 1

Please also conduct air quality analysis inside Rossmoor and all Rossmoor schools. 2

We are also asking that OCTA conduct a better outreach effort in Rossmoor to elicit input and carry out real dialogue about the project. 3

Regards,

Jackie Leung

PC-L28

From: Joe Leung [jjleung8@gmail.com]
Sent: Monday, July 16, 2012 10:56 PM
To: Parsons, 405.dedcomments
Subject: Rossmoor Impact

Dear OCTA,

I would like OCTA to analyze whether reducing northbound lanes sequentially a mile or two before the county line would help mitigate the potential for congestion, air quality impacts and the possibility of motorists using surface streets in Los Alamitos to navigate around the chokepoint. Rather than losing two lanes at the county interface, we would like OCTA to consider squeezing down capacity miles from the county line. If and when Los Angeles County increases the capacity of the 405 in Long Beach, then the additional lanes of traffic could be opened at the county line. 1

Please also conduct air quality analysis inside Rossmoor and all Rossmoor schools 2

We are also asking that OCTA conduct a better outreach effort in Rossmoor to elicit input and carry out real dialogue about the project. 3

Regards,

Joe Leung

PC-L29

I-405 Improvement Project
Public Hearing
Comment Sheet

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- ☐ Wednesday, June 6, 2012 – Westminster Community Center
- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): SHANE LEVOIT	
Organization: IBEW 441	
Address (Optional):	
Phone Number: 714 828 1047	Email address:

Comments: I REGULARLY TRAVEL THE 405 FWY AND BELIEVE SOME MUCH NEEDED IMPROVEMENTS ARE DUE. 1

(Space for comments continued on reverse)

PC-L30

I-405 Improvement Project
Public Hearing
Comment Sheet

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- [ ] Monday, June 4, 2012 – Orange Coast Community College
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- [ ] Wednesday, June 6, 2012 – Westminster Community Center
- [ ] Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Rosa Lizarraga
Organization: Local 398
Address(Optional):
Phone Number: 760-948-7181
Email address:

Comments: Anything To Make the 405 Parking lot more commuter friendly 1

(Space for comments continued on reverse)

PC-L31

I-405 Improvement Project
Public Hearing
Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.

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- [ ] Thursday, June 7, 2012 – Rush Park Auditorium
- [ ] Wednesday, June 6, 2012 – Westminster Community Center
- [ ] Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Richard Licerio
Organization:
Address(Optional): 271 S. Quintana Dr. Ana Ca. 92807
Phone Number: 714-397-9955
Email address: rsportsforallchildren.org

Comments: this Project will create Jobs in the city and County. this will help the Local economy. Put people to work with a Career not a hand out. 6/19/2012. 1

(Space for comments continued on reverse)

PC-L32

I-405 Improvement Project
Public Hearing
Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.

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- ☐ Thursday, June 7, 2012 – Rush Park Auditorium
- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Mike Lilly	
Organization: Local 582	
Address(Optional):	
Phone Number: (714) 317-1913	Email address:

Comments: Cut down on Travel Time 1

(Space for comments continued on reverse)

Caltrans OCTA

PC-L33

3630 Sunflower Circle
Seal Beach, CA 90740
June 27, 2012

John M W. Moorlach
2nd Supervisorial District
10 Civic Center Plaza
Santa Ana, CA 92701

Re: Renewed Measure M (or Measure M2) approved by voters on November 7, 2006
San Diego Freeway (I-405) Improvement Project proposed by the OCTA

I feel that you must be made aware of the gross miscarriage of the will of the voters. I raise these issues as they specifically relate to Orange County's Renewed Measure M (or Measure M2) approved by voters on November 7, 2006 and the San Diego Freeway (I-405) Improvement Project currently in the Environmental Impact Report (EIR) public comment period proposed by the Orange County Transportation Authority (OCTA).

I have outlined a succinct version of the voter issue below:

- The OCTA completed a study whose results suggested that the best and only way to improve the 405 freeway in North Orange County was to add a single lane in each direction.
- The OCTA and Orange County placed Measure M2 on the ballot specifically stating that additional funds were needed to add one lane to the 405 freeway in each direction. Measure M2 was supported by over 69% of the voters. Orange County residents voted to pay an additional half-cent sales tax to fund this project (and many others outlined in Measure M2).
- Following the passage of Measure M2, the OCTA reaffirmed their commitment to use the funds from Measure M2 to add one lane to the 405 freeway in each direction.
- Six years pass. Now the OCTA is proposing *THREE build options*—only one of which is the original voter-approved and voter-funded option adding a single lane to the 405 in each direction.

Based on my observations at four public meetings that I have attended concerning the three-build-option proposal, *I believe that OCTA is planning to take the tax payer's money to build something other than the voter-supported and voter-paid option outlined in Measure M2!* 1

I have taken the time to hunt through various documents and websites to obtain facts that support my contentions.

The OCTA completed a study whose results suggested that the best and only way to improve the 405 freeway in North Orange County was to add a single lane in each direction: Prior to voter-approval of Measure M2, the OCTA completed the "Interstate 405 Major Investment Study." The "Interstate 405 Major Investment Study" 2

PC-L33 Continued

(as adopted by the Orange County Transportation Authority Board of Directors on October 14, 2005) is summarized and states:

"Alternatives for Improvement

An initial 13 alternatives were narrowed down to two: a minimal widening option (alternative 4) and a moderate widening option (alternative 8b). These alternatives were the result of an extensive collaboration between the OCTA study team, traffic engineers, local public officials, business and community leaders, and commuters and local residents, all of whom gave of their time, ideas, and comments to the study effort. **The alternatives for improvement represent a community consensus about what is feasible to do to improve I-405 in the years ahead.**

After reviewing both alternatives, the project's policy group, consisting of elected officials, city managers and technical staff from each affected city, made a decision to **recommend to the OCTA Board of Directors that only the minimal widening alternative (alt. 4) be moved forward into the environmental study phase. The Board's Regional Planning & Highways Committee confirmed this decision on September 19. The OCTA Board ratified this approach by choosing alternative 4 as the Locally Preferred Alternative on October 14, 2005.**

Alternative 4 adds a general purpose lane in each direction between Brookhurst Street and I-605. It adds auxiliary lanes, linking an on-ramp to the next offramp, in many locations. Alternative 4 generally stays within the existing right-of-way, but there are some property acquisitions in the vicinity of two interchanges requiring improvement. Those interchanges are at Springdale Street/Westminster Avenue and at Magnolia Street/Warner Avenue.

Next Steps

Now that the Board has elected to further study the minimal widening alternative, state and federal regulations require the preparation of an Environmental Impact Report (EIR). Funding is not currently available to begin the EIR process. The process of producing those reports will further refine the project(s) ultimately to be constructed. Once funding is identified it will take two to three years to complete the EIR."[1]

2

The OCTA and Orange County placed Measure M2 on the ballot specifically stating that additional funds were needed to add one lane to the 405 freeway in each direction. Measure M2 was supported by over 69% of the voters. Orange County residents voted to pay an additional half-cent sales tax to fund this project (and many others outlined in Measure M2: On November 7, 2006, the voters of Orange County, California approved Renewed Measure M (also known as Measure M2) imposing a half-cent sales tax in Orange County designed to fund transportation improvements. **The text of this voter-approved ordinance states:**

3

[1] "What is the San Diego Freeway (I-405) Major Investment Study?" http://www.octa.net/default.aspx?id=21798&terms=405+mis

PC-L33 Continued

"The improvements will adhere to recommendations of the Interstate 405 Major Investment Study (as adopted by the Orange County Transportation Authority Board of Directors on October 14, 2005) and will be developed in cooperation with local jurisdictions and affected communities."[2]

3

Following the passage of Measure M2, the OCTA reaffirmed their commitment to use the funds from Measure M2 to add one lane to the 405 freeway in each direction: Following the passage of Measure M2, The OCTA 2006 Annual Report lauds itself and the voters of Orange county stating:

"On November 7, 2006, Orange County voters made history by approving the Renewed Measure M Transportation Investment Plan. This is the first time since 1912 that a transportation measure has received a greater than two-thirds majority in Orange County. Orange County voters passed the renewal its first time on the ballot, **a testament to OCTA's success in keeping the promises** of the original Measure M."[3]

Two pages later in the annual report, the OCTA reaffirms its commitment to adding a single general purpose lane in each direction to the 405 freeway (the minimal widening option).

"Work began on the Project Study Report for the San Diego Freeway (I-405) MIS after the OCTA Board selected Alternative 4 (the minimal widening option) as the Locally Preferred Strategy."[4]

4

Six years pass. Now the OCTA is proposing THREE build options—only one of which is the original voter-approved and voter-funded option adding a single lane to the 405 in each direction: The OCTA has prepared its Environmental Impact Report (EIR) and is in the public comment phase of the report. *Three build options are outlined.* **The proposed "Build Alternative 1" is the option that was presented to the voters in 2006, approved by the voters in 2006, and funded by Orange County tax payers.**

"Build Alternative 1: Add One General Purpose Lane in Each Direction

- Adds a single general purpose lane in each direction of the I-405 freeway from Euclid Street to the I-605 interchange
- Interchange improvements within the project limits

Build Alternative 2: Add Two General Purpose Lanes in Each Direction

- Alternative 2 would add one general purpose freeway lane in each direction on I-405 from Euclid Street to the I-605 interchange (as in Alternative 1), plus add a second general purpose lane in the northbound direction from Brookhurst Street to the SR-

5

[2] "San Diego Freeway (I-405) Improvements between the I-605 Freeway in Los Alamitos area and Costa Mesa Freeway (SR-55)", Renewed Measure M Transportation Investment Plan, by Orange County Local Transportation Authority, Page 13, taken directly from the full text of Measure M. http://www.octa.net/MeasureM2/REST/ContentStream.ashx?entryId=1346&mode=Download

[3] "Renewed Measure M", OCTA 2006 Annual Report, by Orange County Local Transportation Authority, Page 7. http://www.octa.net/uploadedfiles/Files/pdf/octa_annual_2006.pdf

[4] "Freeways", OCTA 2006 Annual Report, by Orange County Local Transportation Authority, Page 9. http://www.octa.net/uploadedfiles/Files/pdf/octa_annual_2006.pdf

PC-L33 Continued

22/7th Street interchange and a second general purpose lane in the southbound direction from the Seal Beach Boulevard on-ramp to Brookhurst Street.

Build Alternative 3: Express Facility Alternative

- Adds one toll lane to the existing carpool lane that will be managed together (Federal Highway Administration tolling authority required)
- Adds a single general purpose lane in each direction of the I-405 freeway from Euclid Street to the I-605 interchange
- Interchange improvements within the project limits"[5] 5

Obviously, both Build Alternative 2 and Build Alternative 3 are NOT "minimal widening options" as proposed, supported, and paid for by the voters in 2006. The OCTA used voter-approved tax payer money allocated to the minimal build option to make preliminary plans for two other alternatives NOT supported by voters. The OCTA is currently completing an EIR for those two plans as well using voter-approved tax payer money allocated to prepare an EIR for only Build Alternative 1. There are many, many other issues with the proposed project including air quality, insufficient funds, noise, bottlenecks that the project would create rather than solve, using taxpayer monies to build toll lanes when the ordinance approved specifically mentions freeways, sound walls, right of way, eminent domain, etc. Most of these issues are exasperated by Build Alternative 2 and Build Alternative 3, but these issues are not the focus of my letter to you. 6

Based on the attitude and the tone of the four public meetings that I have attended concerning the OCTA's current proposal, I strongly believe that the OCTA is heavily leaning toward Build Alternative 3. The meetings have struck me as public relations meetings designed to convince people that Build Alternative 3 is the best option. **The voters of Orange County both SUPPORTED and PAID for Build Alternative 1. No other options should be "considered". *The government is flouting the will of the voter.* Please do everything that you can to help make sure that the will of voters is implemented—support Build Alternative 1.** 7

Thank you for taking the time to review this letter.

Adam Littig
3630 Sunflower Circle
Seal Beach, CA 90740
adam@adamlittig.com
562-508-0803

[5] "San Diego Freeway (I-405) Improvement Project." http://www.octa.net/I-405/IPO.aspx

PC-L34

From: Adam H. Littig [adamlittig@gmail.com]
Sent: Tuesday, July 17, 2012 4:05 PM
To: Parsons, 405.dedcomments
Subject: Traffic bottleneck

What is the environmental impact of of improving the 405 in orange county and doing nothing in LA county? Won't doing nothing create a bottle neck similar to the north 5 at the OC/LA county line or the one on the north 405 at harbor? Aren't you merely moving and worsening the problem? What is the environmental impact on Seal Beach? 1
Adam Littig

PC-L35

From: Adam H. Littig [adamlittig@gmail.com]
Sent: Tuesday, July 17, 2012 4:09 PM
To: Parsons, 405.dedcomments
Subject: Almond ave parking and traffic flow

What is the envrionmental impact of moving the almond sound wall to almond avenue and traffic flow and parking? 1

PC-L36

From: Adam H. Littig [adamlittig@gmail.com]
Sent: Tuesday, July 17, 2012 4:11 PM
To: Parsons, 405.dedcomments
Subject: Health effects of destroying the almond sound wall

What are the health effects--especially to little children playing at the park--of destroying the existing almond sound wall? 1

PC-L37

From: Adam H. Littig [adamlittig@gmail.com]
Sent: Tuesday, July 17, 2012 4:13 PM
To: Parsons, 405.dedcomments
Subject: Noise polluting from destruction and construction of almond sound wall

What are the environmental effects and noise pollution consequences of the destruction and construction of the almond sound wall to seal beach? 1

PC-L38

From: Adam H. Littig [adamlittig@gmail.com]
Sent: Tuesday, July 17, 2012 4:15 PM
To: Parsons, 405.dedcomments
Subject: Safety issues for almond sound wall destruction

Prior to the construction of the almond sound wall, home invasions were regular occurrences in college park east because of the easy freeway escape route. Whereas the cost and plans for 24 hour security during the sound wall project? 1

PC-L39

From: Adam H. Littig [adamlittig@gmail.com]
Sent: Tuesday, July 17, 2012 4:17 PM
To: Parsons, 405.dedcomments
Subject: Minimal locally preferred alternative

The minimal locally preferred alternative financed by the voters through the passage of measure M is your build option 1. How will the voters be informed of the miscarriage of their will? When will the vote on alternative 2 and 3 occur? 1

PC-L40

From: Adam H. Littig [adamlittig@gmail.com]
Sent: Tuesday, July 17, 2012 4:18 PM
To: Parsons, 405.dedcomments
Subject: Legality of measure M funds for toll lanes

Why isn't the potential cost of lawsuits related to misuse of voter funds allocated for freeways being used for tollways considered in the report? 1

PC-L41

From: Adam H. Littig [adamlittig@gmail.com]
Sent: Tuesday, July 17, 2012 4:21 PM
To: Parsons, 405.dedcomments
Subject: Loss of carpool lane

Build option 3 changes the existing carpool lane to a pay lane for 2 people and a free lane for 3 people in a vehicle. What is the environmental impact of those 2 person vehicles existing the carpool lane in seal beach and reentering the lane in irvine? How is traffic flow affected by this unstudied alternative 3 impact? 1

PC-L42

From: Adam H. Littig [adamlittig@gmail.com]
Sent: Tuesday, July 17, 2012 4:22 PM
To: Parsons, 405.dedcomments
Subject: Failure to continue express lanes in LA county

How is the failure to continue the express lanes in build alternative 3 into LA county going to affect congestion and traffic flow and air quality in seal beach and long beach 1

PC-L43

From: Adam H. Littig [adamlittig@gmail.com]
Sent: Tuesday, July 17, 2012 4:28 PM
To: Parsons, 405.dedcomments
Subject: Minimal right of way impacts

Your plans claim minimal impact to right of way, yet no studies have been do to the approximately 1 mile right of way impact to almond avenue, college park east, and seal beach. How is one mile minimal? No study's have been made of this impact. 1

PC-L44

From: Adam H. Littig [adamlittig@gmail.com]
Sent: Tuesday, July 17, 2012 4:36 PM
To: Parsons, 405.dedcomments
Subject: Seal beach naval weapons station

In a meeting it was claimed that the seal beach naval weapons station won't give up 10 feet of land because of a blast radius issue for a middle repair facility. This argument is based on old data. The seal beach naval weapons station is the only naval weapons station on the west coast which means they store ALL naval nuclear weapons at this facility. The blast radius is many miles. When will this option be revisited? What is the environmental impact of taking 10 feet of dirt versus to feet of sound wall, parking, and road? 1

PC-L45

From: Adam H. Littig [adamlittig@gmail.com]
Sent: Tuesday, July 17, 2012 4:40 PM
To: Parsons, 405.dedcomments
Subject: Appearance of predetermined decision

The EIR "studies" three alternatives, but clearly argues for option 3 against the will of the voters and the people attending the public meetings. Why isn't option 0 (no build) studied? Why isn't some consideration made to the idea that maybe no project is appropriate given the state of LA county improvements? 1

PC-L46

I-405 Improvement Project
Public Hearing

Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.

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- ☐ Monday, June 4, 2012 – Orange Coast Community College
- ☐ Thursday, June 7, 2012 – Rush Park Auditorium
- ☐ Wednesday, June 6, 2012 – Westminster Community Center
- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): FRANK LEMONICO
Organization: SOUTHLAND MECHANICAL
Address (Optional):
Phone Number: 949-496-6905
Email address:

Comments: 1) THE 405 FWY NEEDS A MONO RAIL DESIGNED DOWN THE CENTER.
2) EMERGENCY LANE.
3) TRUCK LANE ONLY. 1

(Space for comments continued on reverse)

PC-L47

6/26/12

To whom it May concern,

We, the Loneys (John & Van) resident of College Park East - do not wish to have the sound wall move as it will affect the quality of life and the noise impact which we would feel. 1

Thankyou

Van Loney
vanloney@gmail.com

PC-L48

I-405 Improvement Project
Public Hearing

Comment Sheet

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- ☐ Thursday, June 7, 2012 – Rush Park Auditorium
- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Kyle Lonsberry
Organization: Local 582
Address(Optional):
Phone Number: 949-212-1553 Email address:

Comments: Needs improvement, ASAP. 1

(Space for comments continued on reverse)

PC-L49

I-405 Improvement Project
Public Hearing
Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.

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- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last):	Angel Lopez
Organization:	5401 Lucky St. Santa Ana
Address(Optional):	
Phone Number: 714-265-5746	Email address:

Comments: me gusta como va para de ser dura el tay eco uber trabajo 1

(Space for comments continued on reverse)

PC-L49 Translation

Comment:

I like it because it is going to help with traffic and with jobs. 1

PC-L50

I-405 Improvement Project
Public Hearing
Comment Sheet

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- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Austreberto G López	
Organization: Union Labors 652	
Address(Optional):	
Phone Number:	Email address:

Comments: Se nesesita El fW para aliviangr El Trafico En Todas formas y sea mas facil llegar al Trabajo y Tener mas Trabajo de contruction 1

(Space for comments continued on reverse)

PC-L50 Translation

Comment:

The freeway is needed to alleviate the traffic in every form, so it can be easier to get to work and also have more construction jobs. 1

PC-L51

I-405 Improvement Project
Public Hearing
Comment Sheet

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Name (First and Last): CIRIACO Z. LOPEZ.	
Organization: Labor Local 652	
Address(Optional): 1713 HALLADAY SANTA ANA CA. 92705	
Phone Number:	Email address:

Comments:
IT WILL IMPROVE TRAFFIC DURING PEAK HOURS AND ALSO IT WILL HELP TO CREATE MORE JOBS

1

(Space for comments continued on reverse)

PC-L52

I-405 Improvement Project
Public Hearing
Comment Sheet

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- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): David Lopez	
Organization:	
Address(Optional):	
Phone Number: (323) 695-8480	Email address: davidlopez16@sbcglobal.net

Comments:
I strongly agree that the 405 project Extension is needed. It will help ~~build~~ manufacture more jobs and in turn stimulate the California Economy.

1

(Space for comments continued on reverse)

PC-L53

I-405 Improvement Project
Public Hearing
Comment Sheet

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- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Felipe S Lopez	
Organization: Local 652	
Address(Optional):	
Phone Number:	Email address:

Comments: Se necesita para que el trafico corra mas Rapido y con mas Seguridad 1

(Space for comments continued on reverse)

PC-L53 Translation

Comment:

It is needed so traffic flows faster and safer. 1

PC-L54

I-405 Improvement Project
Public Hearing
Comment Sheet

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- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Gyovanny Lopez
Organization:
Address(Optional): 14645 Hawes Street Whittier CA 90604
Phone Number:
Email address: gyovannylopez42@hotmail.com

Comments: I drive thru this freeway and there is always lots of trafficie, makes commute difficult. This project is needed. Alternative 3 is the best solution to this problem. 1

(Space for comments continued on reverse)

PC-L55

I-405 Improvement Project
Public Hearing
Comment Sheet

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- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Ismael López
Organization: Local 652 Laborer
Address(Optional): 620 E Chalynn cir orange CA 92866
Phone Number: (714) 771-1670
Email address:

Comments: empleo en el comercio de construcción esta en lo mas bajo de todos los tiempos 1

(Space for comments continued on reverse)

PC-L55 Translation

Comment:

Employment in the construction industry is at its lowest point ever. 1

PC-L56

I-405 Improvement Project
Public Hearing
Comment Sheet

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- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): JESUS A. LEAL LOPEZ	
Organization: Labor Local 652	
Address(Optional):	
Phone Number: 714-836-7585	Email address:

Comments: EMPLOYMENTS IS REALLY LOW & HAVE EXHAUSTED THEIR/OUR UNEMPLOYMENT BENEFITS & HAVE CAUSED ALOT OF HOME OWNERS TO LOOSE THEIR HOMES. THIS PROJECT IS GOOD CREATE ALOT OF JOBS FOR THE CITY AND THE COUNTY. 1

(Space for comments continued on reverse)

PC-L57

I-405 Improvement Project
Public Hearing
Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.

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- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Jorge Lopez
Organization:
Address(Optional): 2529 S. Lowel Santa Ana Ca. 92707
Phone Number: 714) 5461825
Email address:

Comments: Need more work - The Freeways Need to be Expanded Due to over crowding Traffic. I am a Construction worker in I Build freeway That why This Project is Very Imporatant. 1

(Space for comments continued on reverse)

PC-L58

I-405 Improvement Project
Public Hearing
Comment Sheet

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- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): JOSE L. LOPEZ
Organization:
Address(Optional):
Phone Number: (562)841-5188
Email address:

Comments: BETTER ROADS, LESS ACCIDENTS. 1

(Space for comments continued on reverse)

PC-L59

I-405 Improvement Project
Public Hearing
Comment Sheet

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Name (First and Last): Manuel E Lopez	
Organization: Labors Local 652	
Address(Optional): 1109 N Spurgeon ST Santa Ana CA 92701	
Phone Number: 714) 760-3751	Email address:

Comments: mucho Trafico muchos acsidentes
nescesitamos mas Lines en el Friques
para ebitar todos esos acsidentes, 1

(Space for comments continued on reverse)

Caltrans OCTA

PC-L59 Translation

Comment:

A lot of traffic, too many accidents; we need more lanes in the freeways to avoid all these accidents. 1

PC-L60

I-405 Improvement Project
Public Hearing
Comment Sheet

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Name (First and Last): MARK Lopez
Organization: Labor Local 652
Address(Optional): 613 W Melin C.A.
Phone Number:
Email address:

Comments: It will also help our infrastructure, the bridges & street } 1

(Space for comments continued on reverse)

PC-L61

I-405 Improvement Project
Public Hearing
Comment Sheet

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- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Ramon Lopez
Organization:
Address(Optional): 3500 Griffith Ave, LA CA 90031
Phone Number:
Email address: monch54@hotmail.com

Comments: This improvement project is important because it will improve traffic conditions. The important part it will enhance road safety } 1

(Space for comments continued on reverse)

PC-L62

I-405 Improvement Project
Public Hearing
Comment Sheet

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Name (First and Last): RAMON L LOPEZ	
Organization:	
Address (Optional):	
Phone Number: 714 7220964	Email address:

Comments:

QUEREMOS QUE AYA MAS TRABAJOS
QUE AYA MENOS CONGESTIONAMIENTO } 1

(Space for comments continued on reverse)

PC-L62 Translation

Comment:

We want more jobs and less traffic. } 1

PC-L63

I-405 Improvement Project
Public Hearing
Comment Sheet

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Name (First and Last): RIGOBERTO LOPEZ
Organization: Labor Local 652
Address(Optional): 16951 WELLS ST LAKE ELSINORE CA. 92530
Phone Number: (951) 764-9364 CELL (951) 674-9244 HOME
Email address: RIGO LOPEZ 59@YAHOO.COM

Comments: DEAR PROJECT PUBLIC HEARING IT'S BEEN HAVING EXHAUSTED W/ BENEFITS & WAGES I NEED HELP W/ ECONOMY IN MY HOME W/ MY FAMILIES BEFORE GET WORSE W/ CONSTRUCTION TRADE ALSO FINANCIAL HARDSHIP 1

(Space for comments continued on reverse)

PC-L64

I-405 Improvement Project
Public Hearing
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Name (First and Last): VICTOR A LOPEZ
Organization: Labors Local 652
Address(Optional): 1713 Halladay St Santa Ana CA 92707
Phone Number: 1662-618-3194
Email address:

Comments: By doing the I-405 Improvement Project I think It will create more Jobs for the community, and It will improve in the trafic in peak period (hours). It will be good for all people because they will be spending more time with their family by not been stack in traffic. 1

(Space for comments continued on reverse)

PC-L65

From: Tim Lough [tlough@gmail.com]
Sent: Monday, June 18, 2012 7:54 PM
To: Parsons, 405.dedcomments
Subject: AGAINST

I have read the documents on the Department of Transportation web site, and I am AGAINST this project.

The freeway is plenty wide and only becomes congested during rush hour. 1

I would prefer to look at innovative solutions to clean, mass transit or ways to reduce commuting to work, rather than to stick with 70's era "just make the freeway wider" thinking. My God, the freeway is already sixteen lanes wide!! 2

Judging by your email address I'm guessing that you are not impartial on this matter. Nonetheless, I hope that you will pass along my comments and wishes.

Tim Lough

PC-L66

From: Andrea Erickson [mailto:andreaerickson@cox.net]
Sent: Thursday, June 07, 2012 9:43 PM
To: Christina Byrne
Subject: 405 plans- Ellis

I am writing to voice my opinion regarding the proposed expansion plans of the 405 Fwy. And the off ramp on Ellis. This off ramp would cause irreparable harm to an established Costa Mesa neighborhood and a lovely neighborhood park, (Moon Park). I have several family members and friends in the Mesa Verde neighborhoods and worked for many years in a local business park. The river trail offers a lovely oasis during the work week and Moon Park provides local families a convenient and fun play area. And yes, I spend a great deal of time on the 405Fwy but I believe that any perceived benefit of this plan is off set by the expense, cost, added pollution and inevitable impact on our neighborhoods. I strongly urge a bike path that would encourage better health and perhaps lessen our dependence on the auto. 1

Thank you for your review,

Andrea Erickson Lowery
25271 Dayton
Lake Forest, CA

PC-L67

I-405 Improvement Project
Public Hearing
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Name (First and Last): MICHAEL CHAVEZ LOZA	
Organization: Labor Local 652	
Address(Optional): 835 S. OLIVE ST SANTA ANA CA.	
Phone Number: (714) 2966367	Email address:

Comments: I STRONGLY BELIVE THAT THIS IS A GREAT PROJECT. THIS WILL REDUCE CONGESTION, INCREASE MOBILITY AND IMPROVE TRIP RELIABILITY AND ALSO THIS WILL CREATE JOBS FOR MANY PEOPLE 1

(Space for comments continued on reverse)

Caltrans OCTA

PC-L68

From: Kris Ludington [kludington@socal.rr.com]
Sent: Monday, July 16, 2012 7:43 PM
To: Parsons, 405.dedcomments
Cc: kludington@socal.rr.com
Subject: 405 Expansion Project Comments

I am a long time resident of Midway City, 40+ years, and absolutely understand the need to widen the 405. However, I vehemently oppose imminent domain. Although I would prefer not to have any widening from a personal perspective, I would support the addition of 1 lane each way. In no way would I support the addition of more than 1 lane nor a toll road type of lane. 1

Some significant concerns include the following:

- Noise – what will be done to sound proof the adjacent neighborhoods? If this includes sound walls, how will the possibility of graffiti be handled? 2
- Traffic – traffic is already an issue in and out of the track in which I live. How will this be addressed to minimize any additional traffic? 3
- Safety – along with additional traffic comes the issue of public safety. What is being done to address this and ensure public safety? 4
- Property Values – what is being done to protect if not enhance the property values of the current neighborhoods in the impacted areas? 5
- Filth – this expansion will bring the freeway that much closer to my doorstep and along with it additional dirt and grime. How is this being addressed? 6

What areas have been included in any and all environmental impact reports for each of the issues above? How is this being funded? Will there be an additional tax? This I will not support. I ask that you please consider those in the impacted areas as you come to a conclusion that would be a benefit to all concerned. 7

Respectfully,
Kris Ludington

PC-L69

From: Robert Lujan [r.lujan@verizon.net]
Sent: Sunday, July 15, 2012 7:04 PM
To: Parsons, 405.dedcomments
Cc: r.lujan@verizon.net
Subject: 405 FWY CONSTRUCTION CONCERNS

My wife and I are both residents of Rossmoor and have been for many years. My wife suffers from respiratory problems , I am 76 years of age and healthy enough to be employed , But I must admit my health is reaching a point where I am more sensitive to pollution and other environmental concerns . I am in full support of the issues presented by our association. 1
Robert and eva

PC-L70

I-405 Improvement Project
Public Hearing

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Name (First and Last): Elias Luna	
Organization: Local 582	
Address(Optional): 1643 Gulf Ave Wilmington CA 90744	
Phone Number: 310-344-1616	Email address:

Comments: Traffic is heavy, that will improve the commute back & forward 1

(Space for comments continued on reverse)

PC-L71

I-405 Improvement Project
Public Hearing
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- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Rudy Luna	
Organization: Cement Masons	
Address(Optional):	
Phone Number: 714 558-0619	Email address:

Comments: Our Freeways are heavily congested, we need more lanes at the 405. 1

(Space for comments continued on reverse)

PC-L72

From: Esther Lurwig [elur6483@roadrunner.com]
Sent: Sunday, July 01, 2012 2:47 PM
To: Parsons, 405.dedcomments
Subject: : 405 frweeway by College Paark East Homes

Ms Smith Deshpande, Branch Chief Caltrans District 12 , Attn: 405 DEIR/DEIS Comment Period, 2201 Dupont Drive, #200, Irvine, Ca., 92612

Dear Ms Smith:

This is my response to the Community meeting held June 26, 2012 held in Seal Beach Community Center.

Moving the existing wall on Almond Street, Seal Beach, Ca. closer to the homes in College Park East will increase noise, air pollution. and increase more dust into my home that I cannot open my windows and doors

Movement of the Almond Avenue sound wall will cause many accidents when cars have to get out fast in case of an emergency. The street will not be wide enough for two lane cars. We only have two ways to get out of this tract, by moving the sound wall closer to homes will be a disaster , decrease the value of our homes, loss of vegetation One cannot sleep well with the busy traffic noise all day and night

The wall will be down until completion 2019, this is not safe for the residents, burglars wil enter the homes etc.

You do not need an additional lane for toll, when this this project first started you stated, "if the government will give you some of their land, you will not have to touch this wall . You have installed the lanes on the government property. We do not need a toll road lane. 1

Stopping the additional lanes at the county line will cause increase traffic gridlock along both the 22 and 605 fwys. Additional noise and air pollution caused by the parking lot between the 22 and the 605.
It is irresponsible of OCTA and CalTrans to add up to two more lanes northbound on the 405 knowing LA County has no plans to add the same in the next 10 - 15 years, if at all. (Total lanes will be six too many) 2

Going northbound 405 at SB blvd, will be difficult as the first two lanes will exit at Seventh St, the next two lanes become start of the 605 fwy, one will have to get over four lanes to continue on the 405 north. 3

PC-L72 Continued

Excess traffic will go onto Lampson Ave and Seal Beach Blvd. which is now used as a bypass for the 405, 4

What is the air quality impacts of SB College Park East? 5

Toll express toll lane will only serve three people per vehicle. People who can afford to use it may be the only ones to use it. This lane will bypass local shopping areas causing a loss of sales tax revenue. 6

With a center line movement, a 4 foot shoulder and 405 realignment the Almond Ave. sound wall will not need to be moved into SB College Park East. 7

Yours truly

Esther Lurwig

PC-L73

I-405 Improvement Project
Public Hearing

Comment Sheet

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- ☐ Thursday, June 7, 2012 – Rush Park Auditorium
- ☑ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): MRS. TRINNA L. Lytle

Organization:

Address (Optional): 3550 Goldenrod Cr., Seal Beach Ca 90740

Phone Number: 562 493 1213

Email address: T3L44@yahoo.com

Comments: I have been an owner at this address since 1988. We were aware of the 405 when we bought the property, but with the Sound Wall and with ample trees on the freeway side of the wall to help deflect the noise and particulate matter, it seemed that our concerns might have little basis. 1

Then the trees were removed, and replaced with nothing to help offset the dirt, the noise and the airborne debris, and the traffic volume

(Space for comments continued on reverse)

PC-L73 Continued

continued to increase.

The quality of life on my cul de sac has been adversely affected already and will be even more degraded by Any increase in traffic and the accompanying by products. 1

The EIR does not sufficiently address this noise and pollution, nor does it make any reference to the health hazards posed by this pollution. 2

There seems to be a disproportionately large consideration given to those drivers passing through on our freeways and a disproportionately small consideration given to those of us who live in the area, and the damage this pollution does to property. 3

I want the freeway Sound Wall to be left in place. I want dense landscaping (as in large trees) on the freeway side of that Sound Wall. 4

If you must build something, what about Mag-Lev or Express Bus Lanes to reduce cars & their pollution? One lane each direction added is the only acceptable alternative. 5

Please use another sheet if you need more space for your comments.

To submit completed response sheets, please return to staff member, place in the comment box or mail by July 2, 2012 to:
Ms. Smita Deshpande
Branch Chief – Caltrans District 12
"Attn: 405 DEIR-DEIS Comment Period"
2201 Dupont Drive, Suite 200
Irvine, CA 92612

Responses may also be emailed to:
405.dedcomments.parsons@parsons.com

For more information on the I-405 Improvement Project, please contact:
Christina Byrne, Outreach Manager
(714) 560-5717
www.octa.net/405Improvement
www.facebook.com/405Improvement

RESPONSE TO PUBLIC COMMENTS (PC)-L

Response to Comment Letter PC-L1

Comment PC-L1-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-L2

Comment PC-L2-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Soundwalls S907 and S935 have been recommended in this area to abate traffic noise impacts to College Park and residences along the southbound Bolsa Avenue on-ramp, respectively. Soundwalls are designed in accordance with Caltrans guidelines. This project cannot recommend soundwalls to be higher or longer than required by Caltrans requirements. Please also see Common Response – Noise/Noise Analysis.

Response to Comment Letter PC-L3

Comment PC-L3-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Comment PC-L3-2

Please see Responses to Comments PC-L2-1 and PC-B25-3.

Comment PC-L3-3

No one is obligated to use the Express Lanes in Alternative 3. Express Lanes provide an option for a reliable uncongested trip in exchange for payment of a toll. Please see Common Response – Opposition to Tolling.

Comment PC-L3-4

Please see Common Response – Measure M Funding.

Comment PC-L3-5

The I-405 Improvement Project may have an effect on property values, but it is not likely to be a major change because I-405 is an existing facility within Orange County. In addition, Caltrans has found no literature, studies, or evidence that property values decrease because of freeway widening near a home. Please see Common Response – Property Values.

Response to Comment Letter PC-L4

Comment PC-L4-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Only Alternative 3 would require replacement of the Fairview Road Overcrossing. Caltrans/OCTA have considered design options to avoid replacement of the Fairview Road Overcrossing under Alternative 3. Please see Common Responses – Replacement of Fairview Road Overcrossing/Truncation of Tolled Express Lanes and Preferred Alternative Identification.

Response to Comment Letter PC-L5

Comment PC-L5-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Only Alternative 3 would require replacement of the Fairview Road Overcrossing. Caltrans/OCTA have considered design options to avoid replacement of the Fairview Road Overcrossing under Alternative 3. Please see Common Responses – Replacement of Fairview Road Overcrossing/Truncation of Tolled Express Lanes and Preferred Alternative Identification.

Response to Comment Letter PC-L6

Comment PC-L6-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Please see Response to Comment PC-B20-1.

Response to Comment Letter PC-L7

Comment PC-L7-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-L8

Comment PC-L8-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Comment PC-L8-2

We appreciate the comment. Regarding the change in occupancy requirement to three persons per vehicle in the Express Lanes of Alternative 3, please see Common Response – Opposition to Tolling.

Comment PC-L8-3

The experience on SR-91 is that motorists from all income groups use the Express Lanes. Furthermore, all users of I-405 would benefit from the Express Lanes regardless of whether they use the Express Lanes or the GP lanes. Slow-moving congested freeway lanes have lower and unstable throughput compared to uncongested lanes. During peak periods, the GP lanes on I-405 are forecast to be heavily congested with lower throughput (approximately 1,200 vehicles per lane per hour) than the Express Lanes, whose throughput will be managed to approximately 1,700 vehicles per lane per hour. For an explanation of how this management works, see the Draft EIR/EIS, page 2-20. By providing more throughput per lane through management of the

Express Lanes, traffic in the GP lanes would be reduced and congestion eased; for two conditions with the same total number of lanes and congested conditions, congestion in the GP lanes would be less if two of the lanes were managed to increase their throughput. Please see the rows of Table 3.1.6-14 labeled "Brookhurst Street to SR-22 East" for a comparison of the throughput of Alternatives 2 and 3 with the same total number of lanes.

Comment PC-L8-4

It is correct that the Express Lanes depend on congestion. All of the build alternatives are anticipated to reduce congestion in the I-405 corridor; none are expected to eliminate congestion in the corridor, including the portion of the corridor south of Brookhurst Street in Costa Mesa, as shown in Draft EIR/EIS Tables 3.1.6-4, 3.1.6-5, 3.1.6-12, and 3.1.6-13.

Comment PC-L8-5

With respect to access to the Express Lanes in Costa Mesa, please see Common Response – Replacement of Fairview Road Overcrossing/Truncation of Tolled Express Lanes.

Response to Comment Letter PC-L9

Comment PC-L9-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-L10

Comment PC-L10-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Comment PC-L10-2

A regional emissions analysis was completed based on VMT and vehicle speeds. Regional criteria pollutant and VOC emissions are presented in Tables 3.2.6-5 through 3.2.6-7 of the

EIR/EIS. Differences in the anticipated 2020 and 2040 operational emissions for Alternative 3 are minimal. Tables 3.2.6-6 and 3.2.6-7 show that emissions for the build alternatives are generally less than the existing and future no-build conditions. This decrease is due to higher vehicle speeds, which generally result in lower emission rates; therefore, the project would result in a beneficial effect related to regional operational emissions. Please see Common Responses – Air Quality and Health Risks.

Comment PC-L10-3

The project's anticipated impacts to the human environment are described in Chapters 3 and 4 of the Draft EIR/EIS. There are no endangered species in the project area.

Comment PC-L10-4

Caltrans and OCTA acknowledge your opposition to Alternative 3. Please see Common Response – Opposition to Tolling.

Response to Comment Letter PC-L11

Comment PC-L11-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Responses – Preferred Alternative and Opposition to Tolling.

Only Alternative 3 would require replacement of the Fairview Road Overcrossing. Caltrans/OCTA have considered design options to avoid replacement of the Fairview Road Overcrossing under Alternative 3. Please see Common Responses – Replacement of Fairview Road Overcrossing/Truncation of Tolled Express Lanes and Preferred Alternative Identification.

Comment PC-L11-2

Please see Response to Comment PC-L11-1.

Response to Comment Letter PC-L12

Comment PC-L12-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Comment PC-L12-2

Caltrans and OCTA acknowledge your opposition to tolling. Please see Common Response – Opposition to Tolling.

Comment PC-L12-3

The air quality analysis for the project has been prepared in accordance with the requirements under NEPA and CEQA, as well as those by the Clean Air Acts, Transportation Conformity Regulations, and policies and guidance by EPA, FHWA, and Caltrans, as appropriate.

Comment PC-L12-4

Renewed Measure M, which is providing the funding for all or part of the build alternatives, is part of a comprehensive program providing transit and local street and highway improvements and services in Orange County.

Comment PC-L12-5

A TSM/TDM Alternative is included in the Draft EIR/EIS, but it was not found to meet the project's purpose and need; however, elements of the TSM/TDM Alternative have been incorporated into all of the build alternatives. These elements are identified on page 2-17 of the Draft EIR/EIS.

Comment PC-L12-6

Bike and pedestrian facilities provided by the build alternatives are summarized in the Draft EIR/EIS on page 3.1.6-103, compared to the No Build Alternative summarized on page 3.1.6-34.

Comment PC-L12-7

Several measures have been incorporated into the project to reduce construction-related impacts to residents and businesses, including, but not limited to, LU-2, COM-2, COM-10, COM-11, and T-1. These measures can be found in Draft EIR/EIS Appendix E, Environmental Commitment Record.

Response to Comment Letter PC-L13

Comment PC-L13-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Please see Common Responses – Preferred Alternative Identification and Measure M Funding.

Respuesta a la Carta De Comentario PC-L14

Comentario PC-L14-1

Las agencias de Caltrans y Orange County Transportation Authroity les gustaría agradecerle por haber participado en el proceso ambiental para el proyecto de ampliación de la autopista de San Diego (I-405). Su comentario fue considerado durante el proceso de selección de la "Alternative Preferida", como esta escrito en el reporte llamando en ingles "I-405 Improvement Project Final EIR/EIS." Se le notificará en la dirección proveida en su Cometario cuando el reporte "Final EIR/EIS" va a estar disponible para revisarlo.

Response to Comment Letter Translation PC-L14

Comment PC-L14-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-L15

Comment PC-L15-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-L16

Comment PC-L16-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Comment PC-L16-2

Please see Response to Comment PC-L16-1.

Comment PC-L16-3

The I-405 Improvement Project may have an effect on property values, but it is not likely to be a major change because I-405 is an existing facility within Orange County. In addition, Caltrans has found no literature, studies, or evidence that property values decrease because of freeway widening near a home. Please see Common Response – Property Values.

Comment PC-L16-4

Under Alternative 1, the existing 18-ft-high soundwall along Almond Avenue would remain as-is and untouched. Since the public meetings, design modifications were made to Alternative 3 that would allow the same existing soundwall to also remain as-is; however, the design changes required to change Alternative 2 enough to allow the existing wall to remain as-is are not acceptable to current design and safety standards. Under Alternative 2, sections of the existing soundwall would need to be removed, relocated, and replaced in-kind along the project alignment where space is needed for the proposed project's additional lanes and required safety features. Please also see Common Response – Almond Avenue Soundwall.

Typically, soundwalls are planned to be constructed at early phases of the project when it is possible to provide construction noise mitigation measures; however, it may not be possible to construct the replacement soundwall without first removing the existing soundwall due to space limitations. During the final design when details of the construction activities becomes available, noise levels will be calculated and appropriate mitigation measures will be identified. This information will be included in the Noise and Vibration Construction Monitoring and Mitigation Plan.

Under the Caltrans' Traffic Noise Analysis Protocol used for this study, ground-level exterior and interior noise levels are addressed and examined using the NAC of Title 23, Part 772 of the CFR, titled "Procedures for Abatement of Highway Traffic Noise and Construction Noise" (23 CFR 772). Based on Caltrans' Protocol, if noise-sensitive land uses would experience an hourly equivalent continuous traffic noise level of 75 dBA or higher and a soundwall cannot provide feasible noise abatement to the exterior outdoor use areas, then interior noise abatement measures such as building façade upgrades (e.g., double-paned windows and air conditioning so that windows can be closed for a prolonged period of time) may be considered. For all cases in this project, recommended soundwalls provide required abatement to the exterior use areas with noise levels of 75 dBA or higher; therefore, no interior acoustical abatement measures were considered. Please also see Common Response – Noise/Noise Analysis.

Comment PC-L16-5

A regional emissions analysis was completed based on VMT and vehicle speeds. Regional criteria pollutant and VOC emissions are presented in Tables 3.2.6-5 through 3.2.6-7 of the EIR/EIS. Differences in the anticipated 2020 and 2040 operational emissions for Alternative 3 are minimal. Tables 3.2.6-6 and 3.2.6-7 show that emissions for Alternative 3 are generally less than the existing and future no-build conditions. This decrease is due to higher vehicle speeds, which generally result in lower emission rates; therefore, the project would result in a beneficial effect related to regional operational emissions. Please see Common Responses – Air Quality and Health Risks.

Comment PC-L16-6

Please see Response to Comment PC-L16-1.

Comment PC-L16-7

No one is obligated to use the Express Lanes in Alternative 3. Express Lanes provide an option for a reliable uncongested trip in exchange for payment of a toll.

Because the Express Lanes have more throughput during congested hours than the GP lanes, the GP lanes will benefit from diversion of traffic from the GP lanes to the Express Lanes.

The SR-91 Express Lanes generate sufficient revenue to provide additional improvements in the corridor both on the GP lanes and to other modes. The financial problems of the SR-73 toll road located in southern Orange County are well known. All motorists pay a toll to use that road. The tolled Express Lanes proposed in Alternative 3 are only two lanes of I-405 in each direction. The remainder of the lanes on I-405 remains free, and HOVs meeting the occupancy requirement will use the Express Lanes free. For additional information, please see Common Response – Opposition to Tolling.

Comment PC-L16-8

With respect to the potential loss of business due to the limited access to the Express Lanes, please see Common Response – Opposition to Tolling.

Comment PC-L16-9

Please see Response to Comment PC-L16-1.

Response to Comment Letter PC-L17

Comment PC-L17-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. The number of employees and annual revenue data has been updated.

Response to Comment Letter PC-L18

Comment PC-L18-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Comment PC-L18-2

Please see Response to Comment PC-L18-1 and Common Responses – Compensation for Property Acquisition and Property Values.

Comment PC-L18-3

Under the No Build Alternative, vehicles entering I-405 northbound from Seal Beach Boulevard must merge one lane left to access I-605 and one more lane left to continue on I-405 northbound. Under all of the alternatives, one lane change plus a lane merge downstream of the SR-22 westbound off-ramp would be required to reach I-605 and two additional lane changes to reach I-405.

Comment PC-L18-4

With respect to a potential bottleneck at the Los Angeles County line, please see Common Response – Traffic Flow at the Orange County/Los Angeles County Line.

Comment PC-L18-5

Please see Responses to Comments PC-L18-1 through PC-L18-4.

Response to Comment Letter PC-L19

Comment PC-L19-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Please see Response to Comment PC-B20-1.

Comment PC-L19-2

Only Alternative 3 would require replacement of the Fairview Road Overcrossing. Caltrans/ OCTA have considered design options to avoid replacement of the Fairview Road Overcrossing under Alternative 3. Please see Common Responses – Replacement of Fairview Road Overcrossing/Truncation of Tolled Express Lanes and Preferred Alternative Identification.

Response to Comment Letter PC-L20

Comment PC-L20-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Renewed Measure M was passed by the voters of Orange County, and the proposed project was included in that measure. For additional information, please see Common Response – Measure M Funding.

Comment PC-L20-2

Under the No Build Alternative, vehicles entering I-405 northbound from Seal Beach Boulevard must merge one lane left to access I-605 and one more lane left to continue on I-405 northbound. Under all of the alternatives, one lane change plus a lane merge downstream of the SR-22 westbound off-ramp would be required to reach I-605 and two additional lane changes to reach I-405.

With respect to a potential bottleneck at the Los Angeles County line, please see Common Response – Traffic Flow at the Orange County/Los Angeles County Line.

Comment PC-L20-3

Please see Response to Comment PC-L20-1.

Response to Comment Letter PC-L21

Comment PC-L21-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-L22

Comment PC-L22-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Comment PC-L22-2

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Comment PC-L22-3

Please see Response to Comment PC-L22-2.

Comment PC-L22-4

Please see Common Response – Measure M Funding.

Comment PC-L22-5

With respect to a potential bottleneck at the Los Angeles County line, please see Common Response – Traffic Flow at the Orange County/Los Angeles County Line.

Comment PC-L22-6

With respect to potential improvements on I-405 in Los Angeles County, see Common Response – Coordination between Caltrans Districts 7 and 12, OCTA, Los Angeles Metro, COG, and the City of Long Beach.

Comment PC-L22-7

None of the proposed alternatives would result in Almond Avenue becoming a one-way street. Evacuation routes would be unaffected. Please see the Common Response – Almond Avenue

Soundwall. The common response covers noise. Appendix N of the Draft EIR/EIS provides details regarding noise. The common response also covers air quality and health risks. We are not aware of any technical studies other than those prepared for the I-405 Improvement Project EIR/EIS that address air quality and health risks in the College Park East area related to the proposed widening of the I-405.

Encroachment into parks is covered in the Draft EIR/EIS is Section 3.1.1, Land Use. Table 3.1.1-2 of the Draft EIR/EIS shows that none of the build alternatives would encroach into either Almond Park or Aster Park. With respect to air quality and health risks, these are covered in Common Response – Almond Avenue Soundwall.

With respect to potential encroachment into the NAVWPNSTA Seal Beach, please see Common Response – Shifting Improvements away from Residential Properties onto NAVWPNSTA Seal Beach Property.

With respect to potential impacts on property values, please see Common Response – Property Values.

Environmental justice is covered in the Draft EIR/EIS in Section 3.1.4.3, Environmental Justice. The section concludes that "the proposed project alternatives would not cause disproportionately high and adverse effects on minority or low-income populations within the context and intent of EO 12898."

Response to Comment Letter PC-L23

Comment PC-L23-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-L24

Comment PC-L24-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-L25

Comment PC-L25-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Comment PC-L25-2

Renewed Measure M was passed by the voters of Orange County, and the proposed project was included in that measure. For additional information, please see Common Response – Measure M Funding.

Response to Comment Letter PC-L26

Comment PC-L26-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Please see Response to Comment PC-B20-1.

Comment PC-L26-2

Only Alternative 3 would require replacement of the Fairview Road Overcrossing. Caltrans/OCTA have considered design options to avoid replacement of the Fairview Road Overcrossing under Alternative 3. Please see Common Responses – Replacement of Fairview Road Overcrossing/Truncation of Tolled Express Lanes and Preferred Alternative Identification.

Response to Comment Letter PC-L27

Comment PC-L27-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Dropping the additional GP lane in Alternatives 1 and 3 upstream of I-605 near Valley View Street as suggested in the comment would create a chokepoint at the drop location because there would be no roadway to receive the lane's traffic. Carrying that lane to I-605 and providing a full

two-lane exit at the beginning of I-605 provides a location for ending the lane that has the capacity to receive the lane's traffic. Consideration was given to dropping the second additional lane included in Alternative 2 just south of SR-22, but this was rejected due to the level of congestion such a bottleneck would create. Carrying the second lane to the SR-22 West exit ramp provides a location for ending the lane that has the capacity to receive the lane's traffic.

Comment PC-L27-2

Section 3.2.6 of the Draft EIR/EIS included a detailed air quality assessment. On a local level applicable to Rossmoor and schools located within Rossmoor, the analysis quantified potential impacts associated with traffic on surface streets, PM concentrations near the project corridor, and MSATs. Regarding CO concentrations on surface streets, a CO hot-spot analysis was completed based on the methodology provided in the Caltrans CO Protocol. The EPA CAL3QHC micro-scale dispersion model was used to calculate CO concentrations. The traffic volumes and associated concentrations are identical for each build alternative. A worst-case representative sample of intersections was chosen based on low LOS and high traffic volumes. Tables 3.2.6-9 and 3.2.6-10 show that 1- and 8-hour CO concentrations would be well below the State and federal standards at the highest volume and most congested intersections, including Seal Beach Boulevard at I-405.

Regarding PM concentrations, the proposed project would relieve congestion and improve operational efficiency on I-405 between SR-73 and SR-605. The project corridor has insufficient capacity to accommodate existing and projected travel demands between the SR-73 interchange and I-605. As discussed in the transportation analysis, the build alternatives would increase freeway capacity to address the existing deficiencies. As a result, freeway mainline and interchange operating conditions would improve. It is important to note that vehicle speeds would improve on both the mainline and in the HOV lanes. Peak-hour congestion would be reduced, leading to a reduction in vehicle idling and associated emissions. The transportation analysis assessed more than 75 intersections in the project area. The analysis indicated that none of the intersections operating at a poor LOS (i.e., D, E, or F) without the project would be further congested with the proposed improvements. To the contrary, the proposed project reduces queuing onto arterials due to mainline congestion and ramp meter operation and decreases arterial congestion. It is unlikely that PM hot spots would be associated with the proposed project because local accumulation and delay of vehicles would be reduced by the project. Potential localized PM increases associated with the increase in average daily traffic would be offset by the increase of vehicle speed in the project area, which is an indication of reduced congestion and idling of vehicles; therefore, the project is not expected to cause an adverse effect with respect to localized concentrations of $PM_{2.5}$ or PM_{10} at any nearby sensitive receptor. Tables 3.2.6-5 through 3.2.6-7 present emissions, including PM_{10} and $PM_{2.5}$, from vehicles traveling

along the project corridor for the years 2009, 2020, and 2040 (i.e., existing, opening, and design years, respectively). Estimates of PM_{10} and $PM_{2.5}$ emissions for opening and horizon years show that project implementation would not generate significant additional daily emissions. Because the VMT and the number of trucks (not percentage) are predicted to increase with time, the paved road dust emissions would increase with time. This finding is consistent with the emission inventories reported in the SCAQMD 2007 AQMP, which also shows an increase of road dust emissions with time. Because paved road emissions are included in the 2007 Air Quality Management Plan and the $PM_{2.5}$ State Implementation Plan, paved road emissions have been accounted for as part of the $PM_{2.5}$ attainment plan; therefore, the proposed project is not expected to cause new violations, increase the frequency or severity of any existing violations, or delay timely attainment of the NAAQS. In conclusion, based on the detailed PM hot-spot analysis presented above, which is consistent with 40 CFR 93.116 and 93.123 and EPA's hot-spot guidance, the proposed project would not cause or contribute to, or worsen, any new localized violation of PM_{10} and/or $PM_{2.5}$ standards.

Regarding MSAT emissions, EPA has identified seven compounds with significant contributions from mobile sources that are among the national and regional-scale cancer risk drivers from their 1999 National Air Toxics Assessment. These are acrolein, benzene, 1,3-butidiene, DPM plus diesel exhaust organic gases (diesel PM), formaldehyde, naphthalene, and polycyclic organic matter. FHWA, in its Interim Guidance published on September 30, 2009 (Interim Guidance on Mobile Source Air Toxic Analysis in NEPA Documents), recommends a range of options deemed appropriate for addressing and documenting the MSAT issue in NEPA documents. Based on the FHWA guidance, the proposed project has the potential for meaningful differences in MSAT emissions among project alternatives; therefore, level of emissions for the highest priority MSATs for the No Build Alternative and build alternatives was evaluated (Level 3 Analysis). Emissions would likely be lower than present levels in the design year as a result of EPA's and California's control programs that are projected to further reduce MSAT emissions. Please see Common Response – Health Risks.

As stated in Chapter 11 of the Caltrans Standard Environmental Reference, diesel exhaust is an important issue on facilities with large volumes of truck traffic. It is known that exposure to diesel exhaust over time can have effects on health. Criteria and quantitative methods for assessing diesel impacts are not yet developed at the regulatory level; however, it is important to document any sensitive land uses in the vicinity of the project. These include schools, medical centers, and similar health-care facilities, child-care facilities, parks, and playgrounds located 500 ft from the edge of the nearest traveled lane. Figures 3.2.6-3 through 3.2.6-5 show sensitive receptors within 500 ft of the ROW. No Rossmoor schools, including Hopkinson Elementary School, are located within 500 ft of the ROW.

Comment PC-L27-3

Outreach to the Community of Rossmoor included a scoping meeting in fall 2009, a mailing to a 0.25-mile radius of I-405 in May 2012, and a public hearing in June 2012 during circulation of the Draft EIR/EIS. Banners regarding the public hearing in June 2012 were posted at the entrances to the Rossmoor community on St. Cloud and Bradbury, and advertisements were place in the following newspapers prior to the Rossmoor public hearing at Rush Park:

- *OC Register:* May 18, June 1, 2, 8, 9, and 11, 2012
- *Daily Pilot:* May 30, June 1, and June 3, 2012
- *Huntington Beach Independent:* May 31 and June 7, 2012
- *Westminster Herald:* May 31 and June 7, 2012
- *Nguoi Viet News:* May 18, 2012
- *Long Beach Press Telegram:* May 18, 2012
- *Excelsior:* May 18, 2012

Five e-blasts were also sent to any Rossmoor residents on the project database.

Response to Comment Letter PC-L28

Comment PC-L28-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Comment PC-L28-2

Please see Response to Comment PC-L27-2.

Comment PC-L28-3

Please see Response to Comment PC-L27-3.

Response to Comment Letter PC-L29

Comment PC-L29-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-L30

Comment PC-L30-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-L31

Comment PC-L31-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-L32

Comment PC-L32-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-L33

Comment PC-L33-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

The specific language in Measure M2 with respect to Project K states that the project would “add new lanes to the San Diego Freeway [I-405] between I-605 and SR-55, generally within the existing ROW. The project will make best use of available freeway property, update interchanges, and widen all local overcrossings according to city and regional master plans.” This language does not explicitly preclude use of Measure M2 funding for tolled facilities, nor does Measure M2 limit transportation improvements to those specified in the measure. Please see Common Response – Measure M Funding.

Comment PC-L33-2

There is nothing in Renewed Measure M that either precludes or requires additional improvements beyond the single GP lane proposed in Alternative 1. OCTA has indicated that improvements to I-405 in addition to those identified in Alternative 1, the single GP lane in each direction referenced in the comment, would not be funded with Renewed Measure M revenues.

Comment PC-L33-3

Please see Response to Comment PC-L33-1.

Comment PC-L33-4

Please see Response to Comment PC-L33-1.

Comment PC-L33-5

Please see Response to Comment PC-L33-1.

Comment PC-L33-6

Please see Response to Comment PC-L33-1.

Comment PC-L33-7

Please see Response to Comment PC-L33-1 and Common Response – Preferred Alternative Identification.

Response to Comment Letter PC-L34

Comment PC-L34-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

With respect to a potential bottleneck at the Los Angeles County line, please see Common Response – Traffic Flow at the Orange County/Los Angeles County Line.

Response to Comment Letter PC-L35

Comment PC-L35-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Response to Comment Letter PC-L36

Comment PC-L36-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Please see Response to Comment PC-L35-1.

Response to Comment Letter PC-L37

Comment PC-L37-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Please see Response to Comment PC-L35-1.

Response to Comment Letter PC-L38

Comment PC-L38-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Please see Response to Comment PC-L35-1.

Response to Comment Letter PC-L39

Comment PC-L39-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Please see Response to Comment PC-L33-1 and Common Response – Preferred Alternative Identification.

Response to Comment Letter PC-L40

Comment PC-L40-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Please see Response to Comment PC-L33-1.

Response to Comment Letter PC-L41

Comment PC-L41-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Analysis of the traffic performance of the transition areas is presented in the Draft EIR/EIS and summarized in Table 3.1.6-17.

Response to Comment Letter PC-L42

Comment PC-L42-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

With respect to a potential bottleneck at the Los Angeles County line, please see Common Response – Traffic Flow at the Orange County/Los Angeles County Line.

Response to Comment Letter PC-L43

Comment PC-L43-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred

Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

The proposed project is subject to federal and State environmental review requirements. Caltrans, as assigned by FHWA, has prepared this joint Draft EIR/EIS in compliance with both CEQA and NEPA. Impacts to Almond Avenue, College Park East, and Seal Beach have been disclosed and summarized in Chapters 3 and 4 of the EIR/EIS. Please see Common Response – Insufficient Environmental Document/Mitigation Measures.

Response to Comment Letter PC-L44

Comment PC-L44-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

The priority of the design team was to minimize the residential impacts, including ROW. OCTA, Caltrans, and FHWA have worked extensively with the Navy to move I-405 toward and into the Navy property to avoid impacting the residential areas on the northbound side of I-405. Please see Common Response – Shifting Improvements away from Residential Properties onto NAVWPNSTA Seal Beach Property.

Response to Comment Letter PC-L45

Comment PC-L45-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

All three build alternatives and the No Build Alternative are studied equally. Please see Chapter 2, Project Alternatives, for a description of these alternatives that were developed to address the project's purpose and need. The evaluation of project alternatives included an assessment of traffic LOS and other congestion-relief performance criteria, environmental impacts, and effectiveness in addressing the project's purpose and need. The potential effectiveness of each

alternative to achieve the project purpose and address the project need was based on extensive deliberation by the PDT, input garnered from various State and federal agencies, and comments received from the public during the public scoping meeting. The alternatives considered viable for the I-405 Improvement Project are Alternative 1 (Add One GP Lane in Each Direction), Alternative 2 (Add Two GP Lanes in Each Direction), Alternative 3 (Express Lanes [Tolled] and Add one GP Lane in Each Direction), and the No Build Alternative, with TSM/TDM elements included in each alternative except the No Build Alternative. Conceptual Design Plans for each of the proposed build alternatives are provided in Appendix P.

Analysis of each environmental factor is presented in Chapters 3 and 4 of the EIR/EIS, which includes discussion of the affected environment and environmental consequences, including construction impacts, permanent impacts, cumulative impacts, and, in some cases, indirect impacts; and avoidance, minimization, and/or mitigation measures for each project alternative, including the No Build Alternative and three build alternatives.

Response to Comment Letter PC-L46

Comment PC-L46-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Alternatives M3, M9, M12, and M13 (see Section 2.2.7 and Figure 2-8), evaluated as part of the I-405 MIS (2003-2006), included project components similar to what you are recommending within your comment. These alternatives were not considered viable alternatives for further consideration because they do not fulfill the project purpose and are substantially more expensive than the build alternatives (see discussion of Alternatives M3, M9, M12, and M13 in Section 2.7).

Response to Comment Letter PC-L47

Comment PC-L47-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Response to Comment Letter PC-L48

Comment PC-L48-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Respuesta a la Carta De Comentario PC-L49

Comentario PC-L49-1

Las agencias de Caltrans y Orange County Transportation Authroity les gustaría agradecerle por haber participado en el proceso ambiental para el proyecto de ampliación de la autopista de San Diego (I-405). Su comentario fue considerado durante el proceso de selección de la "Alternative Preferida", como esta escrito en el reporte llamando en ingles "I-405 Improvement Project Final EIR/EIS." Se le notificará en la dirección proveida en su Cometario cuando el reporte "Final EIR/EIS" va a estar disponible para revisarlo.

Response to Comment Letter Translation PC-L49

Comment PC-L49-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Respuesta a la Carta De Comentario PC-L50

Comentario PC-L50-1

Las agencias de Caltrans y Orange County Transportation Authroity les gustaría agradecerle por haber participado en el proceso ambiental para el proyecto de ampliación de la autopista de San Diego (I-405). Su comentario fue considerado durante el proceso de selección de la "Alternative Preferida", como esta escrito en el reporte llamando en ingles "I-405 Improvement Project Final EIR/EIS." Se le notificará en la dirección proveida en su Cometario cuando el reporte "Final EIR/EIS" va a estar disponible para revisarlo.

Response to Comment Letter Translation PC-L50

Comment PC-L50-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-L51

Comment PC-L51-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review

Response to Comment Letter PC-L52

Comment PC-L52-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Respuesta a la Carta De Comentario PC-L53

Comentario PC-L53-1

Las agencias de Caltrans y Orange County Transportation Authroity les gustaría agradecerle por haber participado en el proceso ambiental para el proyecto de ampliación de la autopista de San Diego (I-405). Su comentario fue considerado durante el proceso de selección de la “Alternative Preferida”, como esta escrito en el reporte llamando en ingles “I-405 Improvement Project Final EIR/EIS.” Se le notificará en la dirección proveida en su Cometario cuando el reporte “Final EIR/EIS” va a estar disponible para revisarlo.

Response to Comment Letter Translation PC-L53

Comment PC-L53-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-L54

Comment PC-L54-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Respuesta a la Carta De Comentario PC-L55

Comentario PC-L55-1

Las agencias de Caltrans y Orange County Transportation Authroity les gustaría agradecerle por haber participado en el proceso ambiental para el proyecto de ampliación de la autopista de San Diego (I-405). Su comentario fue considerado durante el proceso de selección de la "Alternative Preferida", como esta escrito en el reporte llamando en ingles "I-405 Improvement Project Final EIR/EIS." Se le notificará en la dirección proveida en su Cometario cuando el reporte "Final EIR/EIS" va a estar disponible para revisarlo.

Response to Comment Letter Translation PC-L55

Comment PC-L55-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-L56

Comment PC-L56-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-L57

Comment PC-L57-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred

Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-L58

Comment PC-L58-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Respuesta a la Carta De Comentario PC-L59

Comentario PC-L59-1

Las agencias de Caltrans y Orange County Transportation Authroity les gustaría agradecerle por haber participado en el proceso ambiental para el proyecto de ampliación de la autopista de San Diego (I-405). Su comentario fue considerado durante el proceso de selección de la "Alternative Preferida", como esta escrito en el reporte llamando en ingles "I-405 Improvement Project Final EIR/EIS." Se le notificará en la dirección proveida en su Cometario cuando el reporte "Final EIR/EIS" va a estar disponible para revisarlo.

Response to Comment Letter Translation PC-L59

Comment PC-L59-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-L60

Comment PC-L60-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-L61

Comment PC-L61-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Respuesta a la Carta De Comentario PC-L62

Comentario PC-L62-1

Las agencias de Caltrans y Orange County Transportation Authroity les gustaría agradecerle por haber participado en el proceso ambiental para el proyecto de ampliación de la autopista de San Diego (I-405). Su comentario fue considerado durante el proceso de selección de la "Alternative Preferida", como esta escrito en el reporte llamando en ingles "I-405 Improvement Project Final EIR/EIS." Se le notificará en la dirección proveida en su Cometario cuando el reporte "Final EIR/EIS" va a estar disponible para revisarlo.

Response to Comment Letter Translation PC-L62

Comment PC-L62-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-L63

Comment PC-L63-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-L64

Comment PC-L64-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-L65

Comment PC-L65-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Comment PC-L65-2

Alternatives with both LRT and BRT are included in Section 2.2.7, Alternatives Considered but Eliminated from Consideration, of the Draft EIR/EIS. LRT was considered in four such alternatives, and BRT was considered in two such alternatives. For a graphic summary of those alternatives, see Figure 2-39 of the Draft EIR/EIS. BRT and LRT in the project corridor would not be feasible or reasonable without extensions and connections north and south of the project limits. Please also see Common Response – Elimination of LRT and BRT Alternatives.

Response to Comment Letter PC-L66

Comment PC-L66-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

According to Table 3.1.1-2, Park and Recreational Facilities in the Project Study Area ROW, the project would not require a direct, temporary, or constructive use of Moon Park. Section 3.1.7, Visual/Aesthetics, concludes that Moon Park is not anticipated to be impacted because it sits below the river embankment and the new ramp would be screened by the embankment.

As depicted in EIR/EIS Figure 3.1.1-6, Location of the Santa Ana River Trail, construction of the proposed project would include a new permanent aerial for the new Euclid Street southbound I-405 on-ramp from Ellis Avenue that would cross over the Santa Ana River Trail. After construction of the ramp is complete, the new on-ramp would continue to allow recreational use of the trail on both riverbanks and would not reduce the width of, or access to, the trails. The new southbound on-ramp would add approximately 2,000 square ft of overhead concrete to the existing trail. As described in Section 3.1.7, Visual/Aesthetics, there would be no visual impacts as a result of construction of the new southbound on-ramp. This permanent aerial easement would not affect the function, value, and attributes of the Santa Ana River Trail; however, the

Department proposes a *de minimis* finding because the direct use area would not affect any of the recreational activities, features, or attributes of the trail because the direct use area is above the trail.

The project would construct a new Euclid Street southbound I-405 on-ramp from Ellis Avenue that is anticipated to require an approximately 1,700-square-ft TCE over the Santa Ana River Trail. There would be a reduction to access for the trail system during construction; however, the trail would be accessible from at least one riverbank at all times during construction. The restriction of access would be temporary. Measure LU-6 would minimize construction-related impacts to the Santa Ana River Trail.

Response to Comment Letter PC-L67

Comment PC-L67-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-L68

Comment PC-L68-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Comment PC-L68-2

Soundwalls are used to provide traffic noise abatement to the impacted areas. In some areas, new soundwalls are recommended, but in most cases existing soundwalls are replaced at a new location with the same height or higher. Please also see Common Response – Noise/Noise Analysis.

With respect to graffiti control, please see EIR/EIS Measure VIS-18, provided below:

VIS-18: Provide vine planting on soundwalls and retaining walls where feasible and appropriate. Per Highway Design Manual, Index 902.3(5), vine planting should be included with all sound barrier projects to reduce the potential for graffiti and to soften the appearance of the wall.

Comment PC-L68-3

The proposed project is for improvements to the I-405 mainline and along arterials as they cross the freeway.

Comment PC-L68-4

Many existing nonstandard features, such as lack of shoulder of the left side of the freeway, are being made standard under the build alternatives.

Comment PC-L68-5

The I-405 Improvement Project may have an effect on property values, but it is not likely to be a major change because I-405 is an existing facility within Orange County. In addition, Caltrans has found no literature, studies, or evidence that property values decrease because of freeway widening near a home. Please see Common Response – Property Values.

Comment PC-L68-6

Section 3.2.6 of the Draft EIR/EIS included a detailed air quality assessment. The assessment quantified potential impacts associated with regional criteria pollutant emissions, with traffic on surface streets, PM concentrations near the project corridor, MSATs, and construction activity. The proposed project would relieve congestion and improve operational efficiency on I-405 between SR-73 and SR-605. The project corridor has insufficient capacity to accommodate existing and projected travel demands between the SR-73 interchange and I-605. As discussed in the transportation analysis, the build alternatives would increase freeway capacity to address the existing deficiencies. As a result, freeway mainline and interchange operating conditions would improve. It is important to note that vehicle speeds would improve on both the mainline and in the HOV lanes. Peak-hour congestion would be reduced, leading to a reduction in vehicle idling and associated emissions. The transportation analysis assessed more than 75 intersections in the project area. The analysis indicated that none of the intersections operating at a poor LOS (i.e., D, E, or F) without the project would be further congested with the proposed improvements. To the contrary, the proposed project reduces queuing onto arterials due to mainline congestion and ramp meter operation and decreases arterial congestion. Potential emission increases associated with the increase in average daily traffic would be offset by the increase of vehicle speed in the project area, which is an indication of reduced congestion and idling of vehicles. The project is not expected to cause an adverse effect with respect to air quality at any nearby sensitive receptor, despite some sensitive receptors being located closer to the ROW.

Comment PC-L68-7

Please see EIR/EIS Sections 3.1.4, Community Impacts; 3.1.6, Traffic and Transportation/ Pedestrian and Bicycle Facilities; 3.2.6, Air Quality; and 3.2.7, Noise, regarding issues related to Responses to Comments PC-L68-1 through PC-L68-7.

Renewed Measure M was passed by the voters of Orange County, and the proposed project was included in that measure. For additional information, please see Common Response – Measure M Funding.

Response to Comment Letter PC-L69

Comment PC-L69-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Health Risks.

Response to Comment Letter PC-L70

Comment PC-L70-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-L71

Comment PC-L71-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-L72

Comment PC-L72-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred

Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Comment PC-L72-2

With respect to a potential bottleneck at the Los Angeles county line, please see Common Response – Traffic Flow at the Orange County/Los Angeles County Line.

Comment PC-L72-3

Under the No Build Alternative, vehicles entering I-405 northbound from Seal Beach Boulevard must merge one lane left to access I-605 and one more lane left to continue on I-405 northbound. Under all of the alternatives, one lane change plus a lane merge downstream of the SR-22 westbound off-ramp would be required to reach I-605 and two additional lane changes to reach I-405.

Comment PC-L72-4

The additional lanes and improved performance on I-405 under the build alternatives compared to the No Build Alternative will encourage traffic currently diverting from the congested freeway to local streets to remain on the freeway.

Comment PC-L72-5

Section 3.2.6 of the Draft EIR/EIS included a detailed air quality assessment. The assessment quantified potential impacts associated with regional criteria pollutant emissions, with traffic on surface streets, PM concentrations near the project corridor, MSATs, and construction activity. The proposed project would relieve congestion and improve operational efficiency on I-405 between SR-73 and SR-605. The project corridor has insufficient capacity to accommodate existing and projected travel demands between the SR-73 interchange and I-605. As discussed in the transportation analysis, the build alternatives would increase freeway capacity to address the existing deficiencies. As a result, freeway mainline and interchange operating conditions would improve. It is important to note that vehicle speeds would improve on both the mainline and in the HOV lanes. Peak-hour congestion would be reduced, leading to a reduction in vehicle idling and associated emissions. The transportation analysis assessed more than 75 intersections in the project area. The analysis indicated that none of the intersections operating at a poor LOS (i.e., D, E, or F) without the project would be further congested with the proposed improvements. To the contrary, the proposed project reduces queuing onto arterials due to mainline congestion and

ramp meter operation and decreases arterial congestion. Potential emission increases associated with the increase in average daily traffic would be offset by the increase of vehicle speed in the project area, which is an indication of reduced congestion and idling of vehicles. In addition, Tables 3.2.6-9 and 3.2.6-10 show that 1- and 8-hour CO concentrations would be well below the State and federal standards at the highest volume and most congested intersections, including Seal Beach Boulevard at I-405. The project is not expected to cause an adverse effect with respect to air quality at any nearby sensitive receptor, including those located in southbound College Park East.

Comment PC-L72-6

Under Alternative 3, HOVs would use the Express Lanes free, provided they meet the occupancy eligibility requirement. Regarding the change in occupancy requirement to three persons per vehicle, please see Common Response – Opposition to Tolling.

The experience on SR-91 is that motorists from all income groups use the Express Lanes.

With respect to the potential loss of business due to the limited access to the Express Lanes, please see Common Response – Opposition to Tolling.

Comment PC-L72-7

Please see Response to Comment PC-L72-1.

Response to Comment Letter PC-L73

Comment PC-L73-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Comment PC-L73-2

Please see EIR/EIS Sections 3.2.6, Air Quality, and 3.2.7, Noise, for discussions regarding air quality and noise impacts as a result of the project. The air quality analysis for the project has been prepared in accordance with the requirements under NEPA and CEQA, as well as those of the Clean Air Acts, Transportation Conformity Regulations, and policies and guidance by EPA, FHWA, and Caltrans, as appropriate.

The Noise Study Report prepared for the proposed project evaluated potential traffic noise impacts in accordance with the guidelines and requirements of CEQA and NEPA. Because the project is on a State Highway facility, traffic noise impacts and noise abatement measures were evaluated for NEPA in accordance with FHWA's Title 23 CFR 772 regulations and Caltrans' Traffic Noise Analysis Protocol (Protocol). Future traffic noise levels are predicted for free-flowing conditions, and soundwalls are recommended to provide noise abatement for the highest possible traffic noise that can be produced by the freeway. Please see Common Response – Noise/Noise Analysis.

MSATs have the greatest potential to affect the health of residents located adjacent to the project. Although the various alternatives would place travel lanes closer to some residences, it is anticipated that MSAT exposure, including DPM, would be less than existing conditions. MSAT emissions are likely lower than existing levels in the design year as a result of EPA's and California's control programs that are projected to further reduce MSAT emissions. Please see Common Response – Health Risks.

Air quality Measures AQ-1 through AQ-14, described in Section 3.2.6 of the Draft EIR/EIS, will avoid and/or minimize all construction-related air quality effects. As described in Section 3.2.6, emissions will be reduced under all of the build alternatives compared to the future No Build Alternative, and no permanent adverse project-related air quality effects were identified. Please see Common Response – Air Quality.

Comment PC-L73-3

Please see Response to Comment PC-L73-2.

Comment PC-L73-4

Please see Response to Comment PC-L73-1.

Comment PC-L73-5

Alternatives M3, M9, M10, M11, M12, and M13 (see Section 2.2.7 and Figure 2-8 of the Draft EIR/EIS), evaluated as part of the I-405 MIS (2003-2006), included project components similar to what you are recommending within your comment. These alternatives were not considered viable alternatives for further consideration because they do not fulfill the project purpose and are substantially more expensive than the build alternatives (see discussion of Alternatives M3, M9, M10, M11, M12, and M13 in Section 2.7). Please also see Common Response – Elimination of LRT and BRT Alternatives.

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PUBLIC COMMENTS (PC)-M

PC-M1

July 7, 2012

To: Ms. Smita Deshpande, Branch Chief—CalTrans District 12

From: Patricia E. Fusco and Ronald MacDonald

Regarding: Moving our Sound Wall near freeways 22, 405, 605

Dear Ms. Deshpande:

As a resident of College Park East in Seal Beach, CA, I resent the moving of our sound wall to make more freeway lanes. Isn't seven lanes enough? Moving the sound wall will impact the community in many ways. The freeway is already too close to the residential homes which are located just north of the 405 freeway and above or north of the tract of homes in College Park East (CPE) in Seal Beach (SB) is the Armed Forces Military Base. We live ½ mile from the Armed Forces Military Station in Los Alamitos and we are squeezed to the breaking point. During the Vietnam War we heard the "Sounds of Freedom" coming from the base every day for years. I had every reason to understand that. We are sandwiched in between too hot spots and we do not want our sound wall moved closer than it already is. This community is where I chose to live and raise my family.

What I don't understand is this: Ever since I moved to this area 47 years ago, there have been rumblings off and on about either moving the sound wall and/or enlarging the freeway lanes. I am getting tired of this treatment where the politicians feel that they can run over the tax payers in this community and do anything they feel fit to do. Usually it has to do with money promised by some entity to another agency that if they do something, they will get some compensation in return. It usually turns out to be taxpayers money anyway. Never in all the years that I have lived here has anyone (that I know of) claimed the property south of the 22 and 405 freeways as eminent domain. Can eminent domain even work if the government owns the property? Most assuredly, there is at least 25-26 feet on the south side of the 405 freeway that could be useful in widening the lanes if that is the intention. And those 25 feet barely come to the ditch. Actually I don't even want the freeway to be widened. Let me outline to you why I think the moving of our sound wall would be detrimental to the community. 1

1. The moving of the sound wall closer to the homes on Almond Street will increase the noise and air pollution.
2. Movement of the wall will cause loss of vegetation, and parking spaces, decrease property values that have already undergone major hits since 2005.
3. Stopping the additional lanes at the county line will increase traffic (gridlock) at the 405 and the 22. It will be a parking lot as there will not be enough lanes to go to as Los Angeles County does not have any plans to increase lanes in the next 10-15 years, if at all. 2
4. Northbound 405 Freeway at Seal Beach Blvd has a two lane exit at Seventh Street and the next two lanes become the start of the 605 Freeway. Cars entering the North Bound 405 at Seal Beach Blvd will have to cut over 4 lanes to get into lane 5 to go north on the 405. This sounds like accidents ready to happen. 3
5. There will be excess traffic and will spill onto Lampson Avenue (already impacted) a 4 lane road being used as a bypass to the 405. Excess traffic will spill onto Seal Beach Blvd attempting to circumvent the gridlock at the Seal Beach freeway entrance. 4
6. To add insult to injury, the air quality is already bad in College Park West (Seventh Street entrance and 405 and 22 entrance)and Rossmoor area and will now extend into Seal Beach College Park East with the addition of more vehicles stacked up between Valley View Street and LA county line attempting to merge from lanes that are ending. What is the actual impact of adding two more lanes or two express lanes? 5
7. Toll express lanes will only serve people who can afford it. Those who can't afford will impact other lanes. These lanes will bypass local exit for local shopping areas cause a loss of sales tax revenue? 6

This whole idea is ludicrous. Please, Please,

I implore you please DO NOT MOVE OUR SOUND WALL.

Alternative solutions:

There are alternatives if Cal Trans can look into the horizon: End the 405 Improvement Project at Valley View Street and use the existing seven lanes of 405 between Valley View Street and the LA County line in any manner desired for the optimum traffic flow; With a center line movement, a 4 foot shoulder and 405 realignment, the Almond Avenue sound wall will not need to be moved into residential streets. 7

Sincerely,

Patricia E. Fusco, and Ron MacDonald
4416 Dogwood Avenue
Seal Beach, CA90740
562-493-4329
Patfusco59@verizon.net

PC-M2

From: Glen MacLeod [glen.mac@gte.net]
Sent: Tuesday, June 19, 2012 11:57 AM
To: Parsons, 405.dedcomments
Subject: 405 improvements

First choice is two additional lanes in each direction. How much more expensive would it be for an "express" upper deck for through traffic? 1

Glen MacLeod
Rossmoor

PC-M3

I-405 Improvement Project
Public Hearing

Comment Sheet

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Meeting Venue (please check one of the following):

- ☐ Monday, June 4, 2012 – Orange Coast Community College
- ☐ Wednesday, June 6, 2012 – Westminster Community Center
- ☐ Thursday, June 7, 2012 – Rush Park Auditorium
- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Jenny Madia
Organization: Patient Care Secretary
Address(Optional):
Phone Number:
Email address:

Comments: I travel the 405 everyday for work, it will cut down on traffic + allow less time driving + more time for family. 1

(Space for comments continued on reverse)

PC-M4

I-405 Improvement Project
Public Hearing

Comment Sheet

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- ☐ Thursday, June 7, 2012 – Rush Park Auditorium
- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Eddie Madrid
Organization:
Address(Optional):
Phone Number:
Email address:

Comments: TO HELP fix the TRAFFIC PROBLEM!! 1

(Space for comments continued on reverse)

PC-M5

I-405 Improvement Project
Public Hearing
Comment Sheet

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- ☐ Wednesday, June 6, 2012 – Westminster Community Center
- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): HECTOR MADRIGAL
Organization: Labors Local 652
Address(Optional): 911 South Golden West Ave. Santa Ana, CA 92704
Phone Number: (714) 541-0439 Email address: hmadrigal942@aol.com

Comments: I think that this I-405 Improvement Project needs to be done as soon as possible to aliviate the already traffic congestion at the I-405 between the I-5 and the I-605 in the peak hours or at any given time. On the other hand, this project will create a considerable number of construction Jobs that are much needed for available work force in the cities near this future project. 1

(Space for comments continued on reverse)

PC-M6

I-405 Improvement Project
Public Hearing
Comment Sheet

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- ☐ Wednesday, June 6, 2012 – Westminster Community Center
- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): RAMON MAGANA
Organization: Labor Local 652
Address(Optional): 1000 E LA PALMA AP 34 ANAHEIM
Phone Number: 714 365-7060 Email address:

Comments:
CAUSA ACCIDENTES
MUCHO TRAFICO
CREARIA TRABAJO Y AYUDARIA
A LA ECONOMIA Y DESEMPLEO 1

(Space for comments continued on reverse)

PC-M6 Translation

Comment:

Too much traffic causes accidents. The project would create jobs and it would help the economy and the unemployment. 1

PC-M7

From: magie chuck [magiecd@msn.com]
Sent: Wednesday, July 04, 2012 12:47 PM
To: Parsons, 405.dedcomments
Subject: I-405 improvements

Apparently the powers in charge are considering some input from the public on three alternative plans to improve conditions on the I-405. My vote is for Plan One; Add one general-purpose lane in each direction!

One would hope that the "powers in charge" are smart enough to know from past experience that we can never build enough freeway lanes! 1

I hope they put their personal vested interest aside and do the right thing; Go with "plan one", and then start working on some new solutions to our transportation problems that don't include paving all of Orange County.

Chuck Magie
magiecd@msn.com

PC-M8

To Whom It May Concern;

This letter is written in regards to the proposed I405 Improvement Project.

Of the three alternatives, I feel Alt #1 is the most practical for this area. Adding one lane in each direction and not moving the sound barrier. 1

There are many negatives relating to this project, consequently it amazes me that it is still being talked about and even voted upon in the future.

However one aspect of this project is rarely talked about is the fact that Los Angeles County has no plan now or in future for the 405 expansion to happen. It is not on their agenda!

Anything other than alternative 1, will cause quite a bottleneck where one does not exist. The bottleneck will be quite long - from the county line going South. 2

This bottleneck will increase all the factors that will make healthy living in this area something of the past. ie, air, noise, security etc.

Hopefully you will realize the importance of your decision to the people of this area and their families.

Sincerely,
C. M. McKee
3550 Pansy Circle
Seal Beach, Ca. 90740

PC-M9

I-405 Improvement Project
Public Hearing
Comment Sheet

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- ☐ Wednesday, June 6, 2012 – Westminster Community Center
- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Philip Mainzer	
Organization: CPE – College Park East	
Address(Optional): 3670 Victoria Street, Seal Beach, CA 90740	
Phone Number: (562) 430-6001	Email address: dreamsurf5@aol.com

Comments: There are many reason I have concern about the project, specifically the impact on our neighborhood + the value of our property as well as the environment + beach culture
– as well during construction.
– creating an unsafe area for those who walk, run, drive along Edinger with the street being moved in 10'
– the fact that the county will not be expanding the freeway when it reaches here it's already a problem

1

2

(Space for comments continued on reverse)

PC-M10

From: 8tcbcarol@socal.rr.com
Sent: Wednesday, July 04, 2012 1:42 PM
To: Parsons, 405.dedcomments
Subject: 405 TOLL LANES

Ladies and Gentlemen: As a citizen of Fountain Valley, I totally oppose your proposal to make a toll lane in the widening plans, especially from Fountain Valley, Westminster, Garden Grove, Seal Beach, through to the connector to the 605.

What that stretch of freeway really needs most of all are more full public access lanes, not a toll lane, or another lane serving cars with 3 or more people in them. Please just add more full-access lanes.

1

Thank you, Carol Lee Manary, Fontain Valley

PC-M11

I-405 Improvement Project
Public Hearing
Comment Sheet

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- [x] Monday, June 4, 2012 – Orange Coast Community College
- [ ] Thursday, June 7, 2012 – Rush Park Auditorium
- [ ] Wednesday, June 6, 2012 – Westminster Community Center
- [ ] Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): HERNANDEZ MIKAEL

Organization: 15500 WILLIAMS ST H F

Address(Optional): FOUNTAIN CA 92708

Phone Number: 714-) 651-1328

Email address:

Comments: Mas Trafico Porque no Se Haga Mas Trafico Para El Futuro y Mas Trabajo Para Todo Comunidad es Mejor Gracias 1

(Space for comments continued on reverse)

PC-M11 Translation

Comment:

So there is less traffic in the future and more jobs for the all the communities, thank you. 1

PC-M12

From: Susan Manzo [sbsluggo@msn.com]
Sent: Monday, July 16, 2012 5:02 PM
To: Parsons, 405.dedcomments
Subject: I-405 Improvement Project Draft EIR

Dear Sirs,

I have strong objections to Alternatives 2 and 3 of your proposal for this project as it affects the stretch from Valley View north to the Los Angeles County line.

I am adamantly opposed to toll lanes. I think they are unfair and not very successful.

I also think it's extremely unfair to move the outer lane and the sound wall in such a way as to narrow Almond Avenue. People in this area bought their homes with the present street configuration, and I think it's morally wrong to move the freeway closer to them. I'm sure you can find a way to improve the traffic flow without doing that. 1

Sincerely,

Susan Manzo
3631 Marigold St.
Seal Beach, CA 90740

PC-M13

I-405 Improvement Project
Public Hearing
Comment Sheet

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- ☐ Wednesday, June 6, 2012 – Westminster Community Center
- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): GEORGE MARBO JR
Organization:
Address(Optional): 1201 S PARTON SA CA 92707
Phone Number: 714 836 6407
Email address:

Comments: Orange County needs more freeway Lanes we will become a Reliable Transportation. 1

(Space for comments continued on reverse)

PC-M14

I-405 Improvement Project
Public Hearing
Comment Sheet

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- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Gildardo Marquez
Organization: Cement mason local 500
Address(Optional): 212 N. Wright St S.A. CA.
Phone Number: (714) 768.2971
Email address: Gildardo.Marquez@yahoo.com

Comments: I want a toll express lanes on each direction 1

(Space for comments continued on reverse)

PC-M15

From: Marquez, Patricia (RSC) [mailto:Patricia.Marquez@resourcesglobal.com]
Sent: Wednesday, June 06, 2012 3:46 PM
To: Christina Byrne
Subject: 405 Freeway

"I do not want Alternative 3". 1

Patricia Marquez
983 Trenton Way
Costa Mesa, CA 92626
714-241-8064

Patricia M Marquez| EXECUTIVE ASSISTANT| RESOURCES GLOBAL PROFESSIONALS | 714-430-6314| 17101 Armstrong Avenue - Irvine, CA 92614 | VOIP 112 6314

PC-M16

I-405 Improvement Project
Public Hearing
Comment Sheet

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- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Roger Marquez
Organization:
Address (Optional): 11747 Colima Rd Apt C Whittier CA 90604
Phone Number:
Email address:

Comments: Hope the freeway bridge [illegible] may consider Roger Carlino with this project. 1

(Space for comments continued on reverse)

Caltrans OCTA

PC-M17

From: Carolyn Marr [wcjmarr@msn.com]
Sent: Sunday, July 15, 2012 10:39 AM
To: Parsons, 405.dedcomments
Subject: Toll Road

Not a happy camper about what is being proposed. How much more construction, dust and noise does Westminster have to put up with for something that will not work.
History has shown us that toll roads are under utilized and only make traffic worse for the general purpose lanes. I would be agreeable to Option1 only. 1

The state is going bankrupt and there are better places to use the money, such as taking care of the roads.

Carolyn A. Marr
5301 Bryant Circle
Westminster, CA 92683

PC-M18

From: Marr, Bill [Bill.Marr@jacobs.com]
Sent: Thursday, July 12, 2012 12:20 PM
To: Parsons, 405.dedcomments
Subject: 405 Expansion Options

After attending the community meeting in Westminster, I was appalled to learn that Caltrans is now proposing a "toll road" as Option 3 of their 3-option plan. I find this completely unacceptable. Was this the tradeoff for not taking residents homes? Now the plan will require taking only "little slivers" of peoples' property. Give me a break! 1
I can live with option 1. It means that Westminster residents will once again be forced to tolerate what seems to be unending freeway "improvements", but the single general purpose lane in each direction is the least intrusive. Option 2 involves too much relocation of existing infrastructure, freeway walls, etc. I am opposed to it. Option 3 was based on flawed numbers with regard to commuter time reduction. The reduction numbers are based on high usage of the toll road portion. History on the 91 freeway toll road shows that underutilization means more congestion in the general purpose lanes. The same will happen with the 405 if toll lanes are built. People won't use them and the remaining lanes will be more congested that they are now. It has been said that the definition of insanity is doing the same thing over and over and expecting different results. Toll roads in California are a perfect example of this. 2

In summary:

Option 1	OK
Option 2	Opposed
Option 3	Opposed

Regards,

Bill Marr
5301 Bryant Circle
Westminster CA

PC-M19

From: GARY MARSHALL [motzmarshall@msn.com]
Sent: Wednesday, July 11, 2012 7:24 PM
To: Parsons, 405.dedcomments
Subject: Soundwall mitigation Rossmoor

Where is sound mitigation needed?
In my opinion a soundwall is long overdue! Where? On the northside of the 405 freeway between Seal Beach Blvd. overpass to the 7TH Street on ramp/off ramp. This area is known to have a generally onshore prevailing wind from the southwest, which acts to keep the area cooler but also acts as a carrier of the increased freeway noise, which I believe has significantly increased over the past 25 years and believe became even louder when the sound wall was constructed on the southside Leisure World side. 1

I have heard rumors that the criteria for sound mitigation is the proximty to residential areas. If this is true I believe this area should be an exception due to the prevailing wind that carries the sound far into the neighborhood, such as the 3200 block of Rowena Drive,which makes it difficult to enjoy our home and backyard area. 2

The sound wall would only have to extend from the 7th Street onramp to the start of the Bixby Office Complex, where presently only a chainlink fence exists, as the Bixby building itself acts as a sound buffer and why it should be built as close to the sound source as possible as the existing Bixby wall has little to no effect as it is too far from the sound source and the noise travels above and beyond into the residential neighborhood, as I believe a sound study would show. 3

Thank you for your consideration as we believe we are only asking for the same mitigation that our other proximal freeway Southland neighbors enjoy, 4

Sincerely, Gary Marshall

PC-M20

From: Lori Marshall [motzmarshall@msn.com]
Sent: Wednesday, July 11, 2012 9:15 AM
To: Parsons, 405.dedcomments
Subject: Sound wall

To Whom It May Concern,

My question regarding the reconstruction of the 405 freeway - is there going to be a sound wall built on the Rossmoor side of the freeway by the bixby buildings? The freeway sound has always carried into the neighborhood and now appears to be louder with the construction going on. I can see that a wall is being built on the Seal beach leisure world side but nothing appears to be going up on the Rossmoor side. Would appreciate a sound wall being built on the side opposite seal beach as well. Is anything being done regarding this? 1

Sincerely,

Lori Marshall

Sent from my iPad

PC-M21

From: Debra Marsteller [mailto:Deb@proindependence.org]
Sent: Tuesday, June 05, 2012 10:45 PM
To: Christina Byrne
Subject: 405 plans

Hi Christina

I want to thank you and all of the people who worked late last night (and many nights to come, I'm sure) We were a contentious lot over at OCC, and I think you all did a fine job. Regardless of whether I want the expansion, (I don't), I hate it when people are rude or assign personal implications. I've read through the plans and I am so impressed. There is something beautiful about well-designed roads and freeways. Whoever oversaw the exits at fairviw/harbor were genius. I've always wanted to tell you all that! 1

I am in the unique position of living on one side of the 405 and working on the other. I walk to work under the 405 using the bike trail at Santa Ana River, My home faces Moon Park at 3374 California and I work at 3505 Cadillac O103 and our building backs up to NB 405.
My neighbors in both areas are concerned about noise, dirt and pollution during construction but also after. If the ellis onramp comes along 405 at Moon Park we will have to contend with breaking, honking, collisions and no sound wall as it traverses the Santa Ana River. This is a horrible scenario for our little neighborhood. 2

1) Can you send me a link to the proposed schematics showing what the Ellis ramp will look like?
2) Expand the 405 where the real problems are –north of Euclid. Just looking and the plans depict where the real problems are
3) Promote mass transit and quit building freeways. We're whacky here in SoCal and have to change our ways. 3

Thanks again.

Debbie Marsteller
Executive Director, Project Independence
www.proindependence.org
714-549-3464 ext. 232
September 15th, 2012 Huntington Beach

p.s. Brett, a freeway hero saved me two weeks ago when I got a blow out on the NB 55 just after merging from the SB 405 and was on the shoulder in a precarious position. He was there in 2-4 minutes after I got to the shoulder. I love that guy! Please keep these emergency vehicles patrolling. Im sure I would have been rear ended in the morning rush hour if I'd been there much longer.

PC-M22

On Jun 15, 2012, at 10:01 AM, "Flo Martin" <flomama@aol.com> wrote:

As a 45-year resident of Costa Mesa, I strongly oppose Alternative 3 of the proposed widening of the 405 freeway. I prefer Alternative 2, which involves maintaining the existing carpool lane and adding two general purpose lanes. Please relate my concerns and preference to the appropriate individuals on the OCTA board. 1

Flo Martin
2442 Andover Place
Costa Mesa, CA

"It is when we are alone that we are the least alone." *St. Augustine*

PC-M23

From: Flo Martin [mailto:flomama@aol.com]
Sent: Tuesday, July 17, 2012 10:43 AM
To: 2, District
Subject: expansion of the 405 in Costa Mesa

Dear Supervisor Moorlach,
I am 100% opposed to the expansion option that includes any toll lanes! As a long-time resident of Costa Mesa, (I remember when the 405 stopped at Harbor Blvd.) and as an even-longer taxpaying resident of California, I expect public access to our roads, highways and freeways. Please vote against any and all options that stipulate 405 toll lanes in Costa Mesa. 1

Thank you for representing me in this matter.
Florence N. Martin
Costa Mesa
"It is when we are alone that we are the least alone." *St. Augustine*

PC-M24

I-405 Improvement Project
Public Hearing
Comment Sheet

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- ☐ Thursday, June 7, 2012 – Rush Park Auditorium
- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Felix Martinez	
Organization: MASONS	
Address(Optional): 722 S. Huron Dr. S. Ana CA. 92704	
Phone Number: (714) 9729072	Email address:

Comments: reduce congestion and increase mobility. } 1

(Space for comments continued on reverse)

PC-M25

I-405 Improvement Project
Public Hearing
Comment Sheet

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- ☐ Thursday, June 7, 2012 – Rush Park Auditorium
- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Jacob Martinez	
Organization: Plumbers Union Local 582	
Address(Optional):	
Phone Number: (714) 833-4499	Email address: gerberev_Heathin@yahoo.com

Comments: Too much congestion on the I-405 spending too much time stuck in traffic. } 1

(Space for comments continued on reverse)

PC-M26

I-405 Improvement Project
Public Hearing
Comment Sheet

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- ☐ Wednesday, June 6, 2012 – Westminster Community Center
- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Victor Martinez	
Organization:	
Address(Optional):	
Phone Number: 901-545-6072	Email address: None

Comments: An improvement to widen the 1405 would be a stress reliever in traffic for thousands of people living in the area as well for commuters who pass thir every day I am for building more streets and highways for bette comutes 1

(Space for comments continued on reverse)

Caltrans OCTA

PC-M27

From: smatalon [mailto:smatalon@verizon.net]
Sent: Saturday, July 14, 2012 3:43 PM
To: 2, District
Subject: Freeway Construction and Express Lanes

Mr. Moorlach: I am a resident of Leisure World in Seal Beach. I am writing to let you know that I am totally against so-called Express lanes. It's bad enough we pay our taxes for the freeways, but then to have to pay to use the "Express" lanes is totally outrageous. All "express" lanes should be outlawed and all lanes should be allowed to be used by everyone without having to pay for the privilege of using those lanes. In fact, I really don't see any need for doing more work on the freeways than is already planned by hooking up the HOV lanes between the 605, 405 and 22 freeways. Building more lanes on the freeways is not the answer and it will never be the answer. We should try to have a better mass transportation system. I am sick and tired of all the constant freeway closures because of construction and now the bridge on Seal Beach Boulevard will be closed for two years and we in Leisure World will have only one lane open each way with a center lane for ambulances, etc. to transport people to Los Alamitos Hospital. Enough is enough. No more freeway building beyond those that are already being worked on. 1

PC-M28

From: Sean Matranga [seanm@3d-ind.com]
Sent: Wednesday, July 11, 2012 5:16 PM
To: Parsons, 405.dedcomments
Subject: San Diego Freeway (I-405) Improvement Project

I highly oppose any addition of Toll Lanes. 1

Sincerely,
Sean Matranga
Orange County Resident
Laguna Niguel, CA

PC-M29

From: Pat Matsubara [patty_matsu@hotmail.com]
Sent: Saturday, July 14, 2012 12:57 AM
To: Parsons, 405.dedcomments
Subject: 405 Expansion

I am a resident of West Orange County and have been for 40 years. For many years I commuted on the 405 and the 5.

I am concerned about further proposed expansion to the 405 because I foresee a parallel predicament as the northbound 5 was upgraded to almost the LA County line. Traffic backed up as the upgraded fast moving traffic funneled into fewer number of less well maintained traffic lanes. Savvy drivers opted for the 91. Unfortunately, as traffic approaches Long Beach on the northbound 405 there is no alternative freeway available. Even without the proposed Orange County upgrades traffic bottlenecks going into Long Beach. **1**

In that regard, I am opposed to the tearing down and rebuilding the sound wall on the north side of the 405 between Valley View and Seal Beach Boulevard. That is just a waste of time and money. **2**

I am opposed to further toll roads at this time. I recall co-workers who used the 91 did not use the toll road, even though it would have saved them time. I am not surprised that the LA Times reported on 7/1/12 that "ridership continues to fall below projections...". Measure M did not approve funds for toll roads, and I believe that if the language of Measure M would have included toll roads it would not have been passed by the Orange County voters. **3**

I frequently use the 22 West/7th Street connector and the 7th Street Bridge which has finally reopened. I attended a community meeting prior to the demolition of the bridge where I was disappointed to learn the bridge would not be wider (and no improvement was planned on the Long Beach side) just longer to cover the expansion of the freeway. I believed that this was to accommodate the carpool-to-carpool lanes from the 405 to the 605 northbound and 605 to 405 southbound. It was my understanding no other lanes would be added to the existing non-carpool lanes of the north and south 405. As stated above, traffic already bottlenecks at the OC/LA border. **4**

Thank you for your consideration. I would appreciate a response to this e-mail.

PC-M30

To: Smita Deshpande

Caltrans, District 12

2201 Dupont Drive, Suite 200

Irvine, CA 92612

Dear Smita Deshpande,

Hi my name is Gayle Matsubara and I have some concerns regarding the expansion of the 405 freeway.

- Why are you expanding the freeway at the northern border of Orange County when the number of freeway lanes in Los Angeles County will be the same. It is my understanding the Los Angeles County has no intention of expanding the freeway and so if Orange County expands the 405 it will only bottle neck in the area of the 22 and the 605. This does not alleviate traffic, but only increases pollution and noise. If you are considering expanding the freeway, why not expand south of the 22 and gradually let the lanes taper to the orange county/los angeles county border. **1**

- There is no present funding for alternative 2 and 3 so why would you start a project that you do not have the money to pay for. What are you going to do if the money doesn't come up? Are you going to skimp on materials/safety? In fact, the money that is funding this project was voted on by the public in Measure M. Measure M did not approve for funds to go toward building toll roads. So it seems to me that it is not reasonable to consider alternative 2 and ESPECIALLY not alternative 3 as our tax dollars were not allocated for building toll roads. Another thing to consider, it was recently reported by the LA Times on July 1, 2012 "As ridership continues to fall below projections, leaders are looking for long-term, money-saving measures". If the Toll Road in Orange County are not making the money it was projected to make, how can you think the toll revenue will help fund the 1.7 billion dollar project. **2**

- Have you considered the environmental impact this expansion will have on the air and noise pollution. I have looked over the Draft EIR statement and it states in 1.2.2.6 air quality improvements that this freeway expansion project qualifies as a Transportation Control Measure for the Air Quality Management Plan, I have a hard time believing that this will improve or even keep the same air quality **3**

PC-M30 Continued

we have now. Although the project may include "auxiliary lanes, ramp metering, traffic signal timing optimization and other traffic flow improvements", increasing the amount of traffic and cars on the freeway will only INCREASE smog/pollution and noise. **3**

- If you plan on removing and rebuilding the sound wall in college park east, there are several things to consider. First, the wall is not deteriorating and it is in good shape. It seems ridiculous to spend the money on bringing it down and rebuilding it. Are there any measures going to be taken to reduce noise and pollution during the time of the rebuild? Is there a specific time frame that we are working with while the wall will be down? Are there any written specifications that the new wall will be built to the same specifications that the existing wall is built now. I know you can just build a tall wall and call it a "sound wall" and maybe you can do it quickly, but to build the same quality wall that we have now, Can it be done? How long will it take? How long will the wall be down? What steps are being taken to ensure the quality of life in our neighborhood will be tolerable? These questions should be answered before the wall comes down. **4**

- If you plan on going through with this freeway expansion then I would have to recommend the no build or Alternative 1-adding 1 general purpose lane in each direction. I adamantly oppose moving the existing sound wall in college park east along Almond Ave. I highly recommend you consider to start eliminating one of the general purpose lanes early to avoid moving the wall. It makes no sense to have the extra lanes for the mile or so only to be stopped further up at the 405 Los Angeles County Border. **5**

I would like you to consider the above comments and would like a reply to each of my concerns. Thank you.

Gayle Matsubara

PC-M31

I-405 Improvement Project
Public Hearing

Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.

Meeting Venue (please check one of the following):

- ☐ Monday, June 4, 2012 – Orange Coast Community College
- ☐ Wednesday, June 6, 2012 – Westminster Community Center
- ☐ Thursday, June 7, 2012 – Rush Park Auditorium
- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): DONALD W. MCCLAIN	
Organization:	
Address(Optional): P.O. BOX 3811 SEAL BEACH CA 90740	
Phone Number: (714) 606-6149	Email address: SEABIZKIT2002@YAHOO.COM

Comments: IMPROVING THE 405 IS VITAL TO HELP WITH TRAFFIC CONJESTION AND WILL SUPPLY PLENTY OF WORK FOR OUR UNION MEMBERS OF ALL SO-CAL UNIONS **1**

(Space for comments continued on reverse)

PC-M32

From: Mark-David McCool [mdmccool@juno.com]
Sent: Tuesday, July 17, 2012 1:01 PM
To: Parsons, 405.dedcomments
Subject: State Route 405 (I-405, San Diego Freeway) between SR-73 and I-605 and Draft EIR/EIS

I am concerned about the impacts the State Route 405 improvement project will have on our community. I am especially concerned about Alternative 3 which will widen the San Diego Freeway in the City of Costa Mesa and convert an existing car pool lane to a toll lane. Alternative 3 would require the Fairview/I 405 interchange be demolished and rebuilt, even though it was just rebuilt three years ago (seems like a big waste of money at this time of tight budgets). Residences and public parks near the I-405 will be adversely affected both during construction and upon completion of the project. Problems include air pollution, noise, and degradation of the visual quality of our neighborhoods. Ramp closures at Harbor, Fairview and South Coast will not only inconvenience residents, but impair access to the many businesses which contribute to our local and regional economy. 1

There has to be a better solution then to remove existing lane(s) that aid in the flow of traffic on our freeways and turning them into toll lanes. Instead of solving the problem it will be pushing it out towards the margin of the road so everyone can fight for even more limited space. This may very well be the solution for the "HAVES" but, not the whole community.
Please select something other then alternate 3. We should not end up like San Bernadina/Riverside with their 91 debacle. 2

Best regards,

Concerned Costa Mesa Citizen
Mark-David McCool and Family
Phone:714-979-1752

E-mail: mdmccool@juno.com
FUEL THE CURE
http://www.racing4research.org
Today is the beginning of eternal happiness or eternal disappointment for you - George Albert Smith

PC-M33

From: Cynthia McDonald [cmcdonald.home@gmail.com]
Sent: Monday, June 18, 2012 10:46 PM
To: Parsons, 405.dedcomments
Subject: 405 Widening Project

Ladies and Gentlemen:

I oppose the widening of the 405 Freeway in Costa Mesa. I live in Mesa North, close to the freeway and Fairview Road. The last time the freeway was widened, I noticed an immediate change in the number of accidents on the freeway. Because the freeway is now so wide, and because of the restrictions of the carpool lanes, it is difficult for drivers to make lane transitions. This causes a slowing of traffic, sometimes unexpectedly, and the result is an accident. The air each morning is now filled with the noise of one siren after another, usually a fire truck rushing to the 73/Bristol Street area. This is definitely a public safety issue and widening the freeway will only result in more accidents, injuries, and possible deaths. 1

Because I live near one of the bridges that will be torn down and reconstructed, I oppose the freeway widening because of the noise and air pollution the construction will create. The last time the Fairview bridge was widened, the noise from the pile drivers started early in the morning and didn't stop until late afternoon. The dust and air pollution made it impossible for me to enjoy my garden. Also, it will be impossible to safely bicycle or walk/run on Fairview if the bridge is narrowed to accommodate construction. After the construction it will be too dangerous to even consider pedestrian or bicycle traffic. 2

Finally, for the sake of the environment, we need to encourage people to get out of their cars and start using alternative forms of transportation. Money spent on widening the freeway should be spent on encouraging carpooling, safe bike and pedestrian paths, and a good mass transit system -- something Orange County is lacking.

Widening the freeway will not benefit Costa Mesa residents or businesses. In fact, it will be a detriment to those of us who live and work near the freeway. I ask that you encourage the OCTA to abandon the plan to widen the freeway. Thank you for your consideration. 3

Cynthia McDonald
1181 Atlanta Way
Costa Mesa, CA 92626
(714) 549-5884

PC-M34

From: Joan McEvoy [joan@mcevoys.org]
Sent: Monday, July 16, 2012 7:16 PM
To: Parsons, 405.dedcomments
Subject: Proposal for Rossmoor

To whom it may concern,

We are asking that you consider the following proposal for the citizens of Rossmoor. We have lived here for 12 years and are very concerned about the impact of the congestion of traffic on the streets around are community, which is already very, very busy. 1

Thank you,

Joan McEvoy
(562) 397-6899

PC-M35

I-405 Improvement Project
Public Hearing

Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.

Meeting Venue (please check one of the following):

- ☐ Monday, June 4, 2012 – Orange Coast Community College
- ☐ Thursday, June 7, 2012 – Rush Park Auditorium
- ☐ Wednesday, June 6, 2012 – Westminster Community Center
- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): ANDY McGLASSON
Organization:
Address(Optional): 214 S. LA ESPERANZA SAN CLEMENTE CA. 92672
Phone Number: 949 492-1681
Email address:

Comments: CURRENT SYSTEM MOVES TO SLOW. AFFECTS ALL OF US, TIME AND MONEY WASTED 1

(Space for comments continued on reverse)

PC-M36

July 7, 2012

OCTA Board Member
550 Main Street
PO Box 14184
Orange, CA 92863

Dear Board Member,

We are residents of the City of Seal Beach College Park East Community. We are asking you to vote for Alternative 1 for the I-405 Freeway Improvement Project. This alternative will have the most limited community and environmental impacts compared to any other alternative. The community believes this alternative is the best choice because:

1. Alternative 1 does not encroach 10 feet into Almond St. which has an existing sound wall that protects the community. If this wall is torn down and a new wall is built for widening the I-405, it will make Almond St. too narrow causing it to become more dangerous. In case you were not aware, Almond St. is a dedicated Tsunami escape route and the only community access route out from the College Park East Community for many of the smaller streets, including ours. We live on a corner house right across from the sound wall. Moving the wall up to 10 feet closer to our home will decrease our property value, and increase the noise and air pollution.
2. Alternatives 2 and 3 will encroach 10 feet into Almond St. and will also impact our existing parks at Astor Street and at Oleander Street. Like many of the parks in our community, children play and many citizens walk along Almond St. every day. An alternative that encroaches into our community will expose our citizens to more vehicle exhaust which causes respiratory problems, lung disease and/or lung cancer. The closer the freeway is to our community, the more exposed to vehicle exhaust and harmful toxins. } 1
3. Funding is only available for Alternative 1. Alternatives 2 and 3 have a funding gap which will require OCTA to issue bonds and take more of the County's tax dollars. The community and residents do not favor this irresponsible tax-waste scenario for all the reasons above. } 2

Sincerely,
Wayne McLaughlin
Carole McLaughlin
Wayne & Carole McLaughlin
3520 Daffodil Circle
Seal Beach, CA 90740
562 598-9871

PC-M37

I-405 Improvement Project

Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (EIR/EIS). Comments must be received by Caltrans no later than July 17, 2012.

Name (First and Last): Michele McLeod
Organization:
Address (Optional): 4264 Candleberry Ave, Seal Beach, CA 90740
Phone Number: 562-879-3949
Email address: michele.mcleod@mindspring.com

Comments: Please Use ALT. 1 and Keep the original sound wall. Keep costs down. Please not toll road! } 1

Thank you.

(Space for comments continued on reverse)

Caltrans
OCTA

PC-M38

From: Michael McNally [mmcnally@uci.edu]
Sent: Tuesday, July 17, 2012 4:11 PM
To: Parsons, 405.dedcomments
Subject: I-405 DEIR/DEIS Comments

I have two concerns with the analysis presented.

First, the predicted travel times for the No Build alternative versus the A1 alternative appears unrealistic. Adding one lane in each direction in A1 improves peak travel times from over 120 minutes to under 60 minutes from SR-73 to I-605. This implies that all alternative routes from Orange County to LA County (e.g., SR-22, SR-91, I-5) would have similar travel time performance for the No Build alternative under standard modeling assumptions (user equilibrium). If the additional capacity on the I-405 reduced travel times by over 50 percent, similar albeit lesser travel time improvements would be anticipated on alternatives routes, but this simply is not possible. The scale of the capacity improvement does not appear to be in sync with the performance result. **1**

Second, the assumption that estimated capacities from the SR-91 Express Lanes would be valid on the I-405 lanes under Alternative A3 is spurious.
The corridors are fundamentally different, the 405 will have intermediate acess/egress points, and there will be significant spillback effects at either end. Better estimates than 1700/1200 vph for HOT/GP lanes are in order. **2**

Finally, I have real concerns that a slippery slope has been reached.
While Measure M funds will not be used to build a toll facility, the Measure M commitment to an Orange County HOV network will be compromised, and potentially eliminated if the HOV network evolves into a HOT network.
Finally, while a financial commitment to a toll facility may not be made, our most limited resource will be dedicated to a toll facility -- the land. This right-of-way can no longer be part of the OCTA commitment to provide freeway and HOV facilities in the future. **3**

M. G. McNally
Irvine, CA

Professor Michael G. McNally
Institute of Transportation Studies (AIRB4048) Department of Civil & Environmental Engineering University of California, Irvine Irvine CA 92697-3600 USA
Phone: 949-824-8462
E-mail: mmcnally@uci.edu
http://www.its.uci.edu/~mmcnally/

PC-M39

I-405 Improvement Project
Public Hearing

Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.

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- ☐ Monday, June 4, 2012 – Orange Coast Community College
- ☐ Thursday, June 7, 2012 – Rush Park Auditorium
- ☐ Wednesday, June 6, 2012 – Westminster Community Center
- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Manuel Mecado A "Buddy"
Organization:
Address(Optional): 1260 E Lexington ave. unit #H
Phone Number: (714) 747-0145
Email address: anaheimshark@Hotmail.com

Comments: Fix all the Freeways, with more Lanes on each direction. **1**

(Space for comments continued on reverse)

PC-M40

I-405 Improvement Project
Public Hearing
Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.

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- ☐ Monday, June 4, 2012 – Orange Coast Community College
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- ☐ Wednesday, June 6, 2012 – Westminster Community Center
- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): MANUEL M-TIRIVEZ
Organization:
Address(Optional): 7222 W-FLORA S.A. C- 92704
Phone Number: 714-5572381
Email address:

Comments: YES WE NEED'S MORE WIDEN EACH FREEWAY ORANGE THE LOS ANYELES AREA FOR MANY YEAR'S IS THE SAME FREEWAY'S...SO WE NEED MORE.. THANK YOU 1

(Space for comments continued on reverse)

Caltrans OCTA

PC-M41

From: Miranda [mirandamega@earthlink.net]
Sent: Wednesday, June 13, 2012 9:57 PM
To: Parsons, 405.dedcomments
Subject: NO to the TOLL!

Please no toll on the 405! I use the 405 to the 605 to the 91 (and back) everyday for my long commute from Fountain Valley to Cerritos to take my son to Diving classes. We ride in the carpool lane now and it takes us from 30-45 minutes depending on traffic. If there would be a toll road charge to use the lane I would not be able to afford the toll, gas and tuition. Also, I would have to leave even earlier to get there and the stop and go traffic would cost me even more money for gas. 1

Please don't add the toll.

Thanks,
Miranda Megrdichian
Of Fountain Valley
714-496-1810

PC-M42

I-405 Improvement Project
Public Hearing

Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.

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- ☐ Monday, June 4, 2012 – Orange Coast Community College
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- ☐ Wednesday, June 6, 2012 – Westminster Community Center
- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Alex Mejia
Organization: O.C. Resident
Address(Optional):
Phone Number:
Email address: [illegible]@yahoo.com

Comments: Traffic is Bad everytime I go to the Wharf these days please do something about this problem ~ 1

(Space for comments continued on reverse)

PC-M43

I-405 Improvement Project
Public Hearing

Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.

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- ☐ Monday, June 4, 2012 – Orange Coast Community College
- ☐ Thursday, June 7, 2012 – Rush Park Auditorium
- ☒ Wednesday, June 6, 2012 – Westminster Community Center
- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Rafael Mendez
Organization: Labor Local 652
Address(Optional): 2556 Santiago St Santa Ana CA
Phone Number: 714 378-5343
Email address: NONE

Comments: As we can see will be easy for traffic get fast to Your House make easy for you and weather way so we want to get the job I back up the Project Thank you 1

(Space for comments continued on reverse)

PC-M44

I-405 Improvement Project
Public Hearing
Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.

Meeting Venue (please check one of the following):

- [x] Monday, June 4, 2012 – Orange Coast Community College
- [ ] Thursday, June 7, 2012 – Rush Park Auditorium
- [ ] Wednesday, June 6, 2012 – Westminster Community Center
- [ ] Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Kiendo Mendez
Organization:
Address(Optional):
Phone Number: 40-465-6217
Email address: N/A

Comments: I take that freeway everyday and its always packed I think it would benefit California yes! I support the construction in the 405 Freeway! Do it! 1

(Space for comments continued on reverse)

PC-M45

I-405 Improvement Project
Public Hearing
Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.

Meeting Venue (please check one of the following):

- [ ] Monday, June 4, 2012 – Orange Coast Community College
- [ ] Thursday, June 7, 2012 – Rush Park Auditorium
- [ ] Wednesday, June 6, 2012 – Westminster Community Center
- [ ] Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): JOSE MENDOZA
Organization: LOCAL #250
Address(Optional):
Phone Number: 562-427-7184
Email address:

Comments: help brothers of sisters get back to work 1

(Space for comments continued on reverse)

PC-M46

I-405 Improvement Project
Public Hearing

Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.

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- ☐ Monday, June 4, 2012 – Orange Coast Community College
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- ☐ Wednesday, June 6, 2012 – Westminster Community Center
- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): RAMON OMendoza	
Organization: Labor Local 652	
Address(Optional): 20690 EL Nido AV PERRIS CAL	
Phone Number: (951) 722 8226	Email address:

Comments: MUCHOS Accidentes
MUCHO TRAFICO MUCHO tiempo PARA
llegar A LOS TRABAJOS
Y se nesesitan MAS TRABAJOS
Y se AORRA MAS combustible
Y se Reduse MAS humo AL medio
Ambiente

1

(Space for comments continued on reverse)

PC-M46 Translation

Comment:

A lot of accidents, a lot of traffic and too much time wasted getting to our jobs. More jobs are needed; we would save on gas and reduce on emissions to the environment. 1

PC-M47

I-405 Improvement Project
Public Hearing
Comment Sheet

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- ☐ Thursday, June 7, 2012 – Rush Park Auditorium
- ☐ Wednesday, June 6, 2012 – Westminster Community Center
- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Silvano G Mendoza.
Organization: Labor Local 652
Address(Optional): 1777 Mitchell ave #68 Tustin Ca 92780
Phone Number: (714) 721-8109
Email address: Silvano.mendoza54@Hotmail.com

Comments: it's a necessity for all Orange County Residents to commute to our Jobs, our businesses, our schools. etc, etc. this project will improve our safety and our quality of our life with our loveones. Thanks. 1

(Space for comments continued on reverse)

Caltrans OCTA

PC-M48

Terry & Arlene Mercer
3541 Daffodil Circle
Seal Beach, CA 90740

July 3, 2012

Ms. Smita Deshpande, Branch Chief
CalTrans District 12
Attention: 405 DEIR/DEIS Comment Period
2201 Dupont Drive, Suite 200
Irvine, CA 92612

Dear Ms. Deshpande,

I am writing to tell you the facts of the I 405 Improvement Project as I see it as a Seal Beach neighbor who will be affected by this project.

(1.) Los Angeles County has not earmarked money to build additional lanes and may never do that. Therefore it is irresponsible of OCTA and CalTrans to add up to two more lanes northbound on the 405 knowing LA County has no plans to add the same in the next 10 to 15 years, if at all. Widening the freeway for a short distance will only lead to a bottleneck at Seal Beach and a worse situation than we have now. Cars will be jammed up between Valley View Street and LA County line attempting to merge across 4 lanes to continue on the 405 N since the first 2 lanes would go to 7th Street and the next 2 lanes would go to the 605. Why spend all that money to create a problem? I've heard it said that this is like building half an airline runway. The runway would be unusable just as half a freeway is unusable. 1

(2.) Forecasts of Traffic Projections are inaccurate. The projections assume that people are streaming into California and will be using this freeway. People are leaving California because of our economic situation and unfriendly attitude toward new businesses coming in. The tremendous growth this study projects isn't, and may never, be happening. 2

(3.) A Toll Road is certainly out of the question. No one needs or wants another Toll Road. In Orange County the Toll Road Operators are financially strapped. As per an article in the Los Angeles Times on July 1, 2012 Toll Roads in Orange County are below projections leading to operators jobs being cut and they are eliminating cash payments to try to save money. Furthermore the toll fee and requiring that car pools be 3 or more people is going to cause more people to use the general purpose lanes and congest them up more. 3

(4.) Because of the negative impact on traffic flow at Seal Beach that building half a freeway would cause, it would make the air quality even worse with the addition of more vehicles jammed up between Valley View Street and LA County line. If the "improvement" requires moving the Almond Avenue sound wall it will be very costly not only to move the wall but because of underground utilities needing moved. The increased noise and air pollution and decrease in home values would have a very negative effect on the community. Plus it would mean loss of parking not only for residents, but for the overflow of cars from events at the country club these cars also park along Almond. 4

Page 1

PC-M48 Continued

Above paragraphs let you know of the down-side of the project as so stated. However, I do have suggestions of what seems to make more sense to do with the project:

(A.) If Alternative 1 is chosen end the 405 Improvement Project at Valley View Street and thus eliminate the need to narrow the traffic 2 or more lanes in a short expanse as they try to travel N into LA County.

(B.) If Alternative 2 or 3 are chosen, also end the new lanes at Valley View so you don't have to take away so many lanes at the county line or just before that when people are trying to exit or merge to access the 22 or 605.

(C.) Hopefully not, but if Alternative 2 or 3 are chosen and you insist on bringing the new lanes further north into Seal Beach I understand you can move the center line, have a 4 foot shoulder and make a 405 realignment and this would at least save the Almond Avenue sound wall from needing to be moved to the detriment of the community and your pocketbook. 5

I sincerely hope you will look at the suggestions I have made and see that they would better handle the traffic, air quality problem, property devaluation, parking and aesthetic look in the north Orange County community affected.

Thank you for reading my letter and putting it under consideration.

Best wishes for a mutually acceptable solution for all concerned.

Arlene K. Mercer

Arlene K. Mercer
Seal Beach resident since 1984
Founder/Director Emeritus of Food Finders, Inc.

I hope you will bring this to the attention of the CalTrans Board.

PC-M49

6/26/12
405 Improvement project
North Bound Lanes
Terry Mercer
3541 Daffodil Cir.
Seal Beach, CA 90740

1. The conclusion drawn for this study seem to defy all logic and common sense, which leads one to conclude that the traffic modeling must be flawed.
   a. Certainly additional **northbound lanes** will alleviate the current congestion at Euclid Ave., but since there are no additional lanes going north on the 405, this is likely to lead to more congestion, fumes and negative quality of life impact between the 22 and 605. 1
   b. The addition of one lane leading to the 605 will likely help the situation, if the assumption that there is enough demand in that direction is valid.
   c. The second lane leading to 7th street and Long Beach is a true **bridge to nowhere** and is highly unlikely to alleviate any of the additional flow coming north for the following reasons:
      i. 7th street is already totally jammed, during peak hours, so this would only make it worse, so why would any new drivers choose to take that route, even if the option is available.
      ii. What could possibly drive additional demand in that direction – Long Beach has not been growing for years.
      iii. The claim that adding an extra half a lane to 7th street will move 1200 more vehicles per hour at peak, just like the first lane is very suspect, and must bring into question the accuracy of all of the information.
   d. What drives these growth assumptions used in the model? The population growth in the state has slowed to a crawl, and the state is controlled by anti-business politicians and is ranked near the bottom out of 50 states for attractiveness to new businesses.
   e. Finally, the idea of a complex toll road along this stretch of freeway that favors the rich and ends abruptly at the 605 can only be classed as **hair-brained**. At this stage of the public review, the people at the review meeting could not even explain how it would practically work. I would also contend that this is an issue for all people living in the county since they are paying for the lanes and they have not been given notice of the project and public meetings unless they live near the freeway.

2. With all of these questions and unknowns, it would seem prudent to add no more than one lane Northbound, at this Juncture, to avoid another Costa Mesa like bottle neck at the 605 and totally waste our taxpayer dollars. 2

3. It is well known that increasing throughput in a factory, refinery or a highway system involves addressing the bottlenecks. On the surface it does not appear that this has been done as part of the analysis. A major bottleneck exists at Euclid, 3

Terry Mercer

Page 1 of 2

PC-M49 Continued

which will be improved with the addition of lanes in this area. Inexplicably, the project also adds more lanes prior to the bottleneck in Costa Mesa, which if anything will reduce the benefit of the lane addition at Euclid. Also, as stated above, adding a second lane that does not go through the 605 junction on the 405 can only create or make worse the bottleneck at this juncture. **3 Cont.**

4. My residence, is along Almond Ave. next to the 405/22 section of the highway. Moving our current wall for any reason will adversely impact our quality of life and reduce our property values and it is totally unnecessary for the following reasons: **4**
   a. The City of Seal Beach has determined that two northbound lanes can be added without moving the wall if Cal Trans allows some commonly used lane sizing exceptions. This avoids the cost of a new wall which includes moving power poles and underground electrical and phone delivery systems, for a lane that can only add to the congestion for this section of the highway.
   b. The lot sizes in the College Park project were initially approved assuming parking on both sides along Almond and a significant number of parks for open space. This covenant should not be broken.
   c. For houses in the cul-de-sacs along Almond there is limited parking and the parking along Almond is routinely used.
   d. The current wall is 20 foot high and earthquake proof and will be replaced by a standard 18 foot wall, per the engineers at the public meeting. Most homes are second story so this would certainly mean more noise, which will not be identified in the EIR, since all sound readings are taken at 5 foot elevation.

Terry Mercer

Page 2 of 2

PC-M50

I-405 Improvement Project
Public Hearing

Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.

Meeting Venue (please check one of the following):

- ☐ Monday, June 4, 2012 – Orange Coast Community College
- ☐ Thursday, June 7, 2012 – Rush Park Auditorium
- ☐ Wednesday, June 6, 2012 – Westminster Community Center
- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Juan Alberto López Meza
Organization: Labor Local 652
Address(Optional): 919 cerritos ave Apt A Long Beach ca 90813
Phone Number: 562 4810577
Email address:

Comments: porque a la hora de salida de trabajar se llena mucho y estaria bien para crear mas trabajo porque hay mucha gente sin trabajar **1**

(Space for comments continued on reverse)

PC-M50 Translation

Comment:

Because there is a lot of traffic during after work hours and because it would create jobs for unemploy people. } 1

PC-M51

From: roger michaud [rljmichaud@gmail.com]
Sent: Tuesday, June 19, 2012 7:26 AM
To: Parsons, 405.dedcomments
Subject: Detour Route

Hello,

Since the opening of the 7th St bridge I realized that when the 405N is closed at night in Seal Beach I could still access the 7th St bridge via the Seal Beach Blvd ramp.

During this weeks night time closures of the 405N and Valley Veiw/GG Blvd., while traveling west on SR-22 will I be able to exit at Valley View, turn right to Lampson and then proceed to the Seal Beach ramp to the 7th St Bridge? } 1

Regards, Roger

PC-M52

I-405 Improvement Project
Public Hearing

Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.

Meeting Venue (please check one of the following):

- ☐ Monday, June 4, 2012 – Orange Coast Community College
- ☐ Thursday, June 7, 2012 – Rush Park Auditorium
- ☐ Wednesday, June 6, 2012 – Westminster Community Center
- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): FELIX MICHEL
Organization: Labor Local 652
Address(Optional): 18950 LUSITANO DR.
Phone Number: 909 8730942- CELL- (951-6400615
Email address: FMMICHON@YAHOO.COM

Comments: SE TIENE QUE AMPLIAR- PORQUE HAY MUCHO TRAFICO, ACCIDENTES, TOMA MUCHO TIEMPO PARA LLEGAR, DE UNA CIUDAD A OTRA PONGAN MAS LINEAS- Y DARLE TRABAJO PARA LAS PERSONAS, QUE NO ESTAMOS TRABAJANDO } 1

(Space for comments continued on reverse)

Caltrans OCTA

PC-M52 Translation

Comment:

It needs to get widen because there is a lot of traffic, accidents and it takes a long time to travel from one city to another. Add more lanes and give jobs to unemployed people. } 1

PC-M53

I-405 Improvement Project
Public Hearing

Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.

Meeting Venue (please check one of the following):

- ☐ Monday, June 4, 2012 – Orange Coast Community College
- ☐ Wednesday, June 6, 2012 – Westminster Community Center
- ☐ Thursday, June 7, 2012 – Rush Park Auditorium
- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Ron Milano
Organization:
Address(Optional): 5152 Dunbar Dr. #B Hunt.Bch CA 92649
Phone Number: 714 583-0551
Email address: rmilano77@yahoo.com

Comments: Lets get rid of traffic! } 1

(Space for comments continued on reverse)

PC-M54

I-405 Improvement Project
Public Hearing

Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.

Meeting Venue (please check one of the following):

- ☐ Monday, June 4, 2012 – Orange Coast Community College
- ☐ Thursday, June 7, 2012 – Rush Park Auditorium
- ☐ Wednesday, June 6, 2012 – Westminster Community Center
- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): BRENT MILLER	
Organization:	
Address(Optional): 5635 FACULTY AVE LAKEWOOD CA 90712	
Phone Number: (562) 728-3658	Email address:

Comments: TO KEEP TRAFFIC FLOW 1

(Space for comments continued on reverse)

PC-M55

Christina Miller
4601 Dogwood Ave
Seal Beach, CA 90740

July 7, 2012

Dear Sir,

I am a homeowner and resident in the College Park East neighborhood of Seal Beach. I am extremely concerned about the proposed project to move the retaining wall next to Almond Ave into our complex in order to add additional lanes on the 405 freeway. My concern is based on the fact that our neighborhood is immediately adjacent to the I-405/SR22 freeway, and therefore any increase in the size of that freeway will have immediate, long-term and lasting impacts on our living environment and quality of life.

More specifically, it appears to me that the Draft EIR Report has not thoroughly studied the adverse effects of several potential consequences that would come from this project, and so there seems to be no plan or intent to mitigate these negative consequences. These consequences include such things as: 1

- Increased traffic noise.
- Increased air pollution due to the increase in traffic.
- Narrowing of Almond Avenue, a neighborhood street that parallels, and is immediately adjacent to, the freeway.
- Increased congestion on Seal Beach Blvd. and Lampson Ave.

The resulting negative effects could have a significant adverse impact on our living environment and quality of life. And most significantly, it is my understanding that this expansion is not necessary, in that the 405 Freeway will already have expanded to include 7 lanes.

I would appreciate a response acknowledging and addressing my concerns.

Thank you.

Sincerely,

Christina Miller
562-598-5990

PC-M56

4632 Guava Avenue
Seal Beach, CA 90740
July 17, 2012

Ms. Smita Deshpande
Caltrans District 12
2201 Dupont Drive, Suite 200
Irvine CA, 92612

Subject: I-405 DEIR/DEIS Comments

Dear Ms. Deshpande:

I am in total support of the comments submitted by the City of Seal Beach regarding the Draft Environmental Report/Environmental Impact Statement (DEIR/DEIS) for the State Route I-405 Widening Project. This letter may expand and/or offer additional comments to those submitted by the City of Seal Beach. 1

The DEIS/EIR is incomplete, inadequate, and misrepresents the future situation. None of the three alternatives resolve the bottleneck on the I-405 freeway between Valley View Street and Los Angeles County line. The alternatives only add to the bottleneck creating more traffic congestion, air pollution, and noise because no project is planned in Los Angeles County. It is irresponsible for Orange County Transportation Authority (OCTA) and Orange County Caltrans District 12 (Caltrans) to proceed with any of the alternatives without a coordinated effort in Los Angeles County. Alternative #3 is just a revenue source for OCTA that does very little to improve traffic flow except for the wealthy commuters that can pay to use the toll express lanes. 2

The DEIR/DEIS ignores the environmental impacts on the College Park East (CPE) community in Seal Beach adjacent to the north side of the I-405 freeway between the Garden Grove city limits to the Seal Beach Tennis Center. There is only one reference to this community in the documents with no discussion or mention of the environmental impacts on CPE, including but not limited to the soundwall, utilities, noise, air pollution, gas/petroleum pipelines, and property values: 3

Soundwall
The existing 18-foot soundwall that runs between the Garden Grove city limits and the Seal Beach Tennis Center is not addressed in the DEIR/DEIS. This wall was constructed over 30 years ago at the request of Seal Beach residents to a height of 18 feet. In 2009, the City Council told OCTA representatives this wall could not be moved for the project. Representatives of OCTA and Caltrans have indicated the wall must be moved for Alternative 4

PC-M56 Continued

2 7/17/2012

#2 and Alternative #3. Obviously, since there is no mention of the soundwall in the DEIR/DEIS; thus, the need to move the soundwall was not addressed. The City consultant Zimmerman Engineering has identified project designs that would not require moving the wall for these alternatives, i.e., if the centerline of the I-405 freeway were moved six feet to the south with a four-foot inside shoulder from where the yet to be constructed 22 freeway flyover, would connect to the northbound I-405 freeway, there would not be a need to move the wall. Caltrans representatives continue to insist the inside shoulder area be ten feet in width even though on the southbound side of the I-405 freeway between Seal Beach Blvd. and Valley View Street there is a four foot inside shoulder for 3,200 feet. Why is this acceptable on the southbound side of the freeway but not on the northbound side? 4

Even thought the DEIR/DEIS does not address this soundwall, the residents of CPE strongly oppose moving this soundwall as evidenced by 1,065 signature petition presented in response to this DEIR/DEIS. This project would reduce the width of Almond Avenue, which is a city collector street and major arterial street for CPE. The narrowing of the street removes on-street parking, moves utilities into the neighborhood, and removes landscaping. This wall has been in place over 30 years and needs to stay where it is. OCTA and Caltrans need to show the same consideration and flexibility that is exhibited on the southbound side of the I-405 freeway. Why are OCTA and CalTrans presenting a double standard that harms the residents of CPE? 5

Utilities
Since the DEIR/DEIS does not address the need to move the I-405 freeway soundwall into CPE, the need to relocate utilities has not been addressed in the document. There is a Southern California Edison Company distribution line in the landscape parkway adjacent to the wall that runs the full length of the wall. OCTA representatives have indicated this distribution line might be moved to the north side of Almond Avenue. All utilities are undergrounded in CPE. Would this line be undergrounded to maintain the design of CPE? Where would the telephone equipment and lines, and fire hydrants in the parkway be moved? 6

Noise
Even thought the noise impacts on CPE were not discussed in the DEIR/DEIS, the increased traffic and bottlenecks on the I-405 freeway would create a significant increase in noise for all of CPE, as well as College Park West (CPW) and Leisure World in Seal Beach and Rossmoor. To mitigate this increased noise level all lanes of the I-405 freeway between Valley View and Los Angeles county line should be paved with rubberized asphalt. At a minimum this should reduce the noise by a least seven to nine decibels according to a 2003 study done by the Arizona Department of Transportation. 7

PC-M56 Continued

3 7/17/2012

Air Pollution

Air pollution studies did not give consideration to the fact Los Angeles County is not planning a I-405 widening project. The DEIR/DEIS gives no consideration to the project ending at the county line and the huge bottleneck that would be created as vehicles try to merge down two lines to continue north at the county line. Not enough traffic will go up the 605 freeway or into Long Beach at the Seventh Street exit. Gridlock on the northbound I-405 freeway would probably be from Long Beach back beyond Valley View Street. The cancer risk to CPE, CPW and Rossmoor residents would increase significantly. The attached Orange County Register article showed EPA 2002 data that indicated the I-405 freeway-605 freeway interchange area had a higher risk of cancer than most areas in Orange County and it is stated regarding a freeway nexus proves toxic that "If you are near a freeway, there are higher concentrations (toxic air contaminants). If you're at the intersections of two freeways, there are contributions from both freeways." Until Los Angeles County improves the I-405 north of the county line, air pollution will be much worse than contemplated in the DEIR/DEIS. 8

Gas/Petroleum Pipelines

Option 2 and Option 3 call for the relocation of the 14" and 16" gas/petroleum pipelines through CPE along Almond Ave would sandwich CPE between these pipelines and a 34" high-pressure gas pipeline along Lampson Avenue. The residences of CPE would be in the middle of these pipelines that would be 500 to 2,000 feet apart. Do not forget the 30" gas pipeline that ruptured in San Bruno in September 2010. These three gas lines would be approximately 75" feet apart along Lampson Avenue and the I-405 freeway between the Seal Beach Tennis Center and Seal Beach Blvd. A San Bruno type event would destroy a huge area, including lanes on the I-405 freeway. This same area of Lampson Avenue is in a helicopter flight pattern of the Los Alamitos Join Forces Training Base. Additionally, this area is in the flight path of the runways at the Base. Why aren't these unsafe situations addressed in the DEIR/DEIS? Option 2 and Option 3 would require the taking of three houses in CPE. This is not addressed in the DEIR/DEIS. 9

Property Values

Although not discussed in the DEIR/DEIS, property values of houses in the cul-de-sacs off of Almond Avenue would lose value if the soundwall is moved into CPE as a result the reduced width of Almond Avenue, closed end visual effect, increased noise, and increased air pollution. These homes will be harder to sell and there will be a ripple effect through CPE. How can the DEIR/DEIS indicate houses closer to the freeway would have increased property value? The DEIR/DEIS needs to address the negative impact on CPE property values from moving the soundwall. The DEIR/DEIS does not address the property value impact of having two gas/petroleum pipelines run along Almond Avenue in CPE -- why not? 10

PC-M56 Continued

4 7/17/2012

The DEIR/DIS ignores the traffic congestion impacts of the I-405 Widening Project on the City of Seal Beach, the Rossmoor community and the commuters of Orange County and Los Angeles County, as well as the toll express lane issue that would face a majority of the commuters on the I-405 freeway:

Traffic Congestion

As mentioned above, this I-405 Widening Project has not been coordinated with Los Angeles County. There is currently no project to improve the I-405 freeway project north of the county line. This project will cause traffic to come to a screeching halt at the county line. This gridlock will bring additional noise and air pollution. The I-5 freeway has gone through the exact same situation. The Orange County portion of the project was improved almost 15 years ago and only now is Los Angeles County improving the I-5 freeway. It would be negligent and irresponsible to add up to two more lanes northbound on the I-405 freeway knowing Los Angeles County has no plans to add the same in the next 10 to 15 years, if at all. 11

Toll Express Lane Issue

Alternative 3 provides no additional free lanes; currently there are seven free lanes on the I-405 freeway (one carpool lane and six general-purpose lanes) between Valley View Street and Seal Beach Blvd. Alternative 3 will add one general purpose lane and one toll express lane and convert the carpool lane to a toll express lane. Thus, there would be two toll express lanes and seven free general purpose lanes. The only improvement to the free general-purpose lanes would be reflected in those commuters who choose to use the toll express lanes. Not much of an improvement for $1.7 billion. 12

The addition of toll express lanes in Alternative 3 is problematic for the commuters of Orange County and Los Angeles County. Toll express lanes rely on and perpetuate congestion. The rates would be set so that the toll lanes flow freely. The majority of commuters would ride in the free congested general-purpose lanes. This creates a social inequity.

As stated above, the DEIR/DEIS is incomplete, inadequate, and misrepresents the future situation. The DEIR/DEIS should be re-done with consideration given to the impacts of moving the soundwall into CPE; with consideration being given to design proposals of the City of Seal Beach; with design consideration given to Los Angeles not having an I-405 freeway widening project; and with consideration being given to the impacts of routing the 14" and 16" gas/petroleum pipelines through CPE. With no I-405 freeway widening project planned for Los Angeles County, Alternative 1 is the only alternative that should be given consideration in the DEIR/DEIS. If Alternative 2 is considered in this scenario, consideration should be given to adding no more than one general-purpose lane to the I-405 freeway between Valley View Street and Seal Beach Blvd. Consideration should be given to providing the Navy with up to $100 millions to move its facilities to the south to free up significant 13

PC-M56 Continued

5 7/17/2012

property for this project and future uses. In conjunction with obtaining this property, consideration could be given to eliminate the ongoing bottleneck on the I-405 freeway between Valley View Street and Seal Beach Blvd. by routing the 22 freeway over the I-405 freeway on to the Navy property and connecting the 22 freeway at the interchange between the I-405 freeway and 605 freeway. **13**

Sincerely,

Gary Miller

Gary Miller
Mayor Pro Tem
Councilman, District 4
City of Seal Beach

PC-M56 Continued

Attachment

GREEN OC

Living green in Orange County by Pat Brennan

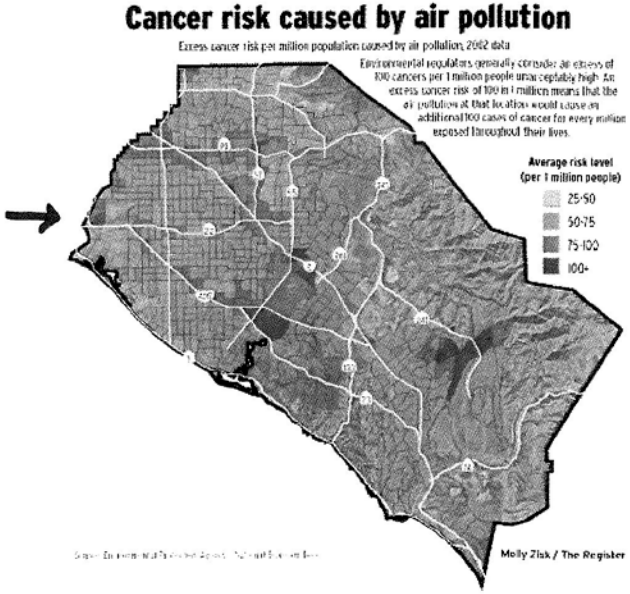
« Previous Post
Next Post »

All Posts

EPA: Air pollution cancer risk higher in parts of O.C.

June 25th, 2009, 5:52 pm · 21 Comments · **posted by** Pat Brennan, science, environment editor

Parts of southern, central and northern Orange County face an "unacceptably high" cancer risk from toxic contaminants found in air pollution, a new report by the U.S. Environmental Protection Agency shows.



PC-M56 Continued

And while most of Orange County's cancer risk falls below the highest threshold used in the assessment – more than 100 people per million expected to develop cancer from these air contaminants in a 70-year lifetime – large patches remain on the high end, with at least 75 per million. Most of northern Orange County had a risk of at least 50 in one million.

"You could use that word," Matthew Lakin, EPA air quality analysis office manager for the region that includes California, said of the 'unacceptable' label. "I would say greater than 100 in a million points to areas where we should do more work to reduce toxics."

An ideal threshold, he said, would be less than one in a million, but that would be difficult to reach.

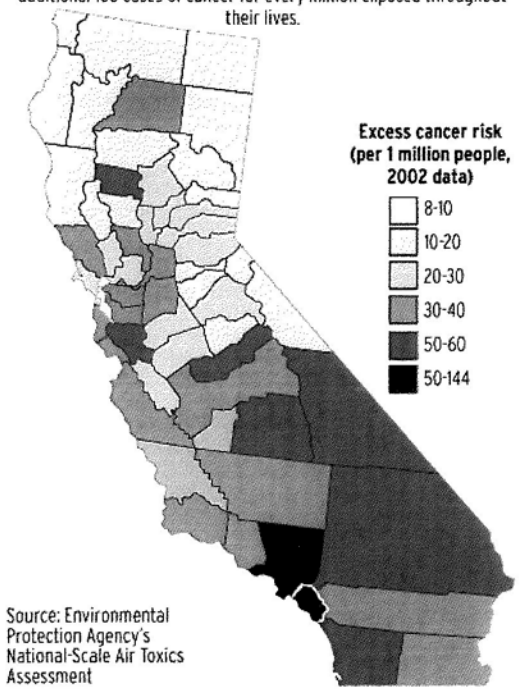
Caveats, questions

The report, called the National-Scale Air Toxics Assessment, is based on 2002 data on toxic air contaminants, the most recent available, and EPA cautioned that it does not include a cancer-risk assessment for diesel soot because the agency has not settled on a risk level for it.

PC-M56 Continued

Cancer risk caused by air pollution

Environmental regulators generally consider an excess of 100 cancers per 1 million people unacceptably high. An excess cancer risk of 100 in 1 million means that the air pollution at that location would cause an additional 100 cases of cancer for every million exposed throughout their lives.



Source: Environmental Protection Agency's National-Scale Air Toxics Assessment

Click to see larger image.

But the most recent study by the regional smog agency, the South Coast Air Quality Management District, found an average 1,200 per million risk from diesel soot for the Los Angeles air basin, which includes Orange County.

"That's 84 percent of the cancer risk," spokesman Sam Atwood said. "When you look at the whole picture, the risk is, in fact, much higher. It makes it even more compelling that we have unacceptably high risk levels from air pollution."

PC-M56 Continued

The regional air district also is looking into an assertion in a story by USA Today that the EPA study identified a Cerritos neighborhood as having the nation's highest cancer risk. The risk level, Atwood said, appears to be based on an assessment of emissions from a facility called Heraeus Metal Processing LLC in Santa Fe Springs. The air district is investigating further, he said.

EPA officials said Thursday they did not identify specific communities in the report.

Officials at Heraeus did not offer comment on the questions about their emissions Thursday.

The report, Atwood said, also identified emissions contributing to high cancer risk levels that the district concluded would have come from two Orange County facilities: Control Components Inc. in Rancho Santa Margarita, and a Chevron facility in La Habra. But Atwood said the Rancho Santa Margarita facility closed in 1991, the other in 2000.

Otherwise, Atwood said, the report offers more evidence that the Los Angeles basin has some of the nation's worst air pollution.

"Obviously, our numbers are very different from the EPA study," he said. "But I think, broadly, the AQMD study and the EPA report reached the same conclusion: that we have among the highest levels of toxic air pollution here of anyone in the country."

Freeway nexus proves toxic

The nationwide report is based on toxic pollution readings and uses a fictitious entity well-known to pollution risk analysts: residents who spend an entire 70-year lifetime in one location.

While rare in the real population, the fictitious people are useful when trying to create models of cancer risk from exposure to various contaminants.

The map shows a large area with cancer risk above 100 in a million southeast of the point where the 55 and 405 freeways meet, spanning parts of Costa Mesa and Irvine, another where the 55 meets the 5 freeway, and another directly east of Mission Viejo stretching south toward Laguna Hills.

Those concentrations are not coincidental, said Arnold Den, senior science advisor for EPA in San Francisco.

"That would be expected," he said. "If you're near a freeway, there are higher concentrations. If you're at the intersections of two freeways, there are contributions from both freeways."

PC-M56 Continued

Nationwide, the report found that more than 2 million people live in census tracts where combined cancer risk from air contaminants is 100 in 1 million or higher. More than 284 million live where the combined risk is 10 in a million or higher. The nation's average risk is 36 in a million.

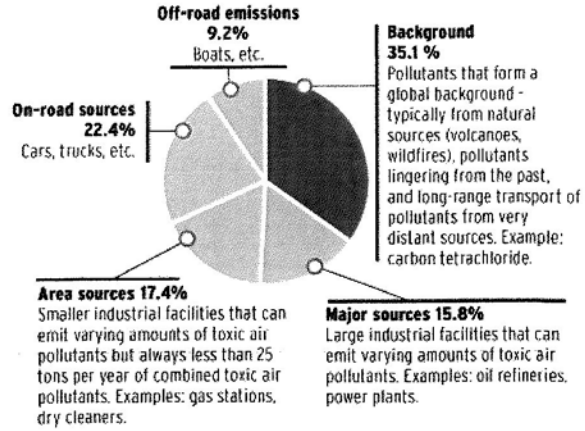
The maps are meant as a guide to policymakers, but the report does not account for pollution reductions since 2002, or planned reductions.

There was good news from the report: since the Clean Air Act was amended in 1990, toxic air contaminants from all sources in the United States has dropped by 40 percent.

This assessment updates the agency's last one, in 1999. The next, based on 2005 data, will be released late this year or in 2010.

The report examined 180 toxic air contaminants, and looked at risks of cancer as well as risk of non-cancer health effects.

What makes Orange County air toxic



Source: U.S. Environmental Protection Agency

The Register

The worst offender in California was benzene, found in auto exhaust; others of major concern in the state include 1,3-butadiene and formaldehyde.

This assessment updates the agency's last one, in 1999. The next, based on 2005 data, will be released late this year or in 2010

PC-M57

July 15, 2012 (emailed to OCTA this date; overnight mailed to OCTA on July 16, 2012)

Smita Deshpande, Branch Chief
Caltrans; District 12
2201 Dupont Drive Suite 200
Irvine, CA 92612
Attn: 405 Comment Period

Dear Branch Chief Deshpande,

I am requesting additional information regarding the poorly written EIR report that addresses the 405 widening project, specifically within my neighborhood in Seal Beach (commonly known as College Park East). I refer to it as poorly written due to areas not addressed and errors contained within the report.

- In the Land Use section, the report notes that Rush Park is located at 3201 Blume Drive in the County of Los Angeles. Blume Park is in unincorporated Orange County. **1**
- The report states that parks within Seal Beach are not affected. If the sound wall is moved closer within our residential community there are significant effects on two parks along Almond Street and the Tennis Center. **2**
  1. Noise and emissions from commuters will be closer to our children.
  2. There will be no parking on the south side of Almond (next to the freeway).
  3. Parts of Shapell Park will be lost as it is currently next to the freeway wall. The loss will be children play areas and the basketball / tennis court.
  4. The Tennis Center will lose undetermined tennis courts.
- Parking is not addressed regarding movement of the wall. Loss of parking on the south side (next to the freeway) will be lost. This will force individuals to park within the streets of our neighborhood. Many of these streets are cul de sac streets. **3**
- Parking is also not addressed regarding Gummere and Shapell Parks. Once again, the loss of parking along the sound wall on Almond will force people to park within the residential streets which already have limited parking. **4**
- Noise, vehicle emissions and reduced property values are not adequately addressed. We already have the military base to the north and now OCTA wants to "squeeze" us by moving the freeway and sound wall closer to our homes and children. **5**
- There is no mention of the possible use of land on the south side of the freeway, specifically the Seal Beach Weapons Station. The land use next to the freeway on this federal government land is agricultural. **6**
- Please address the loss of utilities and for how long. All of our utilities are underground including telephone, cable and electricity. I work from home and the loss of utilities for any period of time is critical. **7**
- Bottleneck effects as the freeway approaches Los Angeles County are not addressed. This bottleneck effect will move freeway travelers onto Valley View and Seal Beach Boulevards. This will also create added traffic onto Lampson Avenue which is only a small two lane each way street for the residential areas in Seal Beach and Garden Grove. **8**

Sincerely,

Mitch Miller
4209 Banyan
Seal Beach, CA 90740

PC-M58

I-405 Improvement Project
Public Hearing

Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.

Meeting Venue (please check one of the following):

- [X] Monday, June 4, 2012 – Orange Coast Community College
- [ ] Thursday, June 7, 2012 – Rush Park Auditorium
- [ ] Wednesday, June 6, 2012 – Westminster Community Center
- [ ] Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Steve Miller
Organization: TRUCK DRIVER
Address(Optional):
Phone Number: 562-287 7180
Email address: Gdi194@yahoo.com

Comments: OPTION 3 IS THE BEST OPTION. I TRAVEL these Freeways daily and IT IS a mess. Way Long OVER DUE. **1**

(Space for comments continued on reverse)

PC-M59

From: Richard Millward [gcrhm@yahoo.com]
Sent: Monday, July 16, 2012 8:07 AM
To: Parsons, 405.dedcomments
Subject: 405 expansion

Regarding opposition to I-405 freeway options

To whom it may concern,

I have lived in Costa Mesa near Fairview Road and the 405 fwy for over 40 years. I have noticed that the traffic is getting very heavy in the area from the 55 freeway to Brookhurst Street off ramp, in particular, due to the traffic in after work hours from 3:00 PM to 6:00 PM and on the 55 freeway going North from the 405 freeway around 1:00 PM until 6:30PM as well as after 4:30 PM going from the 55 freeway to the 405 freeway North. 1

I have also noticed that "most" of the vehicles including mine have only one person (the driver) in the cars not using the diamond lane. It was stated that the third alternative would include a toll express lane from SR-73 to I-605 restricted to a minimum of 3 passengers. The current diamond lane is for 2 or more passengers and does not look that congested. It is my belief that adding an additional toll express lane and restricting the lane to 3 or more passengers will ease the diamond lane but will congest all other lanes. 2

The overpass previously installed from the 55 and 73 fwy's was to be installed to alleviate traffic without increasing the traffic noise level as per the meetings we attended in our neighborhood. The current noise is very loud and unbearable. We have installed double pane windows through-out our home and we are still bothered by the noise inside our home. This does not make for a livable condition thereby reducing the value of our homes. In visiting Ikea on the North side of the 405 we noticed that the overpass is above the level line of sight of the houses as well as the sound wall on the neighborhood just south of the freeway. 3

I would greatly suggest that the environmental report for future work on the freeway be re scrutinized and the addition of sound walls be installed to eliminate the current and future noise of the freeway's with what ever proposal is accepted without increasing the level of noise to the neighborhoods adjacent to the 405 freeway. 4

I do see a need to reduce the anticipated future traffic problems. It might help to offer more of an incentive for individuals and companies to carpool, create more parking and carpool areas, and look more toward a "transit system that will work" in the areas of the troubled traffic. 5

Why we need to spend money three or four times to alleviate the same problem is beyond my understanding. Lets look to the future and create something which will work.

Thank you for your time and consideration,

Richard & Lauri Millward
3157 Killarney Lane
Costa Mesa. Ca 92626

PC-M60

From: Howard Mirowitz [howard@mirowitz.com]
Sent: Thursday, July 12, 2012 5:36 PM
To: Parsons, 405.dedcomments
Subject: Comments on I-405 Improvement Project Draft Environmental Impact Report/Statement

I have the following comments on the I-405 Improvement Project Draft Environmental Impact Report/Statement:

1. Since there are substantially fewer carpool lane access points under Alternative 3 than there are under Alternatives 1 and 2, some allowance should be made for those carpool users who have to lose time stuck in the regular lanes until they reach their actual desired entrance or exit point because they are entering/exiting in the middle of the project as opposed to traveling through its entire length. This might represent a substantial fraction of the total carpool lane usage, and if it does, the overall benefit to the community from Alternative 3 could be overstated. 1

2. Even though the total throughput of the project as measured in cars per hour is greatest under Alternative 3, the average trip time is practically the same under Alternative 2 as under Alternative 3. This leads to a "tragedy of the commons" situation in which the overall benefit to the community from Alternative 3 is not realized by any individual user. Such situations are usually difficult when it comes to generating political support. Consistent with this observation, there appears to be considerable community opposition to Alternative 3. 2

3. If we are limited to only the three Alternatives presented in the Draft EIR/EIS, I feel that Alternative 2 might provide most of the benefit of Alternative 3 without its political complications, especially if the overall benefit to the community from the enhanced carpool lane throughput of Alternative 3 is overstated for the reason outlined above in 1. The $100 million funding gap associated with Alternative 2 could be addressed in several ways, including reprogramming the schedule of Measure M2 so that this project is undertaken later, which would give OCTA more time to develop alternative funding sources. 3

4. If possible, additional Alternatives should be explored, specifically including those with pay carpool lanes similar to Alternative 3 but with the same number of access points as currently exist in I-405's carpool lane. This would probably require new technologies not presently included in the plans, and would probably also imply delays in the schedule of the project. 4

Howard Mirowitz

PC-M61

I-405 Improvement Project
Public Hearing
Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.

Meeting Venue (please check one of the following):

- ☐ Monday, June 4, 2012 – Orange Coast Community College
- ☐ Thursday, June 7, 2012 – Rush Park Auditorium
- ☐ Wednesday, June 6, 2012 – Westminster Community Center
- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Joe Montalvo

Name (First and Last):	
Organization: Labor Local 652	
Address(Optional): 630-S RUELLO HE S.A. CA 92704	
Phone Number: 714 642-16-57	Email address:

Comments: This project would create jobs and revenue for the city and county 1

(Space for comments continued on reverse)

PC-M62

From: margery moniz [margiemoniz@hotmail.com]
Sent: Friday, July 06, 2012 5:56 PM
To: Parsons, 405.dedcomments
Subject: FW: 405 FREEWAY WIDENING

> Date: Thu, 5 Jul 2012 19:30:22 -0400
>
>
>
> Ladies and Gentlemen: As a citizen of Fountain Valley, I totally oppose your proposal to make a toll lane in the widening plans, especially from Fountain Valley, Westminster, Garden Grove, Seal Beach, through to the connector to the 605. 1
> What that stretch of freeway really needs most of all are more full public access lanes, not a toll lane, or another lane serving cars with 3 or more people in them. Please just add more full-access lanes.
> Thank you, Margery Moniz, Fountain Valley
>
> Here is the E-mail address: 405.dedcomments.parsons@parsons.com

PC-M63

I-405 Improvement Project
Public Hearing
Comment Sheet

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- ☐ Wednesday, June 6, 2012 – Westminster Community Center
- ☒ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Hugo H. Mora.
Organization: Labors Local 652
Address(Optional): 406 E WHITE ST. Santa Ana Ca
Phone Number: 714-769-9921
Email address:

Comments: It will improve traffic during Work hrs on also It will help to Great more Jobs. Thks.

1

(Space for comments continued on reverse)

PC-M64

I-405 Improvement Project
Public Hearing
Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.

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- ☐ Wednesday, June 6, 2012 – Westminster Community Center
- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): OSCAR MORATAYA
Organization:
Address(Optional): 11930 NEVADA AVE LYNWOOD CA. 90262
Phone Number: 310-367-2607
Email address: OSCAR MPLUMBING@YAHOO.COM

Comments: NEED MORE TIME FOR FAMILY LESS TRAFFIC FREEWAY @ CONGESTION ALWAYS.

1

(Space for comments continued on reverse)

PC-M65

From: Jeffrey Moore [jeffreysmoores@gmail.com]
Sent: Sunday, July 15, 2012 11:44 AM
To: Parsons, 405.dedcomments
Subject: 405 widening

I would like to see one general purpose lane and one additional, non toll, carpool lane in each direction. 1

Jeff Moore- Los Alamitos
Sent from my iPod

PC-M66

From: Thomas Moore [tjmoore99@yahoo.com]
Sent: Thursday, July 12, 2012 5:13 PM
To: Parsons, 405.dedcomments
Subject: 1 extra lane

I believe 1 extra lane would be plenty.

I am against the toll fee idea. Would prefer to leave it as a regular carpool lane. 1

Build Alternative 1: Add One General Purpose Lane in Each Direction

PC-M67

From: Barbara Morihiro [barb_mor@yahoo.com]
Sent: Monday, July 16, 2012 2:52 PM
To: Parsons, 405.dedcomments
Subject: no on Alt. #3 of 405 expansion

I have read your reports and studied other research online, including your website and in my local papers. If we were to take a vote of all qualified drivers and residents impacted by the proposed option or alternate #3 you would find that your customers, citizens and voters do no want a toll lane on the freeway. This third option is not suitable for those of us who use the freeway. It makes access more difficult and less convenient and since you are using our tax dollars for construction it seems logical to choose the more sensible option #2. 1
Thank you,

Barbara Morihiro
Orange County Resident

PC-M68

From: Trisha and Brad [somethingobvious@gmail.com]
Sent: Saturday, June 16, 2012 6:45 AM
To: Parsons, 405.dedcomments
Subject: More concerns re: Seal Beach Sound Wall

When looking at the EIR - in 3.1.4 it doesn't address parking on Almond at all. It may not be commercial, but the need to park on both sides of the street because of limited curb parking in the cul de sacs and street sweeping is very real. What happens when the street sweeper is cleaning the side we normally park on? We won't be able to just switch for the day without causing severe safety concerns with the flow of traffic. 1

PC-M69

From: Trisha and Brad [somethingobvious@gmail.com]
Sent: Friday, June 15, 2012 6:09 PM
To: Parsons, 405.dedcomments
Subject: Concern with the 405

We don't want the soundwall moved at all in Seal Beach. and we are concerned about bicyclists - including our kids. Within the City's General plan we have bicycle facilities defined within the City . Almond Avenue is defined as a Class III bike facility. That means that it is a designated bicycle facility where the cars and bicycles share lanes (as opposed to one where there is a separately striped bike lane). One of the comments for the EIR should be that this Class III bike facility will be impacted when the wall moves by a smaller space that cars and bicycles have to share. 1

PC-M70

From: Trisha and Brad [somethingobvious@gmail.com]
Sent: Thursday, June 14, 2012 11:36 PM
To: scrumby@sealbeachca.gov; Parsons, 405.dedcomments
Subject: Concerns re: 405 expansion

Concerns/Comments re: the proposed expansion of the 405.

Any scenario that involves tearing down and moving the soundwall in Seal Beach along Almond avenue is unacceptable

- Any period of time without any part of the wall is unacceptable in our neighborhood. The noise would be completely intolerable not only from the construction, but from the freeway. Could you sleep with nothing between your home and the 405? How do you expect our children to?
- I am confident that the noise level while there is no wall violates any number of environmental issues in the study that were glossed only looking at the final result. The final result will certainly be bad enough for us, but the rebuild is completely intolerable.
- There is absolutely no way they can build a new wall before tearing down the old (not enough room for the workers and equipment between the two structures).
- No one knows how long the wall be down because "they haven't looked at that closely yet". That answer is completely unacceptable given how long it could potentially be down.
- There will still be a backup as you approach the 605 because LA County is not do any expansion there. THAT BACK UP WILL FURTHER BOTTLENECK OUR EXITS AND CREATES FURTHER POLLUTION IN THE HOMES & COMMUNITIES BORDERING THE 405
- Our property values will likely decrease – almost certainly during the period where the wall is being rebuilt and it is non-existent, and even afterwards because we will lose the landscaping we currently enjoy, not all of the wall will be uniform as not all of it is moving, and because the noise and pollution will be that much closer to our homes. In addition, our exits will be bottlenecked by the narrowing of lanes at the county line so getting to and from our homes will be perceived as more challenging instead of an improvement.
- Pollution will only increase in an area that already has more than its fair share of black soot on everything.
- We will lose 1 side of parking on Almond. This may not seem like a big deal at first blush, but our street sweeping does one side of a cul de sac at a time, and several of our cul de sacs have limited to almost no curb parking. What happens when the street sweeper is coming down the side of Almond that has parking – where are those cars supposed to go? Blocks away?
- We have enjoyed that wider street now for several decades and a more narrow street will affect the safety of our children, bicyclists, roller bladers, runners, walkers, dog walkers, and the elderly who prefer to use their walkers on the road instead of the bumpy sidewalk. And that list is not all inclusive as many of our residents use Almond to access our parks.
- Measure M did not approve Alternative 2 and 3, only Alternative 1.
- The new wall will not be as good as our current one – not up to the same earthquake standards as when originally built.
- I lack faith that the builders will truly make rebuilding the wall a priority – what if something happens and we don't get our wall back for a long time or at all!
- Power outages for the entire neighborhood as power lines are relocated is unacceptable
- We are equally concerned for our neighbors in Fountain Valley who will lose jobs and revenue for the city when 4 of their businesses are uprooted. I know there is talk about relocating them, but so much of a business's success is dependent on it's location – it is unlikely to be a move up for them.

1

PC-M70 Continued

- We will lose trees in Almond Park if the wall is moved at all in that area. The plan right now is to not move that part, so why do you have to move the adjacent parts????
- It seems that either Alternative 2 or 3 will create more lanes of traffic outside our neighborhood by just moving the bottleneck to the LA Count/Orange County interface on the 405. The result is we'll have MORE pollution and noise in our neighborhood as the freeway clogs right at the border, and all those extra cars have nowhere to go with no other freeways expanded. The 605 northbound has never been an issue; the majority of the traffic backup is caused by the 405 north of OC, and expanding the freeway to the border not only fails to address the issue it makes the pollution worse in this area as more cars are backed up more hours of the day on the freeway. The added pollution could be significant for all of us, especially children with asthma, and elderly people with emphysema/COPD, bronchitis, or asthma.

Proposals:

- Go with Alternative 1 as approved by the voters in Measure M
- Narrow the shoulder by a few feet where necessary to avoid moving the wall at all – bridges don't have to have a 10' foot shoulder, so having small sections with smaller shoulders should be achievable without having to make changes to the soundwall.
- Start eliminating one of the General Purpose lanes early to avoid moving the wall
- Consider light rail or some other public transportation.
- Lobby the heck out of the Navy to give a few feet where needed on their side – we don't need 10 feet all the way, just occasionally
- **DO WHATEVER IT TAKES NOT TO MOVE THE WALL!!!!!!!!!!!**

Sincerely,
Trisha Morris
Resident College Park East

1 Cont.

PC-M71

From: Trisha and Brad [somethingobvious@gmail.com]
Sent: Wednesday, June 20, 2012 10:10 AM
To: Parsons, 405.dedcomments; Sean Crumby
Subject: Leave our wall alone

I had a friend post this on my facebook re: the soundwall in Seal Beach:

I think it's just a matter of time before OCTA gets their way. SO.. I think we also need to be thinking of other strategies. Namely.. (1) get a say and oversight in HOW and WHAT kind of wall gets rebuilt. It should be bigger, and better, and take into account noise and pollution and aesthetics. and (2) we need to get paid. Everyone in CPE should be entitled to some type of credit, reimbursement, or just straight cash to pay for double-pane window and AC installations. (people will not want to keep windows open with added 405 pollution, so will need AC). This is not unreasonable. My parents got a similar payment when O'Hare Airport expanded near their homes many years ago. 1

First I wanted his comments to be recognized. I think he has very valid points.

- The rebuild is the scariest part for me and my family and I am sincerely hoping you can narrow the shoulder, merge lanes sooner, or do SOMETHING to just avoid what feels like a disaster in my neighborhood.
- Provided we do have to still move some SMALL part of the wall, I believe we should have some say in the wall. It should absolutely be stronger and provide more noise insulation. Given the increase in noise from more through traffic, the back up by our homes, and the fact that it will all be closer to our homes. If it is 10 feet closer to our homes, it is also that much likely to fall on our homes or families in case of an earthquake. It should absolutely be stronger. 2
- I think we should be compensated. This is a MATERIAL difference in our quality of life. Many of us do not have AC, and the additional noise and pollution will make it intolerable to leave our windows open. Keep in mind you are doing this to increase through put of cars. More cars means more noise and pollution even if your sound guy argues that 10 feet won't effect the level right now - which is false anyway. Stand by our wall then move 10 feet out while playing a radio - you'll hear it better the further away you are. So, AC and double pane windows seems reasonable. (Isn't it soooooooo much cheaper to just work around our wall????) 3
- Our home values will certainly decline during any rebuild - anyone trying to sell during that time is going to be under a hardship they normally wouldn't face through no fault of their own. I believe prices will decline in the long run as well, but I know that is speculative. Can you imagine trying to sell a home with the rebuild imminent or in progress? Would you buy one of those homes for your family? Wouldn't you expect a discount if you did? How is that fair? 4

Trisha Morris
CPE resident

PC-M72

From: Ed & Doris Morrissey [doris.ed@verizon.net]
Sent: Wednesday, June 20, 2012 6:59 PM
To: Parsons, 405.dedcomments
Subject: I-405

We would like to submit our comments on the upcoming widening project:

First Choice (if I405 is also planned to be widened in Los Angeles County) - Add 2 general purpose lanes each way (Alternative #2)

Second Choice (if Los Angeles County is not going to widen I405) - Add 1 general purpose lane each way (Alternative #1) 1

Our reasoning is that if LA County doesn't widen the I-405 beyond the I-605, adding 2 lanes each way will only create a large bottleneck at the I-605.

We are opposed to Alternative #3. We all pay the same taxes and don't believe tax money should be spent on toll roads. We just heard that LA County will convert the I-110 HOV lane to a toll-lane. Even if you use the HOV lane, (which we do a couple of times a year) we will need a transponder probably with a monthly fee.

Thanks for requesting user opinions.

Doris & Ed Morrissey

PC-M73

I-405 Improvement Project
Public Hearing

Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.

Meeting Venue (please check one of the following):

- ☐ Monday, June 4, 2012 – Orange Coast Community College
- ☐ Thursday, June 7, 2012 – Rush Park Auditorium
- ☐ Wednesday, June 6, 2012 – Westminster Community Center
- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Pat Morrissey
Organization: UA 582
Address(Optional): 750 S Rose Dr #152 Placentia CA 92870
Phone Number: 818 913 8855
Email address:

Comments: add lanes, provide alternate routes } 1

(Space for comments continued on reverse)

PC-M74

I-405 Improvement Project
Public Hearing

Comment Sheet

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- ☐ Wednesday, June 6, 2012 – Westminster Community Center
- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Brandon Moss
Organization: Local Union 582
Address(Optional): 352 S Monte Vista St #J La Habra CA 90631
Phone Number: 714-605-3058
Email address: BDM4137@Gmail.com

Comments: The project with privide more Jobs for people also provide better trafic conditions for the future. } 1

(Space for comments continued on reverse)

PC-M75

June 5, 2012

Smita Deshpande
CALTRANS
2201 Dupont Drive
Suite 200
IRVINE, CA 92612

Dear M. Deshpande

PLEASE TELL ME when 405 N. is open after 5 A.M.

I work in LA and live in IRVINE and I have been forced off the freeway several times at 5:15 AM to wander in the dark searching for other routes. this has happened repeatedly at the Seal Beach Blvd Bridge Construction project. I now take 55 to 5 to 91 to 110 instead of 405 to 110. It adds miles and time to my commute.

The Cal trans web site has not been clear -- hence my question

Thank You

Dennis Mull M.D.
6 Whitman Court
Irvine, CA 92612

dmull@stanfordalumni.net

1

PC-M76

From: chris mulhern [cmulhern_3@hotmail.com]
Sent: Tuesday, July 17, 2012 5:10 PM
To: Parsons, 405.dedcomments
Subject: 495 freeway reconstruction

To Whom it May Concern:

To say I am less than happy about the proposed State Route 405 /Costa Mesa "improvement" project is an understatement. The freeway at Harbor Blvd., Fairview Rd., and at the 73 Fwy is wide enough. The impact of the project on my neighborhood south of the 405 would be more than an inconvenience, it would greatly interfere with traffic flow on the main arteries (Fairview and Harbor) in Costa Mesa. Would you really want to look out your upstairs window and see a toll road or a a tall fly over? I don't! I use the existing carpool lane, I don't want a toll road!!!!! Demolishing and rebuilding the 405/Fairview ramp seems senseless since is was just done a few years ago. Really? Can you imagine the noise and pollution during and after this "improvement" project. This is one Costa Mesa resident that feels this is unnecessary and I am very opposed to the project.

Chris Mulhern

1

PC-M77

Smita Deshpande

Caltrans District 12

2201 Dupont Drive, Suite 200

Irvine, CA 92612

Ms. Despande,

We are writing to comment on the EIR regarding the I-405 widening project and its affect on Seal Beach. Proposals two and three of the project would create tremendous negative impacts to the city of Seal Beach and the community of College Park East where we reside.

Our main concerns are these: (1) the widening project would result in the tearing down and replacement of the Almond Avenue sound wall which will create multiple problems for College Park East homeowners, and (2) the proposed toll express lanes will create a tremendous bottleneck in this area, again resulting in multiple problems for this community. **1**

Moving the Almond Avenue sound wall will create a loss of parking, interruption in utilities service, loss of recreation space, and potential loss of road usage while the project is underway. Additionally, there will be an increase in dust, debris and noise. All of these will have a deleterious effect on property values and standard of living in this community. College Park East is already subjected to the dust and noise associated with the 22 Freeway widening and the 605 Freeway connector projects. **2**

Toll express lanes will create a bottleneck in an area where there is already much confusion and slowing as vehicles attempt to position themselves in the proper lane for the 7th Street off-ramp, the 605-N connector, and the 405-N continuing up into Los Angeles County. This bottlenecking creates a dangerous situation for motorists and results in many accidents. Seal Beach police and firemen constantly respond to incidents along this section of freeway. Bottlenecking also creates a situation where more vehicle exhaust is expelled as the traffic crawls through the area. This also has a negative effect on the residents that live in College Park East. Additionally, certain vehicles in the express lane would be unable to exit the freeway at Seal Beach Boulevard resulting in problems for motorists and again more bottlenecking. **3**

We urge you to eliminate proposals two and three as having too negative an effect on the community of College Park East. We urge Caltrans to come up with better alternatives that are less invasive and safer for both motorists using the freeway in this area and for the residents of College Park East. **4**

Sincerely,

Lisa Mulvaney Pete Mulvaney

Lisa and Pete Mulvaney

4841 Dogwood Avenue

Seal Beach, CA 90740

PC-M78

I-405 Improvement Project
Public Hearing

Comment Sheet

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- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Gustavo Muñoz
Organization: Laborers Local 652
Address(Optional): 1230 W Civic Center Dr. S.A. Ca. 92703
Phone Number: (714) 543-8508
Email address:

Comments: The 405 freeway from the 73 to the 605 freeway is the business in the nation. Also by 2040 Orange County will add 370 thousand new residents which will increase the traffic congestion **1**

(Space for comments continued on reverse)

Caltrans OCTA

PC-M79

From: Jim Murphy [jmurphy20@socal.rr.com]
Sent: Monday, July 16, 2012 11:20 AM
To: Parsons, 405.dedcomments
Subject: RHA Response to OCTA I 405 Improvement Project

Sir or Madam, as someone who has asthma, I am very worried about the issues raised by the RHA.

Please advise as to your plans to deal with air quality concerns. 1

Thank you.

Jim Murphy

RESPONSE TO PUBLIC COMMENTS (PC)-M

Response to Comment Letter PC-M1

Comment PC-M1-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Caltrans has no authority to take property of the United States government, such as NAVWPNSTA Seal Beach, by eminent domain.

Comment PC-M1-2

With respect to a potential bottleneck at the Los Angeles county line, please see Common Response – Traffic Flow at the Orange County/Los Angeles County Line.

Comment PC-M1-3

Under the No Build Alternative, vehicles entering I-405 northbound from Seal Beach Boulevard must merge one lane left to access I-605 and one more lane left to continue on I-405 northbound. Under all of the build alternatives, one lane change plus a lane merge downstream of the SR-22 westbound off-ramp would be required to reach I-605 and two additional lane changes to reach I-405.

Comment PC-M1-4

The additional lanes and improved performance on I-405 under the build alternatives compared to the No Build Alternative will encourage traffic currently diverting from the congested freeway to local streets to remain on the freeway.

Comment PC-M1-5

Project-related construction and operational air quality effects were analyzed in detail in the project Air Quality Technical Study. As described in Sections 3.2.6 of the Draft EIR/EIS, project-related emissions associated with the Preferred Alternative would be less than the future No Build Alternative. Please see Common Responses – Air Quality and Health Risk.

Comment PC-M1-6

The experience on SR-91 is that motorists from all income groups use the Express Lanes. With respect to the potential impacts to local business of the limited access to the Express Lanes, please see Common Response – Opposition to Tolling.

Comment PC-M1-7

This alternative would not meet the purpose and need of the project. Please see Response to Comment PC-M1-1.

Response to Comment Letter PC-M2

Comment PC-M2-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

An "express" upper deck was considered early in the project development process during the MIS. Subsequently, the alternative was eliminated from further consideration, as described in Draft EIR/EIS, Section 2.2.7. Please see Common Response – Preferred Alternative Identification.

Response to Comment Letter PC-M3

Comment PC-M3-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-M4

Comment PC-M4-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-M5

Comment PC-M5-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Respuesta a la Carta De Comentario PC-M6

Comentario PC-M6-1

Las agencias de Caltrans y Orange County Transportation Authroity les gustaría agradecerle por haber participado en el proceso ambiental para el proyecto de ampliación de la autopista de San Diego (I-405). Su comentario fue considerado durante el proceso de selección de la "Alternative Preferida", como esta escrito en el reporte llamando en ingles "I-405 Improvement Project Final EIR/EIS." Se le notificará en la dirección proveida en su Cometario cuando el reporte "Final EIR/EIS" va a estar disponible para revisarlo.

Response to Comment Letter Translation PC-M6

Comment PC-M6-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-M7

Comment PC-M7-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Response to Comment Letter PC-M8

Comment PC-M8-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in

your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Comment PC-M8-2

With respect to a potential bottleneck at the Los Angeles County line, please see Common Response – Traffic Flow at the Orange County/Los Angeles County Line.

Response to Comment Letter PC-M9

Comment PC-M9-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Comment PC-M9-2

The I-405 Improvement Project may have an effect on property values, but it is not likely to be a major change because I-405 is an existing facility within Orange County. In addition, Caltrans has found no literature, studies, or evidence that property values decrease because of freeway widening near a home. Please see Response to Comment PC-M9-1 and Common Response – Property Values.

Response to Comment Letter PC-M10

Comment PC-M10-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Responses – Preferred Alternative Identification and Opposition to Tolling.

Respuesta a la Carta De Comentario PC-M11

Comentario PC-M11-1

Las agencias de Caltrans y Orange County Transportation Authroity les gustaría agradecerle por haber participado en el proceso ambiental para el proyecto de ampliación de la autopista de San Diego (I-405). Su comentario fue considerado durante el proceso de selección de la "Alternative Preferida", como esta escrito en el reporte llamando en ingles "I-405 Improvement Project Final EIR/EIS." Se le notificará en la dirección proveida en su Cometario cuando el reporte "Final EIR/EIS" va a estar disponible para revisarlo.

Response to Comment Letter Translation PC-M11

Comment PC-M11-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-M12

Comment PC-M12-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Responses – Preferred Alternative Identification and Opposition to Tolling.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have evaluated design options to avoid relocation of the soundwall. Please see Common Response – Almond Avenue Soundwall.

Response to Comment Letter PC-M13

Comment PC-M13-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-M14

Comment PC-M14-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Response to Comment Letter PC-M15

Comment PC-M15-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Response to Comment Letter PC-M16

Comment PC-M16-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-M17

Comment PC-M17-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Responses – Preferred Alternative Identification and Opposition to Tolling.

Response to Comment Letter PC-M18

Comment PC-M18-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred

Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

During development of the I-405 MIS, one of the top community concerns was residential property acquisition. None of the build alternatives require full acquisition of any residential properties.

Caltrans and OCTA acknowledge your support for Alternative 1. Please see Common Responses – Preferred Alternative Identification and Opposition to Tolling.

Comment PC-M18-2

With respect to the travel time data in the corridor, please see Common Response – Substantiation of Reported Corridor Travel Times for Build Alternatives.

The SR-91 Express Lanes are considered successful traffic management. They do not eliminate congestion in the GP lanes; they provide an option to congestion to motorists willing to pay a toll. The tolls are set at the rates necessary to maintain high-speed operations. For an explanation of how this management works, see the Draft EIR/EIS, page 2-20. For additional information, please see Common Response – Opposition to Tolling. The experience on SR-91 is that the public will use them.

With respect to the Express Lanes causing more congestion in the GP lanes, the analysis shows that congestion in the GP lanes is reduced by the Express Lanes. Slow-moving congested freeway lanes have lower and unstable throughput compared to uncongested lanes. During peak periods, the GP lanes on I-405 are forecast to be heavily congested with lower throughput (approximately 1,200 vehicles per lane per hour) than the Express Lanes, whose throughput will be managed to approximately 1,700 vehicles per lane per hour. For an explanation of how this management works, see the Draft EIR/EIS, page 2-20. By providing more throughput per lane through management of the Express Lanes, traffic in the GP lanes would be reduced and congestion eased; for two conditions with the same total number of lanes and congested conditions, congestion in the GP lanes would be less if two of the lanes were managed to increase their throughput. See the rows of Table 3.1.6-14 labeled “Brookhurst Street to SR-22 East” for a comparison of the throughput of Alternatives 2 and 3 with the same total number of lanes.

Response to Comment Letter PC-M19

Comment PC-M19-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

The residences along the 3200 block of Rowena Drive are blocked by the office complex, an existing 10-ft wall, and single-family houses and are set back from the freeway lanes by approximately 500 ft, which makes a soundwall ineffective at the location between the 7th Street on-ramp and the Seal Beach Boulevard Overcrossing. Traffic noise from a major freeway such as I-405 could be noticeable up to 1-mile in surrounding residential areas depending on the atmospheric conditions; however, to be qualified for abatement measures, traffic noise must approach or exceed the NAC. Traffic noise at 500 ft from the freeway when there are intervening buildings will not approach or exceed the NAC; therefore, it will not be qualified for noise abatement measures.

Comment PC-M19-2

Please see Response to Comment PC-M19-1.

Comment PC-M19-3

Soundwalls are evaluated for acoustic feasibility in accordance with the State and federal guidelines which include Caltrans' Traffic Noise Analysis Protocol and the NAC of Title 23, Part 772 of the CFR, titled "Procedures for Abatement of Highway Traffic Noise and Construction Noise" (23 CFR 772).

The residences along Yellowtail and Rowena drives north of the Bixby Office Complex were not determined to be impacted by the future predicted peak-hour traffic noise levels due to their distance from the freeway travel lanes and the presence of an existing soundwall along the Old Ranch Parkway connector to 7th Street. Existing soundwalls, as well as recommended soundwalls for this area, are shown in Figures 24 and 25 in Appendix N – Noise Information within the Draft EIR/EIS. Please also see Common Response – Noise/Noise Analysis.

Comment PC-M19-4

Please see Response to Comment PC-M19-3.

Response to Comment Letter PC-M20

Comment PC-M20-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Response to Comment PC-M19-1.

Response to Comment Letter PC-M21

Comment PC-M21-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Comment PC-M21-2

Please see Response to Comment PC- H43-3.

Comment PC-M21-3

Refer to Appendix P, Layout L-2, of the Draft EIR/EIS for the new Ellis Avenue southbound on-ramp configuration. Please see Common Responses – Preferred Alternative Identification and Replacement of Fairview Road Overcrossing/Truncation of Tolled Express Lanes. An elevated transit guideway was considered early on in the project development, but it was subsequently eliminated from further consideration. See Draft EIR/EIS Section 2.2.7, Alternatives Considered but Eliminated from Further Consideration.

Response to Comment Letter PC-M22

Comment PC-M22-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Response to Comment Letter PC-M23

Comment PC-M23-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Responses – Preferred Alternative Identification and Opposition to Tolling.

Response to Comment Letter PC-M24

Comment PC-M24-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-M25

Comment PC-M25-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-M26

Comment PC-M26-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-M27

Comment PC-M27-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Responses – Preferred Alternative Identification and Opposition to Tolling.

Response to Comment Letter PC-M28

Comment PC-M28-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Responses – Preferred Alternative Identification and Opposition to Tolling.

Response to Comment Letter PC-M29

Comment PC-M29-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

With respect to a potential bottleneck at the Los Angeles County line, please see Common Response – Traffic Flow at the Orange County/Los Angeles County Line.

Comment PC-M29-2

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Comment PC-M29-3

Please see Common Responses – Measure M Fundingand Opposition to Tolling.

Comment PC-M29-4

Please see Response to Comment PC-M29-1.

Response to Comment Letter PC-M30

Comment PC-M30-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

With respect to a potential bottleneck at the Los Angeles County line, please see Common Response – Traffic Flow at the Orange County/Los Angeles County Line.

A design option was considered that would terminate one of the two proposed northbound GP lanes at Valley View Street. Please see Common Response – Almond Avenue Soundwall.

Comment PC-M30-2

It is common for a transportation project to have a funding shortfall in the planning phase. The project is considered a Major Project by FHWA, and a Draft Financial Plan must be submitted to FHWA prior to approval of the Final EIR/EIS. The Draft Financial Plan must identify full funding for the project. Material and safety will be fully funded.

Please see Common Response – Measure M.

With respect to the toll roads in Orange County, the financial problems of the SR-73 toll road located in southern Orange County are well known. All motorists pay a toll to use that road. The tolled Express Lanes proposed in Alternative 3 are only two lanes of I-405 in each direction. The remainder of the lanes on I-405 remains free, and HOVs meeting the occupancy requirement will use the Express Lanes free.

Comment PC-M30-3

The project is not a TCM, and referenced text was removed from the Final EIR/EIS. Project-related construction and operational noise and air quality effects were analyzed in detail in the Noise Study Report and project Air Quality Technical Study. As described in Sections 3.2.6 and 3.2.7, project-related emissions and noise levels associated with the Preferred Alternative would be less than the future No Build Alternative. Please see Common Responses – Air Quality, Health Risks, and Noise/Noise Analysis.

Comment PC-M30-4

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Responses – Almond Avenue Soundwall.

Comment PC-M30-5

Please see Response to Comment PC-M30-2.

Response to Comment Letter PC-M31

Comment PC-M31-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-M32

Comment PC-M32-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Please see Response to Comment PC-B20-1.

Comment PC-M32-2

Please see Common Response – Opposition to Tolling.

Response to Comment Letter PC-M33

Comment PC-M33-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Project-related construction and operational air quality effects were analyzed in detail in the project Air Quality Technical Study. As described in Sections 3.2.6, project-related emissions associated with the Preferred Alternative would be less than the future No Build Alternative.

Only Alternative 3 would require replacement of the Fairview Road Overcrossing. Caltrans/OCTA have considered design options to avoid replacement of the Fairview Road Overcrossing under Alternative 3. Please see Common Response – Replacement of Fairview Road Overcrossing/Truncation of Tolled Express Lanes.

Documentation of safety concerns will be completed during final design and safety issues addressed.

Comment PC-M33-2

Project-related construction and operational noise and air quality effects were analyzed in detail in the Noise Study Report and project Air Quality Technical Study. As described in Sections 3.2.6 and 3.2.7, project-related emissions and noise levels associated with the Preferred Alternative would be less than the future No Build Alternative. Please see Common Responses – Air Quality, Health Risks, and Noise/Noise Analysis. A detailed construction noise and vibration monitoring and mitigation plan will be prepared during the final design to address construction-related noise and vibration issues and identify proper mitigation measures for implementation. A Transportation Management Plan will be developed to address vehicular, pedestrian, and bicycle traffic during construction.

Comment PC-M33-3

Only Alternative 3 would require replacement of the Fairview Road Overcrossing. Caltrans/OCTA have considered design options to avoid replacement of the Fairview Road Overcrossing under Alternative 3. Please see Common Response – Replacement of Fairview Road Overcrossing/Truncation of Tolled Express Lanes.

Response to Comment Letter PC-M34

Comment PC-M34-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Traffic related to the proposed I-405 Improvement Project has been extensively analyzed, and that analysis is summarized in Section 3.1.6 of the Draft EIR/EIS.

Response to Comment Letter PC-M35

Comment PC-M35-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-M36

Comment PC-M36-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA evaluated design options to avoid relocation of the soundwall under Alternative 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Comment PC-M36-2

It is common for transportation projects to have a funding shortfall in the planning phase. Alternatives 1 and 3 are currently fully funded, as explained in Common Response – Measure M.

Response to Comment Letter PC-M37

Comment PC-M37-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Responses – Preferred Alternative Identification and Opposition to Tolling.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Response to Comment Letter PC-M38

Comment PC-M38-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

For an explanation of the corridor travel times, please see Common Response – Substantiation of Reported Corridor Travel Times for Build Alternatives.

Comment PC-M38-2

The Express Lanes in Alternative 3 would be managed through toll pricing to achieve the 1,700 vehicles per hour per lane during congested peak hours. For an explanation of how this management works, see the Draft EIR/EIS, page 2-20. Slow-moving congested freeway lanes have lower and unstable throughput compared to uncongested lanes. During peak periods, the GP lanes on I-405 are forecast to be heavily congested with unstable throughput due to the stop-and-go nature of heavy congestion. A value of 1,200 vehicles per lane per hour represents a reasonable estimation of throughput under the heavily congested conditions anticipated.

Comment PC-M38-3

There are currently no plans to evolve the HOV network in Orange County into an Express Lanes network. Tables 3.1.6-5 and 3.1.6-13 of the Draft EIR/EIS show that the HOV lanes will generally be over capacity in years 2020 and 2040. As a result, the HOV lanes will not provide a travel time advantage over the GP lanes and will not meet State and federal HOV lane performance standards. For a more complete explanation of the proposed change in occupancy for free HOV use of the Express Lanes, please see Common Response – Opposition to Tolling.

Response to Comment Letter PC-M39

Comment PC-M39-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-M40

Comment PC-M40-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-M41

Comment PC-M41-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in

your comment when the Final EIR/EIS is available for review. Please see Common Responses – Preferred Alternative Identification and Opposition to Tolling.

Response to Comment Letter PC-M42

Comment PC-M42-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-M43

Comment PC-M43-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-M44

Comment PC-M44-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-M45

Comment PC-M45-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Respuesta a la Carta De Comentario PC-M46

Comentario PC-M46-1

Las agencias de Caltrans y Orange County Transportation Authroity les gustaría agradecerle por haber participado en el proceso ambiental para el proyecto de ampliación de la autopista de San Diego (I-405). Su comentario fue considerado durante el proceso de selección de la “Alternative

Preferida", como esta escrito en el reporte llamando en ingles "I-405 Improvement Project Final EIR/EIS." Se le notificará en la dirección proveida en su Cometario cuando el reporte "Final EIR/EIS" va a estar disponible para revisarlo.

Response to Comment Letter Translation PC-M46

Comment PC-M46-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-M47

Comment PC-M47-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-M48

Comment PC-M48-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

With respect to a potential bottleneck at the Los Angeles County line, please see Common Response – Traffic Flow at the Orange County/Los Angeles County Line.

Comment PC-M48-2

The population and employment forecasts used for traffic forecasting are approved by SCAG. A comparison of pre-recession traffic data (year 2005) to forecast volumes shows annual growth rates of 1.0 to 1.5 percent from 2005 to 2040 and annual rates of 1.1 percent or less from 2020 to 2040. Please see Common Response – Substantiation of Reported Corridor Travel Times for Build Alternatives.

Comment PC-M48-3

The financial problems of the SR-73 toll road located in southern Orange County are well known. All motorists pay a toll to use that road. The tolled Express Lanes proposed in Alternative 3 are only two lanes of I-405 in each direction. The remainder of the lanes on I-405 remains free, and HOVs meeting the occupancy requirement will use the Express Lanes free. For additional information, please see Common Response – Opposition to Tolling.

If HOVs with only two occupants choose not to use the Express Lanes, toll prices will be adjusted to attract replacement vehicles to the Express Lanes. The volume of traffic in the Express Lanes is independent of the occupancy requirement for free HOV use of the Express Lanes. For a discussion of the occupancy requirement for free HOV use of the Express Lanes, please see Common Response – Opposition to Tolling.

Comment PC-M48-4

Project-related construction and operational noise and air quality effects were analyzed in detail in the Noise Study Report and project Air Quality Technical Study. As described in Sections 3.2.6 and 3.2.7, project-related emissions and noise levels associated with the Preferred Alternative would be less than the future No Build Alternative. Please see Common Responses – Air Quality, Health Risks, and Noise/Noise Analysis.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

The I-405 Improvement Project may have an effect on property values, but it is not likely to be a major change because I-405 is an existing facility within Orange County. In addition, Caltrans has found no literature, studies, or evidence that property values decrease because of freeway widening near a home. Please see Common Response – Property Values.

Comment PC-M48-5

Dropping the additional GP lane in Alternatives 1 and 3 upstream of I-605 near Valley View Street as suggested in the comment would create a chokepoint at the drop location, because there would be no roadway to receive the lane's traffic. Carrying that lane to I-605 and providing a full two-lane exit at the beginning of I-605 provides a location for ending the lane that has the capacity to receive the lane's traffic. Consideration was given to dropping the second additional lane included in Alternative 2 just south of SR-22, but this was rejected due to the level of congestion such a bottleneck would create. Carrying the second lane to the SR-22 West exit ramp provides a location for ending the lane that has the capacity to receive the lane's traffic.

The suggested modification regarding shifting the centerline is not feasible due to current Caltrans design standards. Please see Common Response – Almond Avenue Soundwall.

Response to Comment Letter PC-M49

Comment PC-M49-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

With respect to comments a, b, and c, please see Common Response – Traffic Flow at the Orange County/Los Angeles County Line. The population and employment forecasts used for traffic forecasting are approved by SCAG. A comparison of pre-recession traffic data (year 2005) to forecast volumes shows annual growth rates of 1.0 to 1.5 percent from 2005 to 2040 and annual rates of 1.1 percent or less from 2020 to 2040.

The Express Lanes included in Alternative 3 are described in the Draft EIR/EIS, starting with a description of them and their proposed operation on pages 2-10 through 2-14, and 2-18 through 2-22. Additional information regarding Alternative 3 is provided throughout Section 3.1.6 of the Draft EIR/EIS.

Please see Common Responses – Opposition to Tolling and Measure M.

Comment PC-M49-2

We acknowledge your support for Alternative 1.

Comment PC-M49-3

All of the build alternatives are anticipated to reduce congestion in the I-405 corridor; none are expected to eliminate congestion in the corridor. The benefits to congestion vary among the build alternatives. The benefits to congestion of the build alternatives are summarized in the Draft EIR/EIS in Tables 3.1.6-4 through 3.1.6-8 and Tables 3.1.6-12 through 3.1.6-14.

Comment PC-M49-4

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Respuesta a la Carta De Comentario PC-M50

Comentario PC-M50-1

Las agencias de Caltrans y Orange County Transportation Authroity les gustaría agradecerle por haber participado en el proceso ambiental para el proyecto de ampliación de la autopista de San Diego (I-405). Su comentario fue considerado durante el proceso de selección de la "Alternative Preferida", como esta escrito en el reporte llamando en ingles "I-405 Improvement Project Final EIR/EIS." Se le notificará en la dirección proveida en su Cometario cuando el reporte "Final EIR/EIS" va a estar disponible para revisarlo.

Response to Comment Letter Translation PC-M50

Comment PC-M50-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-M51

Comment PC-M51-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

It appears that this comment pertains to the WCC Project; therefore, please direct your comment to the OCTA Community Relations Office (550 South Main Street, Orange, CA, 714-560-5376).

Respuesta a la Carta De Comentario PC-M52

Comentario PC-M52-1

Las agencias de Caltrans y Orange County Transportation Authroity les gustaría agradecerle por haber participado en el proceso ambiental para el proyecto de ampliación de la autopista de San Diego (I-405). Su comentario fue considerado durante el proceso de selección de la "Alternative Preferida", como esta escrito en el reporte llamando en ingles "I-405 Improvement Project Final EIR/EIS." Se le notificará en la dirección proveida en su Cometario cuando el reporte "Final EIR/EIS" va a estar disponible para revisarlo.

Response to Comment Letter Translation PC-M52

Comment PC-M52-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-M53

Comment PC-M53-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-M54

Comment PC-M54-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-M55

Comment PC-M55-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Traffic noise analysis has been conducted according to State and federal guidelines as outlined in Caltrans' Traffic Noise Analysis Protocol. The results of the Noise Study Report show that the future predicted peak-hour traffic noise levels in this area of Seal Beach would increase by zero to 2 dB with the project by the design year of 2040.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Project-related construction and operational air quality and noise effects were analyzed in detail in the project Air Quality Technical Study and Noise Study Report. As described in Section 3.2.6 of the Draft EIR/EIS, project-related emissions associated with the Preferred Alternative would be less than the future No Build Alternative.

The Traffic Study for the project and attached to the Draft EIR/EIS considers potential increases in traffic on Seal Beach Boulevard due to the proposed build alternatives and provides some improvements on Seal Beach Boulevard. With respect to Lampson Avenue, the additional lanes and improved performance on I-405 under the build alternatives will encourage traffic currently diverting from the congested freeway to local streets to remain on the freeway.

Please see Common Responses – Preferred Alternative Identification, Noise/Noise Analysis, Air Quality, Health Risks, and Almond Avenue Soundwall.

Response to Comment Letter PC-M56

Comment PC-M56-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see responses to City of Seal Beach (GL13).

Please see Common Responses – Preferred Alternative Identification; Traffic Flow at the Orange County/Los Angeles County Line; Coordination between Caltrans Districts 7 and 12, OCTA, Los Angeles Metro, COG, and the City of Long Beach; and Opposition to Tolling.

Comment PC-M56-2

The Draft EIR/EIS, including specialized technical studies (see Appendix F for a complete list), represents a comprehensive analysis of the potential environmental effects of the proposed build alternatives on the environment. The analysis of impacts discussed in the Draft EIR/EIS or as revised/updated for the Final EIR/EIS related to comments on the Draft EIR/EIS is accurate.

Comment PC-M56-3

Please see Response to Comment PC-M56-2.

Comment PC-M56-4

Alternative 3 in the Draft EIR/EIS showed the proposed soundwall under Appendix P, Layouts L-24 and L-25 Alternative 3. As part of Alternative 3, the lane widths and shoulders along the southbound I-405 direction were designed to full Caltrans standards. Caltrans/OCTA have

considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. The Zimmerman design did not account for an additional southbound lane, which would in turn impact the existing soundwall. The design provided by the City's consultant proposed exceptions to the highway design standard that have been deemed unacceptable by Caltrans. Please see Common Responses – Almond Avenue Soundwall and Preferred Alternative Identification.

Comment PC-M56-5

Please see Response to Comment PC-M56-4.

Comment PC-M56-6

The referenced existing Southern California Edison (SCE) lines would be relocated under a franchise agreement with SCE; however, Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. The existing poles and overhead lines would require relocation if the soundwall is relocated. Alternative 1 would not require relocation of the soundwall or the existing poles and overhead lines. Please see Common Response – Almond Avenue Soundwall.

Comment PC-M56-7

Rubberized and open grade asphalt can reduce traffic noise from 2 to 7 dB, depending on the original roadway surface conditions. If a roadway is new and smooth, the reduction is much less than when the roadway surface is old with cracks and uneven slabs. FHWA policy does not allow the use of pavement type or surface texture as a traffic noise abatement measure because it can lose its effectiveness over time. Presently, FHWA and several state transportation departments are conducting research to determine the longevity of the noise reduction characteristics of rubberized asphalt. Please also see Common Response – Noise/Noise Analysis.

Comment PC-M56-8

The air quality analysis addressed exposure to MSATs, including diesel exhaust. Other MSATs addressed in the analysis included acrolein, benzene, 1,3-butidiene, formaldehyde, naphthalene, and polycyclic organic matter. The detailed analysis estimated MSAT exposure based on vehicle speeds and EMFAC2011 emission factors. For a more detailed discussion of MSATs, please see Common Response – Health Risks.

Overall, diesel engine emissions are responsible for most of California's estimated cancer risk attributable to air pollution. In addition, diesel particulate matter (DPM) is a significant fraction of California's particulate pollution problem. Assessments by CARB and EPA estimate that DPM annually contributes to approximately 3,500 premature respiratory and cardiovascular deaths and thousands of hospital admissions, asthma attacks, and other respiratory symptoms.

CARB has found that DPM contributes more than 70 percent of the known risk from air toxics and poses the greatest cancer risks among all identified air toxics. Alternative 3 would not increase the percentage of trucks in the fleet mix and would improve vehicle speeds in the project area. As a result, the build alternative DPM emissions would likely be less than future no-build emissions; therefore, the build alternatives would not have an adverse operational DPM impact. As described in Section 3.2.6, corridor emissions, including MSATs associated with the Preferred Alternative would be less than the future No Build Alternative. Please see Common Responses – Air Quality and Health Risks.

Comment PC-M56-9

For the major gas lines, as discussed on pages 3.1.5-15 through 3.1.5-17 of Section 3.1.5.2, Environmental Consequences, of the Draft EIR/EIS, three options were evaluated for relocation of the gas lines in the Caltrans ROW just north of the NAVWPNSTA Seal Beach. The option (Option 1) that retains the gas/petroleum lines on the south side of I-405 within Navy jurisdiction is the preferred option and will be pursued. Please see Common Response – Relocation of Gas Lines.

Comment PC-M56-10

The I-405 Improvement Project may have an effect on property values, but it is not likely to be a major change because I-405 is an existing facility within Orange County. In addition, Caltrans has found no literature, studies, or evidence that property values decrease because of freeway widening near a home. Please see Common Response – Property Values.

Comment PC-M56-11

With respect to a potential bottleneck at the Los Angeles county line, please see Common Response – Traffic Flow at the Orange County/Los Angeles County Line. With respect to coordination across the county line, please see Common Response – Coordination between Caltrans Districts 7 and 12, OCTA, Los Angeles Metro, COG, and the City of Long Beach.

Comment PC-M56-12

Between SR-22 East (near Valley View Street) and I-605, Alternative 3 adds one GP lane in each direction. The tolled Express Lanes do rely on congestion. All of the build alternatives are anticipated to reduce congestion in the I-405 corridor; none are expected to eliminate congestion in the corridor. The increased throughput achieved by active management of the Express Lanes would reduce congestion in the GP lanes. For an explanation of how this management works, please see the Draft EIR/EIS, page 2-20.

Comment PC-M56-13

Please see Responses to Comments PC-M56-1 through PC-M56-12.

Response to Comment Letter PC-M57

Comment PC-M57-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response –Almond Avenue Soundwall.

Comment PC-M57-2

Please see Response to Comment PC-M57-1.

Comment PC-M57-3

Please see Response to Comment PC-M57-1.

Comment PC-M57-4

Please see Response to Comment PC-M57-1.

Comment PC-M57-5

Please see Response to Comment PC-M57-1.

Comment PC-M57-6

Please see Response to Comment PC-M57-1. For the major gas lines, as discussed on pages 3.1.5-15 through 3.1.5-17 of Section 3.1.5.2, Environmental Consequences, of the Draft EIR/EIS, three options were evaluated for relocation of the gas lines in the Caltrans ROW just north of the NAVWPNSTA Seal Beach. The option (Option 1) that retains the gas/petroleum lines on the south side of I-405 within Navy jurisdiction is the preferred option and will be pursued.

Please see Common Response – Shifting Improvements away from Residential Properties onto NAVWPNSTA Seal Beach Property.

Comment PC-M57-7

Please see Response to Comment PC-M57-1.

The relocation of utilities would be closely coordinated with the owners prior to the actual relocation. Residents that may be potentially affected would be notified well in advance of any downtime required. Please see Common Response – Relocating Utilities Underground.

Comment PC-M57-8

Please see Response to Comment PC-M57-1

With respect to a potential bottleneck at the Los Angeles county line, please see Common Response – Traffic Flow at the Orange County/Los Angeles County Line.

The additional lanes and improved performance on I-405 under the build alternatives compared to the No Build Alternative will encourage traffic currently diverting from the congested freeway to local streets to remain on the freeway.

Response to Comment Letter PC-M58

Comment PC-M58-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-M59

Comment PC-M59-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Comment PC-M59-2

For an explanation of the HOV occupancy requirement for free use of the Express Lane proposed in Alternative 3, please see Common Response – Opposition to Tolling.

Comment PC-M59-3

Only Alternative 3 would require replacement of the Fairview Road Overcrossing. Caltrans/OCTA have considered design options to avoid replacement of the Fairview Road

Overcrossing under Alternative 3. Please see Common Response – Replacement of Fairview Road Overcrossing/Truncation of Tolled Express Lanes.

Comment PC-M59-4

The final decision regarding the construction of noise barriers will be made after completion of the public involvement process. Please see Common Response – Noise/Noise Analysis.

Comment PC-M59-5

Alternatives with LRT and BRT are included in the Draft EIR/EIS in Section 2.2.7, Alternatives Considered but Eliminated from Consideration. That section explains each of those alternatives and why they were eliminated. For a graphic summary of those alternatives, please see Figure 2-39 of the Draft EIR/EIS. Please also see Common Response – Elimination of LRT and BRT Alternatives.

Park-and-ride facilities and other TSM/TDM techniques were included in the TSM/TDM Alternative, which is covered in Section 2.2.3 of the Draft EIR/EIS. The TSM/TDM Alternative does not satisfy the purpose and need of the project, as stated in the referenced section of the Draft EIR/EIS.

Response to Comment Letter PC-M60

Comment PC-M60-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

The proposed limited access to the Express Lanes in Alternative 3 would require all users entering or exiting I-405 and accessing the Express Lanes at the intermediate access points to travel the freeway for varying distances to access the Express Lanes. The travel time, speed, and delay data presented in the Draft EIR/EIS incorporates this phenomenon.

Comment PC-M60-2

Please see Common Response – Substantiation of Reported Corridor Travel Times for Build Alternatives.

Comment PC-M60-3

All of the build alternatives are anticipated to reduce congestion in the I-405 corridor; none are expected to eliminate congestion in the corridor. The benefits to congestion vary among the build

alternatives. The benefits to congestion of the build alternatives are summarized in the Draft EIR/EIS in Tables 3.1.6-4 through 3.1.6-8 and Tables 3.1.6-12 through 3.1.6-14.

Comment PC-M60-4

As noted in the comment, additional access points are problematic not only for potential technological issues but due to the turbulence created in traffic streams at points of ingress and egress.

Response to Comment Letter PC-M61

Comment PC-M61-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-M62

Comment PC-M62-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Response to Comment Letter PC-M63

Comment PC-M63-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-M64

Comment PC-M64-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-M65

Comment PC-M65-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Responses – Preferred Alternative Identification and Opposition to Tolling.

Response to Comment Letter PC-M66

Comment PC-M66-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Responses – Preferred Alternative Identification and Opposition to Tolling.

Response to Comment Letter PC-M67

Comment PC-M67-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Responses – Preferred Alternative Identification, Opposition to Tolling, and Measure M.

Response to Comment Letter PC-M68

Comment PC-M68-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Response to Comment Letter PC-M69

Comment PC-M69-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Response to Comment Letter PC-M70

Comment PC-M70-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Please see Response to Comment PC-A17.

Response to Comment Letter PC-M71

Comment PC-M71-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Comment PC-M71-2

Please see Response to Comment PC-M71-1.

Comment PC-M71-3

Please see Response to Comment PC-M71-1.

Comment PC-M71-4

Please see Response to Comment PC-M71-1.

Response to Comment Letter PC-M72

Comment PC-M72-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Please see Common Responses – Preferred Alternative Identification, Opposition to Tolling, Measure M, and Traffic Flow at the Orange County/Los Angeles County Line.

Response to Comment Letter PC-M73

Comment PC-M73-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-M74

Comment PC-M74-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-M75

Comment PC-M75-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

It appears that this comment pertains to the WCC Project; therefore, please direct your comment to the OCTA Community Relations Office (550 South Main Street, Orange, CA, 714-560-5376).

Response to Comment Letter PC-M76

Comment PC-M76-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternative 3 would require replacement of the Fairview Road Overcrossing. Caltrans/OCTA have considered design options to avoid replacement of the Fairview Road Overcrossing under Alternative 3. Please see Common Response – Replacement of Fairview Road Overcrossing/Truncation of Tolled Express Lanes.

Response to Comment Letter PC-M77

Comment PC-M77-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall, and Opposition to Tolling.

Comment PC-M77-2

Please see Response to Comment PC-M77-1.

Comment PC-M77-3

As described in Sections 3.2.6 and 3.2.7, project-related emissions and noise levels associated with the Preferred Alternative would be less than the future No Build Alternative. Please see Common Responses – Air Quality, Health Risks, Noise/Noise Analysis, and Opposition to Tolling.

Comment PC-M77-4

Please see Response to Comment PC-M77-1.

Response to Comment Letter PC-M78

Comment PC-M78-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-M79

Comment PC-M79-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Please see Responses to Comments CG4-1 through CG4-6 from the Rossmoor Homeowners Association (RHA). Additionally, as described in Section 3.2.6 of the Draft EIR/EIS, project-related emissions associated with the Preferred Alternative would be less than the future No Build Alternative. Please see Common Responses – Air Quality and Health Risks.

PUBLIC COMMENTS (PC)-N

PC-N1

RECEIVED
CEO OFFICE

JUL 16 2012

July 1, 2012

OCTA Board Member
550 S.Main St
PO BOX 14184 Orange CA 92863

TEL: (714) 560 6282

Dear Mr.

I am a resident of the City of Seal Beach College Park East Community. I am asking you to vote for Alternative 1 for the I-405 Freeway Improvement project. This alternative will have the most limited community and environmental impacts compared to any other alternative. The community believes this alternative is the most best choice because:

1. Alternative 1 does not encroach 10 feet into Almond Avenue which has an existing soundwall that protects the community. If this wall is torn down and a new wall is built for widening the I-405, it will make Almond a one way street. In case you were not aware, Almond Street is a dedicated Tsunami escape route and the only community access route out from the College Park Community. Almond Street needs to be wide and two way configuration is needed in order to serve as an escape route due to floods and/or Tsunamis. 1

2. Alternative 1 also impacts to existing parks will at Astor Street and at Orleander Street. Like many of parks in our community, children play and senior citizens walk along Almond Street every day. Mothers and their children walk use these parks every day. An alternative that encroaches into our community will create expose families and children to more vehicle exhaust which causes respiratory problems, lung disease and/or lung cancer. The closer the freeway is closer to our community, the more exposed to vehicle exhaust and harmful toxics. 2

3. Funding is only available for Alternative 1.
Alternative 2 has a funding gap which will require OCTA to issue bonds and take more of the County's tax dollars. The community and residents do not favor this irresponsible tax-waste scenario. 3

Sincerely,

Duko Nafarrete
3571 Teaberry Gn
Seal Beach CA

PC-N2

From: Nafarrete, Santos [santos.nafarrete@experian.com]
Sent: Friday, June 22, 2012 7:45 AM
To: Parsons, 405.dedcomments
Subject: I 405 Project - DO NOT MOVE WALL

NOT in favor of the project moving the Almond Street wall in College Park East. Putting us closer to traffic will change our living conditions for the worse. It's difficult enough in existing conditions. 1

Santos Nafarrete

PC-N3

From: Nafarrete, Santos [santos.nafarrete@experian.com]
Sent: Friday, July 13, 2012 7:56 AM
To: Parsons, 405.dedcomments
Subject: 405 Project - Seal Beach - College Park East Sound Wall - Comments & Question

To: Smita Deshpande, Cal Trans,

July 13, 2012

First Off, I DO NOT want Options 2 or 3 of this project..which causes the movement of the Sound Wall. This will affect living conditions, sound, property values, and the loss of convenience in using Almond Street. DO NOT Move the SOUND WALL.

Questions:

1) In Options 2 and 3 for Sound Wall movement. Will the old wall still be standing while the new wall is being built?
2) What will Cal Trans/OCTA do to mitigate increased sound/noise due to the movement of the wall?
3) The wall is currently Slab construction of 18 feet I believe.....will the new wall be of the same construction and height.
4) Will Cal Trans/OCTA consider increasing the height of the New Wall to Mitigate increased Noise?
5) Do you have documented proof that the US Government does not want to use it's land for your project?
6) Has the Federal Government given you documented engineering specifications on what is required as a "Blast Zone"?
7) Has the Federal Govenrment done a study to show that the minor intrusion into Federal Property actually has a significant affect on the efficacy of the Blast Zone for Traffic on the 4045...since those are the only people affected by this change?

1

Please answer these questions

Thank you,

Santos Nafarrete
3601 Violet Street
Seal Beach CA 90740

PC-N4

July 1, 2012

OCTA Board Member
550 S.Main St
PO BOX 14184 Orange CA 92863 TEL: (714) 560 6282

Dear Mr.

I am a resident of the City of Seal Beach College Park East Community. I am asking you to vote for Alternative 1 for the I-405 Freeway Improvement project. This alternative will have the most limited community and environmental impacts compared to any other alternative. The community believes this alternative is the most best choice because:

1. Alternative 1 does not encroach 10 feet into Almond Avenue which has an existing soundwall that protects the community. If this wall is torn down and a new wall is built for widening the I-405, it will make Almond a one way street. In case you were not aware, Almond Street is a dedicated Tsunami escape route and the only community access route out from the College Park Community. Almond Street needs to be wide and two way configuration is needed in order to serve as an escape route due to floods and/or Tsunamis. 1

2. Alternative 1 also impacts to existing parks will at Astor Street and at Orleander Street. Like many of parks in our community, children play and senior citizens walk along Almond Street every day. Mothers and their children walk use these parks every day. An alternative that encroaches into our community will create expose families and children to more vehicle exhaust which causes respiratory problems, lung disease and/or lung cancer. The closer the freeway is closer to our community, the more exposed to vehicle exhaust and harmful toxics. 2

3. Funding is only available for Alternative 1.
Alternative 2 has a funding gap which will require OCTA to issue bonds and take more of the County's tax dollars. The community and residents do not favor this irresponsible tax-waste scenario. 3

Sincerely,

Santos Nafarrete
Santos Nafarrete
3601 Violet St.
Seal Beach

PC-N5

From: Michele Nathanson [michele@c-sales.com]
Sent: Tuesday, June 26, 2012 7:41 AM
To: Parsons, 405.dedcomments

Do you have a map or diagram of how the 405 will impact the Rossmoor area and when this will project will begin and hopefully be completed? 1
Thank you.

Commercial Sales, Inc.

Michele Nathanson
562-799-4300 phone
562-799-4311 fax
michele@c-sales.com

PC-N6

From: Lorraine Navarro [navarro.lorraine@gmail.com]
Sent: Tuesday, July 17, 2012 3:26 PM
To: Parsons, 405.dedcomments
Subject: Opposition response to the EIR for I-405 projects

Dear Madam/Sir,

After much research, and after attending many meetings, and having read the pertinent parts of the EIR, I would like to state that I am against building ANY expansion lanes without the coordination and matched plans of LA County.

Here are the reasons: 1) I live in College Park East, Seal Beach, which boundaries the northbound 405. I staunchly oppose any option that would remove and reposition the sound wall on Almond. This will cause increased noise, and air pollution (there are TWO parks within 1/4 mile of this projected construction where children play and hold sports practices) Our property values will decrease as a result such constructions. 1

2) With the freeway widening ending at LA County line, the resulting gridlock will be serious at Seal Beach Blvd due to the lane constriction. We have seen more accidents since the current construction of the West County connector projects, and this will be extremely hazardous when traffic constricts at the point of 22 and 605 junction and people trying to select these three travel options facing lane constriction. 2

3) This project will cause excess traffic spillover onto Los Alamitos/Seal Beach Blvd an already severely impacted street which is the main and only artery through our communities to reach our schools. Currently, traffic is so severe southbound Seal Beach Blvd before Lampson that is backs up to Main Way, well north of the freeway. During the school year, this stretch is unbearable after 3pm to after work traffic subsides. 3

4) Traffic overflow onto Lampson Ave, will increase, as it already is used for traffic by pass. My house backs onto Lampson Ave and I can attest to the increased traffic, dirt and pollution as a result of the current freeway construction. IN ADDITION THIS IS A 3 TON VEHICLE LIMIT STREET and the disobedience to that ordinance along with the sharp increase in traffic are causing undue wear and tear on Lampson, which the citizens of Seal Beach must pay for. 4

5) The installation of toll lanes is expressly against the intent and language of Measure M. If CalTrans pursues a toll lane, we risk a law suit, the expense and delay (shouldered by citizens) on the basis that it is against the voter's express wishes and language of the Measure. 5

To mitigate these issues, I propose that any version for the 405 Improvement Project terminate at Valley View Street to lessen the traffic constriction at the county line and junction of three major freeways 405, 22 and 605. 6
Also, I propose we move the Center line and a 4 foot shoulder so that the 405 realignment will not need to move the sound wall along Almond Ave in Seal Beach. 7

Thank you for your consideration, and I look forward to reading the mitigations of the above issues.

Lorraine Elicks Navarro
4249 Ironwood
Seal Beach, CA 90740

PC-N7

I-405 Improvement Project
Public Hearing
Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.

Meeting Venue (please check one of the following):

- ☐ Monday, June 4, 2012 – Orange Coast Community College
- ☐ Wednesday, June 6, 2012 – Westminster Community Center
- ☐ Thursday, June 7, 2012 – Rush Park Auditorium
- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Tom Nesbitt	
Organization: None	
Address(Optional):	
Phone Number: 323-288-2580	Email address: MANXMAN60@Gmail.Com

Comments: Please make the Fwy Bigger Don't Listen to The Few help The Rest of US

Please make it Bigger

The 405 Needs More Lanes 1

(Space for comments continued on reverse)

Caltrans

OCTA

PC-N8

From: Cutting Edge Systems, Inc. [info@cuttingedgesystems.com]
Sent: Tuesday, July 17, 2012 11:23 PM
To: Parsons, 405.dedcomments
Subject: 405 Expansion - Against

To Whom It May Concern -

My name is Syndy Neyland. I am a resident, a landlord and a business owner in Costa Mesa. I have lived in Costa Mesa since 1996.

I am writing this evening to state my concerns and my feelings against the expansion of the 405. While I choose none of the options the least offensive to me would be Alternative #1.

I feel that the other two options are too invasive and particularly alternative #3 I feel would be extremely detrimental to Costa Mesa. 1

Please accept my letter as opposition to any expansion to the 405.

Thank you for your time and attention.

Sincerely,
Syndy
Eastside Costa Mesa

PC-N9

From: Christine M Nichols [christine.m.nichols@ca.rr.com]
Sent: Tuesday, July 17, 2012 4:32 PM
To: Parsons, 405.dedcomments
Subject: 405 Widening Project Comments

Yes, the congestion on the 405 freeway from Seal Beach Blvd. to the Newport Beach area is heavy and burdensome. However, **unless the FULL COST to widen the freeway is CURRENTLY available, I do not support taking on this massive expense project at this time.** Transportation projects of this magnitude always go over budget. Where will that budget over-run come from?

California's budget is submerged in debt. If the Governor's tax proposal does not pass in November, additional programs and services will be cut, including higher education. We cannot, as conscionable and resource-responsible citizens add to our current debt. When California is financially strong, then it makes sense to look at improvements. In a few years, when California is thriving, alternative transportation options need to be evaluated such as mass transit. Ideally, a transportation avenue from the South Coast Plaza/John Wayne Airport area to the Los Angeles International Airport area, with multiple stops in between. This would expedite travel from Orange County to Los Angeles and alleviate a lot of pollution and freeway maintenance costs.

Adding toll lanes, as a way of funding transportation, is a poor way to finance this transportation situation. Again, if the money isn't available, the purchase shouldn't be made. Asking the taxpayers to pay an additional fee to use the lane, after they've already paid for a portion of the cost, is unfair. This option also requires removing and rebuilding 17 bridges, miles of sound walls, etc. How can this be cost effective compared to mass transit?

I support a transportation improvement when California is fiscally strong. When that is in place, I support researching mass transit options in combination with widening the 405 with one, general purpose lane.

Thank you for your consideration. } 1

PC-N10

July 12, 2012

Smita Deshpande,
Caltrans District 12
2201 Dupont Drive, Suite 200.
Irvine CA. 92612

Dear Ms. Deshpande:

We are residents of the College Park East Neighborhood in Seal Beach. We are adamantly opposed to any widening of the 405 Freeway, especially Alternatives #2 and #3. Most mornings the northbound 405 Freeway is gridlocked by our home, especially during rush hour. Since there are no plans at the present time to widen the 405 northbound Freeway starting at the Los Angeles County line, adding any lanes in Orange County would exacerbate the current gridlock. If Alternative # 1 is selected we highly recommend the additional lanes stop at the Valley View Street Bridge so the traffic has time to merge with the northbound 22 Freeway traffic and the upcoming bottleneck on the 405 at the Los Angeles County line.

To quote the handout distributed at the June 7, 2012 meeting in Rush Park Auditorium, "When it was approved by the voters in 2006, Measure M2 provided approximately $973 million (escalated dollars) for the I-405 Improvement Project." Since the estimated build date in the handout indicates construction will start in early 2015 it would appear that any plans to widen the 405 in Los Angeles County starting at the Los Angeles/Orange County lines would be at least another 10 years away. During this time the gridlock on the northbound 405 in the Westminster/Seal Beach area would only continue to become worse. } 1

The air quality and noise is bad enough and any Freeway expansion would only deteriorate the current condition. } 2

The moving of the Almond Avenue sound wall would pose a safety problem during construction. There are eleven cul-de-sacs that originate off of Almond Avenue between Aster Street and Primrose Circle plus one street, Camelia, that becomes Columbine Street when it loops back to Almond, } 3

PC-N10 Continued

What plans have been made to address the access of emergency vehicles during the time that the street will be restricted to the normal flow of traffic? The response time to emergencies could be seriously impacted. What type of safety and security would be available while the wall is being torn down, moved and rebuilt? It took the contractor several months, just to put in temporary concrete barriers along the Freeway by Lampson Avenue and the Tennis Courts. During this time a flimsy fence was all that protected the drivers on Lampson Avenue from 405 Freeway vehicles travelling at high rates of speed. If Alternatives #2 or # 3 are selected, will College Park East residents have some type of concrete barriers in place before the sound wall is torn down? 4 5

Because of the many cul-de-sacs, and the required driveway accesses, parking in the cul-de-sacs is very limited especially during street cleaning, holidays and other times when the residents want to hold social events. The relocation and construction of the Almond Avenue sound wall could seriously impact the Resident's ability to find satisfactory parking during these time. 6

For the above noted reasons, we are definitely opposed to Alternatives #2 and #3. 7

Sincerely,

Roger Nieder
3551 Primrose Circle
Seal Beach, CA. 90740-3128

Sandy Nieder
3551 Primrose Circle
Seal Beach, CA. 90740-3128

Cc: Governor Jerry Brown
Supervisor John Moorlach
State Senator Tom Harman
Assemblyman Jim Silva
Congressman Dana Rohrabacker

PC-N11

From: Dennis Nordstrom [mailto:dennis@dknordstrom.com]
Sent: Wednesday, June 06, 2012 10:49 PM
To: Christina Byrne
Subject: 405 freeway congestion in north Orange County

To Christina Byrne:
I am very appreciative that the OCTA wants to address the awful freeway bottleneck on the 405 that backs traffic up from Westminster through Costa Mesa. Having averaged over 25,000 miles a year on So Cal freeways for a couple of decades, much of it in slow traffic, I have been able to observe first-hand what generally causes this kind of consistent traffic problem. It is a bottleneck and it is exactly as the descriptive name implies; a reduction in lanes. I believe the problem with this section of freeway is too many changes in the number of freeway lanes. In my opinion the best way to address this section of freeway is to add to the number of lanes only in those areas where there is a reduction in lanes. Let me explain.

The most efficient freeways are those that have a consistent number of lanes over a long distance. Each time an extra lane is added people take advantage and fill the lane, which creates a temporary increase in speed. However, when a lane is removed the traffic in that lane has to meld back into the remaining lanes. The disruption starts in the lane closest to the removed lane and cascades into the adjoining lanes. Lane changing is one of the biggest causes of traffic backup, and accidents. Reducing the number of lane changes and the traffic flows more freely. This is effectively done by keeping the number of freeway lanes consistent. Proof of this is the 101 west of the 405, a very busy section of freeway that moves fairly well where it has a consistent number of lanes.

I have heard that there are multiple proposals that are being considered, including one that involves adding multiple HOV lanes. This will not solve the problem, but will rather relocate the bottleneck to the point where the number of lanes is reduced. A vivid example of this is the east bound 91 toll lanes and the mess these lanes cause from Green River back along the freeway. Conversely, at the other end where the two toll lanes are split and are added to the 55 south and the 91 west there is rarely as significant a backup because there is not the bottleneck.

Once again, I have observed that even very busy freeways with relatively consistent numbers of lanes (only a single lane for off ramps and on ramps) have the most consistent speeds because there is far less lane changing. Less lane changes means less braking, less accelerating and changes in speed that lead to accidents. The section of freeway we are discussing has many changes in the number of usable lanes, including areas where the number of usable lanes drops by three! By adding lanes to areas where there are fewer to have a more consistent number of lanes will increase average speed through this section of freeway significantly. 1

Please consider this information as you review options for addressing this section of freeway.

Thanks you,
Dennis Nordstrom

PC-N12

From: Kitty Nordstrom [kitty@dknordstrom.com]
Sent: Tuesday, July 17, 2012 4:30 PM
To: Parsons, 405.dedcomments
Subject: Alternative 3

To all in may concern,

Please NO on Alternative 3!!!!! Also, NO on the ramp from Ellis to the 405!!!!! 1
Kitty Nordstrom
3357 Alabama Circle, Costa Mesa

PC-N13

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

Subject: State Route 405 (I-405; San Diego Freeway) between SR-73 and I-605 and Draft EIR/EIS

I am concerned about the impacts the State Route 405 improvement project will have on our community. I am especially concerned about Alternative 3 which will widen the San Diego Freeway in the City of Costa Mesa and convert an existing car pool lane to a toll lane.

Alternative 3 would require that the Fairview/I 405 interchange be demolished and rebuilt, even though it was just rebuilt three years ago. Residences and public parks near the I- 405 will be adversely affected both during construction and upon completion of the project. Problems include air pollution, noise, and degradation of the visual quality of our neighborhoods. Ramp closures at Harbor, Fairview, and South Coast will not only inconvenience residents, but impair access to the many businesses which contribute to our local and regional economy. 1

In addition,

Please include these comments in the public/administrative record for this project and the project EIR/EIS. Thank you for the opportunity to comment.

Yours truly,

Kitty Nordstrom
(Name)

3357 Alabama Cir. Costa Mesa
(Address) (City)

_____ Please keep me informed about future hearings and future steps in the review process for the I- 405 project.

PC-N14

From: Kitty Nordstrom [mailto:kitty@dknordstrom.com]
Sent: Thursday, July 05, 2012 11:50 PM
To: dhansen@surfcity-hb.org; Adams, Audra; Bates, Pat; pglaab@cityoflagunaniguel.org
Subject: Alternative 3

Hi,

I understand the deadline to contact you has been extended.
My home backs up to the Santa Ana River trail next to Moon Park in Costa Mesa. I am VERY CONCERNED, and OPPOSED to Alternative 3 on many levels: noise, dirt and other debris, health risk, and lowered property value, to name a few. The Harbor and Fairview bridges have been upgraded; let them stay. The proposed toll lanes are NOT ACCEPTABLE. PLEASE 1

respect the position of Costa Mesa, and take Alternative 3 off the table. Go with Alternative 2, which will help lessen the bottleneck. There are enough lanes already in Costa Mesa.

Also, I am VEHEMENTLY OPPOSED to the proposed Ellis onramp, as accelerating cars would be too close to my property. Leave the Ellis onramp as is. Drivers can figure another way to access the freeway. This additional onramp is a bad idea. Please remove it from your plans! 2

Thank you,
Kitty Nordstrom
3357 Alabama Circle
Costa Mesa

PC-N15

June 21, 2012

Smita Deshpande
Caltrans District 12
2201 Dupont Drive, Suite 200
Irvine, CA 92612

Smita Deshpande:

Alternative 1 will improve traffic flow at the most sensible price. Please recommend Alternative 1, adding a single general purpose lane in each direction. 1

Thank you.

P. Nordstrom
P. Nordstrom
4740 Fir Avenue
Seal Beach, CA 90740

PC-N16

I-405 Improvement Project
Public Hearing

Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.

Meeting Venue (please check one of the following):

- ☐ Monday, June 4, 2012 – Orange Coast Community College
- ☐ Thursday, June 7, 2012 – Rush Park Auditorium
- ☒ Wednesday, June 6, 2012 – Westminster Community Center
- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): LINDA NORTHROP	
Organization: N/A	
Address (Optional):	
Phone Number: 714-898-7258	Email address: LMNORTHROP@YAHOO.COM

Comments:

1- Alternate 3 is not an acceptable option. It does not work for 91 Freeway and will not work for 405. Alternate 2 looks like it will provide the best possible solution for all concerned without adding prohibitive costs for citizens that are middle-class and below. (Only two alternates were originally agreed upon by all and adding a third was not an option, so it shouldn't even be a consideration.) 1

2- My neighborhood is adjacent to the 405 freeway and my house is about 45 yards from the freeway. When erected, the existing 8-foot sound wall only increased the noise level and dust level in our neighborhood. So much so, that many of us had to put in expensive double-paned windows to curtail some of the added freeway noise. Moving an 8-foot wall closer will only increase the noise further, along with the dust levels. A 24-ft sound wall is needed to curtail noise and reduce dust levels to improve the overall well being of our neighborhoods and of the residents living adjacent to the 405 freeway. 2

L.M. Northrop

(Space for comments continued on reverse)

PC-N17

Smita Deshpande Branch Chief
Caltrans District 12
2201 Dupont Drive Suite 200
Irvine, CA 92612

Attn: 405 DEIR / DEIS Comment Period

MEETING VENUE: Tuesday, June 19, Fountain Valley City Council

NAME: Cheryl Norton
17681 San Rafael
Fountain Valley, CA 92708
714-964-4505 daytime
714-962-6445 evening
thedesignstudio@socal.rr.com

COMMENTS:

The Fact Sheet for Fountain Valley states: *A new wall will be built along the northbound I-405 and Brookhurst St. northbound off-ramp along San Rafael St.*

Your boards show the new sound walls (in green on the attached).

We would like to request that the sound wall be extended all the way to the stop light (in orange on the attached) and that the sound wall be HIGH ENOUGH to divert the emissions from the cars stopped on that off ramp from spilling into our backyards.

We are concerned that, without the sound wall, cars (4-lanes of cars) spilling onto Brookhurst will create an environmental nightmare for this community and especially for those of us on San Rafael (backing up to the flood control channel).

At one time there were large cypress trees planted along this route. Caltrans removed the trees (not sure why) leaving our homes totally exposed to the freeway on and off ramps and their emissions. In addition, trucks stopped on the on ramp have straight visual site into our back bathroom (A truck driver honked and waved at my daughter who was getting ready for school in that bathroom).

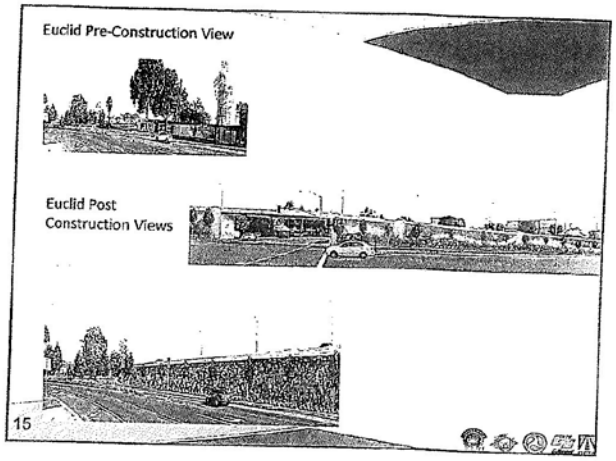
In addition, creating a sound wall where we now have our back wall will alleviate the space between our wall and the freeway where transients are known to spend time. This has always been a public safety issue.

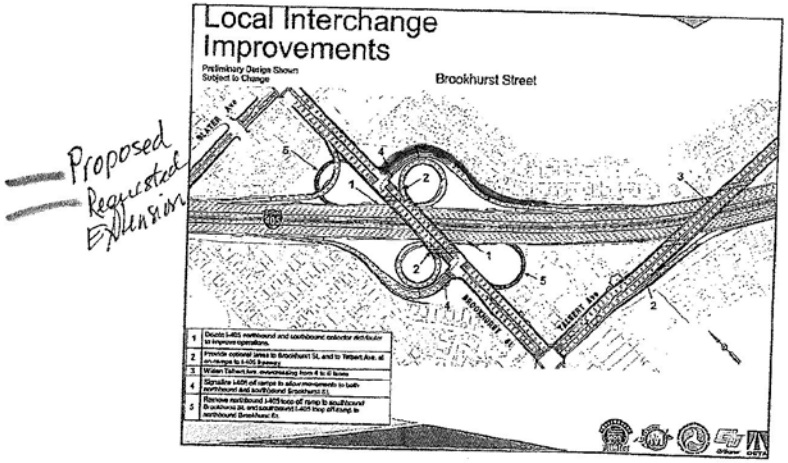
What we ask is just an extension of what is already planned. Hopefully, you will see fit to include this extension in your plans. Thank you for your consideration of this matter. **1**

My Best,
Cheryl Norton

cc: Fountain Valley City Council (John Collins, Larry Crandall, Mark McCurdy, Steve Nagel, Michael Vo) and City Manager (Ray Kromer)

PC-N17 Continued





PC-N18

I-405 Improvement Project
Public Hearing

Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.

Meeting Venue (please check one of the following):

- ☐ Monday, June 4, 2012 – Orange Coast Community College
- ☐ Wednesday, June 6, 2012 – Westminster Community Center
- ☐ Thursday, June 7, 2012 – Rush Park Auditorium
- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): ANTHONY NOVELLO	
Organization:	
Address(Optional):	
Phone Number:	Email address:

Comments: HELP FIX THE TRAFFIC ISSUES } 1

(Space for comments continued on reverse)

PC-N19

I-405 Improvement Project
Public Hearing

Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.

Meeting Venue (please check one of the following):

- ☐ Monday, June 4, 2012 – Orange Coast Community College
- ☐ Wednesday, June 6, 2012 – Westminster Community Center
- ☐ Thursday, June 7, 2012 – Rush Park Auditorium
- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Sam Novak	
Organization: Local 398 Plumbers	
Address(Optional):	
Phone Number: (562) 698-8213	Email address: Jany4111 @ Yahoo.Com

Comments: I FEEL THAT THE IMPROVEMENTS HAVE BEEN A LONG TIME WAITING. LOOKING FORWARD TO THE COMPLETION } 1

(Space for comments continued on reverse)

RESPONSE TO PUBLIC COMMENTS (PC)-N

Response to Comment Letter PC-N1

Comment PC-N1-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Comment PC-N1-2

Please see Response to Comment PC-N1-1.

Comment PC-N1-3

A Financial Plan showing a fully funded Preferred Alternative is required before the Final EIR/EIS can be approved. Bonding against future Renewed Measure M sales tax receipts is planned for all of the build alternatives. Please see Common Response – Measure M Funding.

Response to Comment Letter PC-N2

Comment PC-N2-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Response to Comment Letter PC-N3

Comment PC-N3-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred

Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Response to Comment Letter PC-N4

Comment PC-N4-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Comment PC-N4-2

Please see Response to Comment PC-N4-1.

Comment PC-N4-3

A Financial Plan showing a fully funded Preferred Alternative is required before the Final EIR/EIS can be approved. Bonding against future Renewed Measure M sales tax receipts is planned for all of the build alternatives. Please see Common Response – Measure M Funding.

Response to Comment Letter PC-N5

Comment PC-N5-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Please see Chapter 3, Affected Environment, Environmental Consequences, and Avoidance, Minimization, and/or Mitigation Measures. Analysis of each environmental factor in this EIR/EIS includes discussion of the affected environment; environmental consequences, including construction impacts, permanent impacts, cumulative impacts, and, in some cases,

indirect impacts; and avoidance, minimization, and/or mitigation measures for each project alternative, including the No Build Alternative and three build alternatives. Please also see Appendix P, Project Plans.

Construction of the proposed project is planned to commence in 2015 and is anticipated to be completed in 2020. Please see Section 2.2.5, Construction, of the EIR/EIS for a detailed discussion on the construction duration for all three build alternatives.

Response to Comment Letter PC-N6

Comment PC-N6-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Comment PC-N6-2

With respect to a potential bottleneck at the Los Angeles county line, please see Common Response – Traffic Flow at the Orange County/Los Angeles County Line.

Comment PC-N6-3

Based on the Traffic Study conducted for the Draft EIR/EIS, the project includes improvements to Seal Beach Boulevard under all of the build alternatives. The current traffic congestion on Seal Beach Boulevard is not related to the proposed project because the project is several years from construction if a build alternative is selected.

Comment PC-N6-4

The additional lanes and improved performance on the freeway under the build alternatives compared to the No Build Alternative will encourage traffic currently diverting from the congested freeway to local streets to remain on the freeway. The current traffic congestion on Lampson Road is not related to the proposed project because the project is several years from construction if a build alternative is selected.

Comment PC-N6-5

There is nothing in Renewed Measure M that either precludes or requires additional improvements beyond the single GP lane proposed in Alternative 1. OCTA has indicated that improvements to I-405 in addition to those identified in Alternative 1 would not be funded with Renewed Measure M revenues. For additional discussion of tolling and Renewed Measure M, please see Common Responses – Opposition to Tolling and Measure M Funding.

Comment PC-N6-6

The proposed project requires the limits of improvements to go beyond the Valley View Street limits to transition the additional lanes accordingly up to I-605 and shared county lines. Note that the project will not have as many impacts based on maintaining the structures constructed as part of the WCC Project intact with no replacements.

Comment PC-N6-7

The centerline has been optimized as part of the WCC Project. Any additional shifts would replicate construction impacts from that project. Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Response to Comment Letter PC-N7

Comment PC-N7-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-N8

Comment PC-N8-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Response to Comment Letter PC-N9

Comment PC-N9-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Alternatives M3, M9, M10, M11, M12, and M13 (see Section 2.2.7 and Figure 2-8), evaluated as part of the I-405 MIS (2003-2006), included project components similar to what you are recommending within your comment. These alternatives were not considered viable alternatives for further consideration because they do not fulfill the project purpose and generally are substantially more expensive than the build alternatives (see discussion of Alternatives M3, M9, M10, M11, M12, and M13 in Section 2.7). Please also see Common Response – Elimination of LRT and BRT Alternatives.

Response to Comment Letter PC-N10

Comment PC-N10-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

With respect to a potential bottleneck at the Los Angeles county line, please see Common Response – Traffic Flow at the Orange County/Los Angeles County Line.

Dropping the additional GP lane in Alternatives 1 and 3 upstream of I-605 near Valley View Street as suggested in the comment would create a chokepoint at the drop location, because there would be no roadway to receive the lane's traffic. Carrying that lane to I-605 and providing a full two-lane exit at the beginning of I-605 provides a location for ending the lane that has the capacity to receive the lane's traffic. Consideration was given to a design option that would drop the second additional lane included in Alternative 2 just south of SR-22. See Common Response – Almond Avenue Soundwall for a discussion of this design option.

Comment PC-N10-2

The highest traffic noise level from a freeway occurs when traffic is at full capacity but flowing at the posted speed. Noise levels are reduced substantially when traffic is at stop-and-go

conditions. Future traffic noise levels are predicted for the free-flowing conditions, and soundwalls are recommended to provide noise abatement for the highest possible traffic noise that can be produced by the freeway. Please see Common Response – Noise/Noise Analysis.

As described in Section 3.2.6 of the Draft EIR/EIS, emissions will be reduced under all of the build alternatives compared to the future No Build Alternative, and no permanent adverse project-related air quality effects were identified. Please see Common Response – Air Quality.

Comment PC-N10-3

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Comment PC-N10-4

Please see Section 3.1.5 of the Draft EIR/EIS for a discussion on emergency services. Measure UT-2 has been included to ensure emergency providers are alerted in advance of any temporary road closures and delays so that they have adequate time to make appropriate accommodations to ensure prompt emergency response times that fulfill their responsibilities and defined service objectives. Please also see Response to Comment PC-N10-3.

Comment PC-N10-5

At this time, the construction phasing of soundwalls has not been determined; however, common practice for large projects involving construction near sensitive receptors is to complete soundwall construction prior to demolition of existing soundwalls that are identified to be replaced. Although this is common practice, it would likely not include placement of temporary noise barriers during construction of soundwalls. Please also see Response to Comment PC-N10-3 above.

Comment PC-N10-6

See Response to Comment PC-N10-3.

Comment PC-N10-7

Please see Common Response – Preferred Alternative Identification.

Response to Comment Letter PC-N11

Comment PC-N11-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred

Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

We appreciate your observations. All of the build alternatives will increase lane continuity in the project corridor. Other factors were also considered in identification of the Preferred Alternative. All of the build alternatives are anticipated to reduce congestion in the I-405 corridor; none are expected to eliminate congestion in the corridor. The benefits to congestion vary among the build alternatives. The benefits to congestion of the build alternatives are summarized in the Draft EIR/EIS in Tables 3.1.6-4 through 3.1.6-8 and Tables 3.1.6-12 through 3.1.6-14.

Response to Comment Letter PC-N12

Comment PC-N12-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Response to Comment Letter PC-N13

Comment PC-N13-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Please see Response to Comment PC-B20-1.

Response to Comment Letter PC-N14

Comment PC-N14-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Comment PC-N14-2

All of the build alternatives include a new entrance ramp from eastbound Ellis Street to I-405 southbound. This ramp will reduce the queuing on Ellis Street that occurs nearly every morning. Because of its proximity to one of the limited number of Santa Ana River crossings in the Fountain Valley area, there is a large volume of traffic entering I-405 every weekday morning. The volume exceeds the volume discharged by the two lanes at the ramp meter such that there is a traffic queue that extends along the median of Ellis Avenue as much as 0.5-mile some mornings.

Response to Comment Letter PC-N15

Comment PC-N15-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Response to Comment Letter PC-N16

Comment PC-N16-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Comment PC-N16-2

Existing soundwalls can only be replaced by higher soundwalls if an additional 5-dB noise reduction could be achieved. Soundwalls have a “diminishing margin of return” once the line-of-sight to major sources of traffic noise have been cut or blocked, which include, but are not limited to, tire, engine, and truck stack exhaust noise. The insertion loss for barriers does not follow a linear trend in reducing noise levels once the line-of-sight is removed from the tallest noise source, which for traffic noise, is the exhaust from truck stacks, which are approximately 12 ft from ground level. The current maximum preferred height for soundwalls in California is 16 ft due to seismic issues. Please also see Common Response – Noise/Noise Analysis.

Response to Comment Letter PC-N17

Comment PC-N17-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Soundwalls are recommended to provide abatement for traffic noise levels and are not designed to divert vehicle emissions.

Response to Comment Letter PC-N18

Comment PC-N18-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-N19

Comment PC-N19-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

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PUBLIC COMMENTS (PC)-O

PC-O1

From: Tim OBryan [timothy.obryan@verizon.net]
Sent: Monday, July 16, 2012 2:35 PM
To: Parsons, 405.dedcomments
Cc: tobryan@verizon.net
Subject: Comments on 405 Expansion

Importance: High

Comments and Recommendations on the EIS for the Proposed 405 Freeway Expansion

As a resident I am directly impacted by the expansion project. I live backed up to the 405 sound wall on Martha Ann. We have lived here for approximately 29 years. The original sound wall was not built high enough and when that was pointed out to Cal Trans, their engineers came out and said we were right but they should have built a 16 foot wall but could not add four more rows of blocks to make it right as the footing was not built to handle a 16' wall. However, they could add two more rows of block or add a 4' section of steel...we opted for the steel because it was higher. Now you have widened the freeway some more. Aren't you supposed to mitigate the error for the sound previously made with this current build? And now you want to add more noise with another build? 1

Current wall along some of Yellowtail and Martha Ann is too low and inadequate to meet OSHA standards I had requested through Christine Burns that my property be used for noise studies but she could not control where the noise reading would be taken, taking noise readings in appropriate locations will show the db noise level exceeds standards. I had also requested that at least along the 405/605 bordering Seal Beach and Rossmoor that sound deadening asphalt or at least asphalt be used to resurface all the lanes on this portion of the freeway much like what was done on the 22 freeway in Garden Grove.

The noise and pollution has increased substantially since then and with the current 405/605 connector project. Sound measurements were not taken adequately in the most impacted areas.

The pile driving and heavy equipment operation has created cracks in my private walls, decks and has caused the tile to begin falling off into my pool. I received a claim form from Christina and will fill it shortly. Properties should not be degraded further for this expansion project without proper safety and safeguards to the residents. There are thousands of residences that are and will be impacted by this project. There is also an elementary school, Hopkinson Elementary, within a few hundred feet of this construction. The filth and dirt that comes into our neighborhood requires washing down our house and cars on a daily basis...want proof come to my home. One can only imagine the particulates that are airborne for children and residents to breathe on a daily basis. 2

This newly proposed project will make traffic congestion worse. You could put a hundred lanes out there and you will still create a mess. There is too much converging of traffic moving over to get off or on to the North Bound 405 from the 22 Freeway, Seal Beach Blvd, 7th Street (22West off ramp) & 605 Freeway. The more lanes you have added the worse it has become as vehicles are crisscrossing each other. Also what happens when your proposed widening gets to the 605 Freeway/LA County Line where there is no proposed widening? What kind of bottle neck are you going to create? 3

Freeway lights have been installed and they are 10- 15' above the freeway wall and right against the wall so that the light shines into residents back yards all night long. Proper reflective lenses should have been installed to keep the light out on the traffic lanes and not in our backyards. 4

Stop the expansion project until CAL Trans can resolve all of the issues to the satisfaction of the residents and community.

Tim & Lynnette O'Bryan
12681 Martha Ann Drive
Los Alamitos, CA 90720
562-596-8906

PC-O2

I-405 Improvement Project
Public Hearing

Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.

Meeting Venue (please check one of the following):

- ☐ Monday, June 4, 2012 – Orange Coast Community College
- ☐ Thursday, June 7, 2012 – Rush Park Auditorium
- ☐ Wednesday, June 6, 2012 – Westminster Community Center
- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Alvarez Ochoa
Organization: Labor Local 652
Address(Optional): 11219 Leland Ave Whittier CA 90605
Phone Number: 562 310 7495
Email address:

Comments: En Muchos Casos Los Trabajadores de la Construction hay estado Sin empleo por 8 meses a un año y medio Esto en efecto ha Causado que pierdan Sus casas 1

(Space for comments continued on reverse)

PC-O2 Translation

In many cases, construction workers have been unemployed from eight months to a year and a half, th has, in fact, caused them to lose their houses.

PC-O3

From: O'Donnell, John [JODonnell@Semprautilities.com]
Sent: Thursday, July 12, 2012 1:23 PM
To: Parsons, 405.dedcomments
Subject: Feedback re: Toll Roads/Lanes

I read recently that an option for the widening of the 405 freeway included a toll lane. I am **200% opposed to any use or even consideration of building toll roads/lanes**. I don't know how much more I can say to show my strong feelings about toll roads. Our taxes are pretty high already and there should be enough money to build roads on public rights of way without a toll. 1

John O'Donnell
Cell: 714-889-8625
Email: JODonnell@SempraUtilities.com

PC-O4

From: O'Donnell, John [JODonnell@Semprautilities.com]
Sent: Tuesday, July 17, 2012 2:24 PM
To: Parsons, 405.dedcomments
Subject: 405 widening feedback

I prefer **option #2** of those listed. My preference would be to add one carpool lane and one general purpose lane however I WILL NOT SUPPORT ANY DEVELOPMENT OF TOLL lanes. My opinion is that the 91 freeway near Imperial is a prime example of what **NOT** to let happen. 1

Sean O'Donnell

PC-O5

4525 Ironwood Ave.
Seal Beach, CA 90740
July 12, 2012

Smita Desponde
Caltrans District 12
2201 Dupont Drive, Suite 200
Irvine, CA 92612

RE: 405 DEIR/DEIS Comment Period

The DEIR for the 405 improvement project does not take into account the gridlock that will happen when there is no more extension of the lanes past Seal Beach Blvd and the 605 freeway that is Northbound. As for Southbound, perhaps that is where the widening should take place, south of Valley View, as the area in the southern portion of Orange County is where there will be development and expansion. There is no more spare land for homes to be built in Seal Beach, which is the end of the Orange County line. It is foolhardy and seems like spendthrift to spend money where it is not needed. All of the widening of the freeways should stop of Valley View, since Los Angeles County is not going to cooperate and widen their portions of the freeway. In addition, the Seal Beach-College Park East sound wall should remain intact as there would be no need to move it if the project stops at Valley View. 1

If the project must go ahead, it is recommended that Alternative #1 be adopted, rather than build more lanes which will result in more cars to be gridlocked by lack of spaces. In case you haven't been aware, if you look at any area where lanes have been added, this does not prevent traffic jams as more cars fill each lane. 2

Why didn't Orange County spend money to plan better uses of property at El Toro when land was available for the airport. Why is it that we in Seal Beach have to suffer because of the selfish and greedy people in Irvine who rather grab the land for development of houses and businesses without consideration of the rest of the population in Orange County. This is a basic reason why travel on the 405 will increase, because people in South County will want to get to the LAX on the 405.

To leave the planning of any of OC freeway up to OCTA and Cal Trans seems ridiculous after seeing what the interchange between the 22, the 5 and the 57 has caused. A MAJOR DISASTER with miles-long waits to get to the interchange and the freeway you want. Who designed that mess?!!. If this will be the future of how freeways and interchanges are designed, heaven help us who have to live with their designs. 3

I am a resident of College Park East. Any decisions you make regarding the widening of the freeways in the area of Seal Beach and the moving of the sound wall affects my air quality and the value of my home. We are an established neighborhood and do not want changes made to our area. 4

Sincerely,

Joyce Okazaki

PC-O6

From: Stephanie Olin [stephi@stephanieolin.com]
Sent: Monday, July 02, 2012 6:00 PM
To: Parsons, 405.dedcomments
Subject: 405 widening

To the committee of the 405 widening. Absolutely NOT on making a toll road..it would be disastrous..it already is a mess..please, please, please NO..make more public lanes..that is what we need!!!!! 1

Sincerely,
MR and MRS Derek Olin
Huntington Beach

PC-O7

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

Subject: State Route 405 (I-405; San Diego Freeway) between SR-73 and I-605 and Draft EIR/EIS

I am concerned about the impacts the State Route 405 improvement project will have on our community. I am especially concerned about Alternative 3 which will widen the San Diego Freeway in the City of Costa Mesa and convert an existing car pool lane to a toll lane.

Alternative 3 would require that the Fairview/I 405 interchange be demolished and rebuilt, even though it was just rebuilt three years ago. Residences and public parks near the I- 405 will be adversely affected both during construction and upon completion of the project. Problems include air pollution, noise, and degradation of the visual quality of our neighborhoods. Ramp closures at Harbor, Fairview, and South Coast will not only inconvenience residents, but impair access to the many businesses which contribute to our local and regional economy. 1

In addition,

Please include these comments in the public/administrative record for this project and the project EIR/EIS. Thank you for the opportunity to comment.

Yours truly,

Martha S O'Neal
(Name)

1987 Lemon Dr Costa Mesa CA
(Address) (City)

X Please keep me informed about future hearings and future steps in the review process for the I- 405 project.

PC-O8

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

Subject: State Route 405 (I-405; San Diego Freeway) between SR-73 and I-605 and Draft EIR/EIS

I am concerned about the impacts the State Route 405 improvement project will have on our community. I am especially concerned about Alternative 3 which will widen the San Diego Freeway in the City of Costa Mesa and convert an existing car pool lane to a toll lane.

Alternative 3 would require that the Fairview/I 405 interchange be demolished and rebuilt, even though it was just rebuilt three years ago. Residences and public parks near the I- 405 will be adversely affected both during construction and upon completion of the project. Problems include air pollution, noise, and degradation of the visual quality of our neighborhoods. Ramp closures at Harbor, Fairview, and South Coast will not only inconvenience residents, but impair access to the many businesses which contribute to our local and regional economy. 1

In addition,

Please include these comments in the public/administrative record for this project and the project EIR/EIS. Thank you for the opportunity to comment.

Yours truly,

Mary K. O'Neill
(Name)

1164 Bismark Way Costa Mesa, Ca. 92626
(Address) (City)

X Please keep me informed about future hearings and future steps in the review process for the I- 405 project.

PC-O9

I-405 Improvement Project
Public Hearing

Comment Sheet

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Meeting Venue (please check one of the following):

- ☐ Monday, June 4, 2012 – Orange Coast Community College
- ☐ Thursday, June 7, 2012 – Rush Park Auditorium
- ☐ Wednesday, June 6, 2012 – Westminster Community Center
- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Fermin Orozco
Organization: Labor Local 652
Address(Optional): 19951 Gavilan Rd Perris Ca 92570
Phone Number: 951 442 1644
Email address:

Comments: They have exhausted their unemploymen benefits if they are not working they can't help keep the economy going 1

(Space for comments continued on reverse)

Caltrans OCTA

PC-O10

I-405 Improvement Project
Public Hearing
Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.

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- ☐ Monday, June 4, 2012 – Orange Coast Community College
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- ☐ Wednesday, June 6, 2012 – Westminster Community Center
- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Le: IGNACIO ORTEGA
Organization: Labor Local 652
Address(Optional):
Phone Number: 714/360-8622
Email address:

Comments: THE PROPOSING IS GOOD
REDUCE THE TRAFFIC LESS TIME IN THE
FREEWEY.
MORE JOB'S FOR ORANGE COUNTY

1

(Space for comments continued on reverse)

PC-O11

I-405 Improvement Project
Public Hearing
Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.

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- ☐ Monday, June 4, 2012 – Orange Coast Community College
- ☐ Thursday, June 7, 2012 – Rush Park Auditorium
- ☐ Wednesday, June 6, 2012 – Westminster Community Center
- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): ARTURO ORTIZ
Organization: Labor Local 652
Address(Optional): 11982 TRURO AV HAWTHORNE 90250
Phone Number: (310) 675-2298
Email address:

Comments: The 405 freeway from 73 to the 605 freeways
is the busiest in the nation
It will also help our infrastructure of the
bridges and streets.

1

(Space for comments continued on reverse)

PC-O12

From: Chris Osborn [cj.osborn@gmail.com]
Sent: Thursday, July 05, 2012 5:57 PM
To: Parsons, 405.dedcomments
Subject: 405 Expansion

I believe that the planned widening of the I-405 in Orange County has its merits. However, rather than mitigating the traffic and congestion problem, this plan would make it worse, especially for those in commuting or living in LA County. The recent widening of the Orange County I-5 demonstrates that this 'county-isolated' freeway widening model has already been tried and does not work. It creates a bottleneck and congestion worsens. The only way to remedy this problem is to include numerous regions in the planning process. Cross-county freeway planning should be the standard. I commend the efforts of Orange County to widen the 405, however it is a tremendous oversight to exclude Long Beach and other neighboring LA County cities in the planning process. This needs to change. 1

Sincerely,

Chris Osborn
245 Quincy Ave
Long Beach CA

PC-O13

Constituent Comment

District AD67

Ostrich, Enea
3621 Camelia St
Seal Beach CA 90740-2820
eneao@hotmail.com
07/16/2012 08:13 pm

List Name: Transportation and Infrastructure - Oppose

Stance : Oppose

Issue Name: Transportation and Infrastructure

Notes :

Regarding the 405 freeway Project in OC: please take note that my community here in CPE of Seal Beach, CA is asking for Alternative 1, which keeps the wall intact in our trac. There is not enough room for parking as it is in this neighborhood and taking 5-10 feet from our Almond Avenue as can happen in Alternative 2 and 3 is not acceptable. Alternative 1 is the way to go and keeps the wall intact and all the cul de sacs in CPE safe from work on the 405 freeway. Thank you for contacting those at OCTA and Cal Trans regarding this very important issue:) 1

PC-O14

July 16, 2012 Fm: Ostrich, Enea

Dear CalTrans and OCTA:

The auto is being forced to surpass any other form of transportation in Orange County—it's a true shame, for this country was made of railroads and buses way before any of these freeways came to be.... To be frank, the main reason for this letter in the first place is because I don't want the wall by Seal Beach's College Park East to be touched at all. The explanation at the June 26th meeting in Seal Beach clearly spelled out from OCTA representatives that expanding the freeway was the likely choice. How can Bill Kempton from OCTA say that voters wanted expansion when they voted for Measure M? That's plainly not true. IMPROVEMENT is what I voted for, thank you. I will explain myself further as to what doesn't work for the alternatives that have been presented for the 405 Freeway Project.

#1, I live in one of the cul de sacs by the freeway in College Park East, Seal Beach. It is actually the longest, Camelia Street, which curves into Banyan Avenue, then to Columbine Street where it ends. There is not much room right now for cars going to and fro on Almond Avenue, which is the street by the freeway wall in our trac that people park their cars on street on street sweeping days or when there is an overflow any day or night. If you have perused the area you will plainly see that there isn't room for any type of construction to be conducted, much less the end result of 8-10 feet pushed in, if there were to be construction, as OCTA has proposed in two of its alternatives (ALT 2 and 3). This is because we will lose the parking on that street, which is called Almond. There are at least ten houses on average in the cul de sacs along the freeway, with approximately 30 on the three streets that exist in our cul de sac. If you can just imagine when our streets are paved every couple of years, you can imagine that each and every one of those homes has to park on Almond Street and there is no other choice. Another fact is that Almond Avenue is the ONLY street that we can all exist on as well, so the strategy for any road construction company is to coordinate the street paving so we all can either exist onto Lampson by Basswood or the eastern part of the cul de sacs to Candleberry via Daisy Street or Oleander. You can see that it's not easy for paving, and Almond is truly our only way out just like in College Park West where there is only way out of the trac via the tiny bridge they have. Construction on that street is ludicrous enough to deal with without considering Cal Trans coming through with large bulldozers and creating an earthquake which they already have with the clean-up they have already done on the freeway in the past year or so. 1

#2, I worry for the air quality and increase of noise. With the proposed Alternative 2 and 3 the increase in traffic would bring more noise and most specifically more smog into our trac. Why do we have to have more traffic? That doesn't make sense when you consider the reduction of it through plain common sense—build better rail and trolley systems and increase bus schedules. Not only does that produce more jobs for Southern Californians, it also helps with cleaner air. I currently work in the Port of Long Beach and there have been tremendous waves in cleaning the air in recent years due to the Clean Air Act of 2003. In fact, the wildlife, be it on land or in the sea has increased in activity and it is amazing to see it happening—wonderful! In case you may not know, I have written about nature in an article for my hometown Sun Newspaper, so protecting wildlife is very important to me. So if we are to protect nature, why not ourselves too? Something to think about for all of us. 2

PC-O14 Continued

July 16, 2012 Fm: Ostrich, Enea

#3, I worry about the increase of traffic on Lampson Avenue in the past year due to bypass of freeway that has caused residents to cram into four lanes (two on each side). This is not a major street and it is not equipped to handle that many cars on a long term basis. I have seen increase of accidents which is totally detrimental to our trac because there is no other outlet—you are stuck on this street until you get to whatever street you can an possibly get out by exiting Tulip Street on the eastern part of it or Basswood by the furthest western part. It is not easy and during construction times this is accepted, but on a long term basis it is not because we should be allowed to use that street for exit to where we need to go. We can either exit out to reach Garden Grove freeway via Valley View Street or to the 405 Freeway via Seal Beach Blvd. We do not have another outlet street—this is it! Please consider this for we have already been invaded with Cal Trans trucks parking their loaders on the freeway wall from time to time and we don't have room for them—we just don't because we need all the space for our own cars and trucks on street sweeping days! 3

#4, I think the freeway should be shifted from the median point over instead of cutting into a private neighborhood of people. One of the things I heard from Mr. Kempton at the June 26th meeting in Seal Beach was that there is a lot of money being used for this 405 Freeway Project. That is commendable, but if you are to use tax payer money, then you need to LISTEN to us and really sink your thoughts into what people are really saying when they say what they want. No one wants toll lanes because they are wasteful. In fact I listened to a lady at a car shop this weekend who uses the lanes and she says traffic is backed up on the 73 freeway but she uses the toll lanes and it's perfectly clear. She loves it because it helps her for work. Wow, it helped one person among, from the sounds of it—very few people at the peak hour of the morning and night time. Hurrah OCTA—you nailed it—you have a passive freeway there that is not being utilized for its worth. That makes total nonsense. I have had the unprivilege of driving on the 91 freeway frequently for my daughter's softball tournaments in the past and I have seen traffic all day, no matter what time it is—peak or not! The four general purpose lanes are jammed during the "peak" hours as you call it and the toll lanes are completely and utterly wasted—clear as a bell, dang it. I don't want toll lanes for that reason—a complete waste. 4

#5, I hope to see the diamond lane we currently have completely revamped to a "continuous" lane instead. If you do that it can work better so that it is not wasted. You could even add one more without disturbing the freeway wall by Seal Beach and that would work for us and work for the freeway too. I do not see how the toll lanes would help with traffic flow because at the L.A. County line there is only four lanes. To decrease from 7 lanes into four when you go from the O.C. to L.A. County line will bring traffic on the 405 North to a halt. That is bad because Seal Beach is the last city on the O.C. line and we are suffering right now due to the lines on the freeway being relined so that it accommodates the construction work. That is not a natural curve when you are approaching 7th street and getting on it or the 605 freeway feels crunched right now—it is ludicrous and blamed on the construction, but I don't see the purpose of a year-long construction that doesn't seem to have improved any traffic –only seems to have made it worse. How do you propose that future construction of extra lanes would improve this scenario after the connectors are fixed? It brings more confusion and with confusion there is increase in accidents we already have—thank you! I recently was involved in a rear end collision on Seventh Street and it was the other driver's fault because he rammed into me when I was at a stoplight. I foresee more 5

PC-O14 Continued

July 16, 2012 Fm: Ostrich, Enea

accidents like this because people that would normally go on the freeway are taking detours that they are not accustomed to and think that they can keep on driving like they are on a freeway when in fact they are on the end of a freeway and onto a surface street instead. 5

Lastly, if Cal Trans can convince OCTA to bring forth what was actually promised in Measure M, then maybe we the public can actually be satisfied to hear what will be happening on the 405 freeway in the future. Keep the road clear of traffic without adding exhaust in our lanes. You need to increase the flow on the general purpose lanes and in this neck of the 405 Freeway. I say your answer is in Alternative 1---period. Thanks for reading this letter. 6

Enea Ostrich

CPE resident

3621 Camelia Street,

Seal Beach, CA 90740

eneao@hotmail.com

PC-O15

July 3, 2012

To Whom It May Concern:

I am a College Park East resident in Seal Beach, California with my wife and two daughters who are six and three years of age. I strongly oppose moving the sound wall between Primrose Circle and Aster Street. I am very concerned about the detrimental impact that the expansion of the freeway into Almond Street to the sound level, the pollution level, and the devaluation of my property. 1

As I am writing this letter from my house the noise level is disturbing. If the 405 freeway is expanded into Almond Street the noise level will become more disturbing. Currently we have trouble sleeping in the evening due to the freeway traffic and during the day we need to keep our doors and windows closed due to the excessive noise from the freeway. 2

I am very concerned about the pollution level since the automobiles from the freeway emit hazardous chemicals. With the automobiles closer to our College Park East community and my family we will be breathing an increased amount of the hazardous chemicals. In addition, if the Los Angeles County does not expand their freeway once it reaches their county, the 405 next to my home will become a bottleneck and increase the concentration of the vehicles and the pollution. 3

Lastly, the expansion of the freeway will decrease the value of my property. As people search to purchase houses they do not want to live too close to a freeway. Therefore, if the freeway is moved into our College Park East neighborhood the value of the properties will decrease. When the potential buyers are evaluating the homes they will be discourage by the freeway noises, pollution, and fear that they freeway will be expanded again. 4

Once again, I strongly oppose the expansion of the 405 freeway into the College Park East community for the safety and well being of my family and hundreds of other families. Please do not expand the freeway. 5

Sincerely,

Alan Otani

PC-O16

From: Ray Ott [ott@mindspring.com]
Sent: Thursday, June 14, 2012 2:32 PM
To: Parsons, 405.dedcomments
Subject: I-405 Improvements

Something does need to be done to help traffic flow on the 405, now and going forward. But we all know that the 405 will always be congested no matter what we do. We can only help make the problem less serious.

Option 3 is not the way to go. You know why if you have paid any attention to the public input you have received. 1

In my opinion Option 2 seems to offer the best "value" given benefits received for the costs (both dollars and disruptions) incurred. 2

Ray Ott
Costa Mesa

PC-O17

From: harriet ottaviano [hbjotto90740@yahoo.com]
Sent: Tuesday, July 17, 2012 8:48 PM
To: Parsons, 405.dedcomments
Subject: 405 Improvement Project

As a resident of Seal Beach, I would like to raise the following concerns about the 405 Improvement Project:

Issues:

- **LA County has no plans to add additional lanes at the county line (at least not for 10-15 years, if ever). Stopping the additional lanes at the county line will cause:**
  - o Increased traffic gridlock as cars try to merge down one to two lanes at the county line -- how far south/west will the backup extend along both the 22 and 405 fwys?
  - o Due to prevailing on-shore winds, there will be an increase noise & pollution from idling northbound vehicles trying to merge down to go up the 405. Air quality impacts for this area are not discussed in the EIR. Why not?
  - o Residents of the College Park East neighborhood will likely experience greater health risks attributable to increased vehicle emissions.
  - **o EIR did not study this scenario.**

  1

- Getting on the northbound 405 at SB Blvd
  - o Has already become more dangerous as the first two lanes exit at Seventh Street and the next two lanes become the start of the 605 fwy; cars entering the northbound 405 fwy at SB Blvd will have to cut over 4 lanes to get into a lane that will go north on the 405.

  2

- Excess traffic
  - o Will spill onto Lampson Ave, which is already being used as a bypass for the 405.
  - o Will spill onto Seal Beach Blvd, attempting to circumvent the gridlock at the Seal Beach Blvd. fwy entrances

  3

- Toll express lanes
  - o Will only serve the people who can afford to use them and require car pools to be at least three people per vehicle which will *cause more use of the general purpose lanes.* ***This alone defeats the whole purpose of this "improvement" project.***
  - o Will bypass local exits for local shopping areas causing a loss of business and sales tax revenue
  - o Rates will change hourly depending on amount of use of the toll lanes as a means of traffic management (less use, decrease rates; too crowded, increase rates).
  - o Toll lanes would rely on and perpetuate congestion. The rates would be set so that the toll lanes flow free.
  - o The majority of the commuters would ride in the free lanes. This creates a social inequity.

  4

- **Suggestions:**
  - o End the 405 Improvement Project at Valley View Street and use the existing seven lanes of 405 between Valley View Street and the LA County line in any manner desired for the optimum traffic flow.
  - o If either Alternatives 2 or 3 are chosen, end either one or both of the new lanes at Valley View so that they only have to take away one or no lanes at the county line instead of 2 lanes.
  - o Use rubberized asphalt on the 405 between Valley View and the LA County line to minimize noise
  - o With a center line movement, a 4 foot inside shoulder and 405 realignment, the Almond Avenue sound wall will not need to be moved into SB College Park East.
  - o A 4 foot inside shoulder on the south side of the freeway is acceptable, why not on the north side of the freeway? The soundwall would not need to be moved.

  Thanks you for your attention to these concerns.

  5

Harriet Ottaviano
4532 Ironwood Ave.
Seal Beach, CA 90740
562-430-8492
College Park East Resident

RESPONSE TO PUBLIC COMMENTS (PC)-O

Response to Comment Letter PC-O1

Comment PC-O1-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Future predicted peak-hour traffic noise levels along Martha Ann Drive are expected to rise from zero to 1-dB for any of the alternatives. Soundwalls for this project are only eligible for reconstruction and replacement in-kind when an existing soundwall must be removed, relocated, and replaced in-kind along the project alignment where space is needed for the proposed project's additional lanes or required safety features. In addition, most residences adjacent to the project already have the current maximum allowable soundwall height of 16 ft. For the areas with soundwalls less than 16 ft in height, such as locations represented by Receivers R6.52 through R6.59 and R6.64 through R6.70, there are no impacts predicted to occur. Receivers R6.52 through R6.59 (street addresses 12251 through 12541 Martha Ann Drive) are actually predicted to experience a drop in traffic noise levels of approximately 4 dB due to a soundwall that is part of the WCC Project that preceded this project. Receivers R6.64 through R6.70 (street addresses 12101 through 11881 Martha Ann Drive) are protected from traffic noise impacts by a 14-ft-high soundwall along the southbound I-405 to northbound I-605 connector.

Soundwalls S1226 and S464 have been included to address gap closures for areas along Yellowtail and Martha Ann drives.

Rubberized and open grade asphalt can reduce the traffic noise from 2 to 7 dB depending on the original roadway surface conditions. If a roadway is new and smooth, the reduction is much less than when the roadway surface is old with cracks and uneven slabs. The FHWA policy does not allow the use of pavement type or surface texture as a traffic noise abatement measure because it can lose its effectiveness over time. Presently, FHWA and several state transportation departments are conducting research to determine the longevity of the noise-reduction characteristics of rubberized asphalt.

Open grade rubberized asphalt was used on SR-22 in Garden Grove by OCTA as a demonstration project. A soundwall along this elevated portion of SR-22 would have blocked exposure of the car dealerships from the SR-22 traffic.

Please also see Common Response – Noise/Noise Analysis.

Comment PC-O1-2

It appears that this comment pertains to the WCC Project; therefore, please direct your comment to the OCTA Community Relations Office (550 South Main Street, Orange, CA, 714-560-5376).

Comment PC-O1-3

The ongoing WCC project will reduce the weaving taking place within the segment of I-405 between SR-22 (near Valley View Street) and I-605 by providing HOV direct connectors between SR-22 and I-405 and between I-605 and I-405. Currently, vehicles using the carpool lanes on I-405, SR-22, and I-605 must weave across all of the GP freeway lanes to move between the carpool lanes on the three freeways. With the HOV direct connectors, these weaving maneuvers will be eliminated.

With respect to a potential bottleneck at the Los Angeles county line, please see Common Response – Traffic Flow at the Orange County/Los Angeles County Line.

Comment PC-O1-4

In regards to the current freeway lighting as part of the WCC Project, please see Response to Comment PC-O1-2. The Draft EIR/EIS includes Measure VIS-21 on page 3.1.7-86 to reduce lighting impacts to homes.

Response to Comment Letter PC-O2

Commentario PC-O2-1

Las agencias de Caltrans y Orange County Transportation Authroity les gustaría agradecerle por haber participado en el proceso ambiental para el proyecto de ampliación de la autopista de San Diego (I-405). Su comentario fue considerado durante el proceso de selección de la “Alternative Preferida”, como esta escrito en el reporte llamando en ingles “I-405 Improvement Project Final EIR/EIS.” Se le notificará en la dirección proveida en su Cometario cuando el reporte “Final EIR/EIS” va a estar disponible para revisarlo.

Comment PC-O2-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-O3

Comment PC-O3-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

We acknowledge the opposition to tolling. In addition to tolling to raise revenue to construct the Express Lanes in Alternative 3, tolling is proposed as a congestion management tool. Slow-moving congested freeway lanes have lower and unstable throughput compared to uncongested lanes. During peak periods, the GP lanes on I-405 are forecast to be heavily congested with lower throughput (approximately 1,200 vehicles per lane per hour) than the Express Lanes, whose throughput will be managed to approximately 1,700 vehicles per lane per hour. For an explanation of how this management works, see the Draft EIR/EIS, page 2-20. By providing more throughput per lane through management of the Express Lanes, traffic in the GP lanes would be reduced and congestion eased; for two conditions with the same total number of lanes and congested conditions, congestion in the GP lanes would be less if two of the lanes were managed to increase their throughput. See the rows of Table 3.1.6-14 labeled "Brookhurst Street to SR-22 East" for a comparison of the throughput of Alternatives 2 and 3 with the same total number of lanes. Please also see Common Response – Opposition to Tolling.

Response to Comment Letter PC-O4

Comment PC-O4-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. See Response to Comment PC-O3-1 and Common Response – Preferred Alternative Identification.

Response to Comment Letter PC-O5

Comment PC-O5-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

With respect to a potential bottleneck at the Los Angeles County line, please see Common Response – Traffic Flow at the Orange County/Los Angeles County Line. While population and employment growth are centered in the south, traffic congestion is forecast to increase in the project corridor, as shown in the Draft EIR/EIS, Tables 3.1.6-4, 3.1.6-5, 3.1.6-12, and 3.1.6-13, including in the area of I-405 in Seal Beach.

Dropping the additional GP lane in Alternatives 1 and 3 upstream of I-605 near Valley View Street, as suggested in the comment, would create a chokepoint at the drop location because there would be no roadway to receive the lane's traffic. Carrying that lane to I-605 and providing a full two-lane exit at the beginning of I-605 provides a location for ending the lane that has the capacity to receive the lane's traffic. Consideration was given to a design option that would drop the second additional lane included in Alternative 2 just south of SR-22. Please see Common Response – Almond Avenue Soundwall.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall. Please see Common Response – Almond Avenue Soundwall.

Comment PC-O5-2

Please see Common Response – Preferred Alternative Identification.

Comment PC-O5-3

Development of the property at El Toro in Irvine is unrelated to the I-405 Improvement Project. The SR-22/I-5/SR-57 interchange is also unrelated to the I-405 Improvement Project.

Comment PC-O5-4

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Response to Comment Letter PC-O6

Comment PC-O6-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Responses – Preferred Alternative Identification and Opposition to Tolling.

Response to Comment Letter PC-O7

Comment PC-O7-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Please see Response to Comment PC-B20-1.

Response to Comment Letter PC-O8

Comment PC-O8-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Please see Response to Comment PC-B20-1.

Response to Comment Letter PC-O9

Comment PC-O9-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-O10

Comment PC-O10-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-O11

Comment PC-O11-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred

Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-O12

Comment PC-O12-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

With respect to a potential bottleneck at the Los Angeles County line, please see Common Response – Traffic Flow at the Orange County/Los Angeles County Line. With respect to coordination across the county line, please see Common Response – Coordination between Caltrans Districts 7 and 12, OCTA, Los Angeles Metro, COG, and the City of Long Beach.

Response to Comment Letter PC-O13

Comment PC-O13-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Response to Comment Letter PC-O14

Comment PC-O14-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Comment PC-O14-2

The highest traffic noise level from a freeway occurs when traffic is at full capacity but flowing at the posted speed. Noise levels are reduced substantially when traffic is at stop-and-go conditions. Future traffic noise levels are predicted for the free-flowing conditions, and soundwalls are recommended to provide noise abatement for the highest possible traffic noise that can be produced by the freeway. Please see Common Response – Noise/Noise Analysis.

As described in Section 3.2.6 of the Draft EIR/EIS, emissions will be reduced under all of the build alternatives compared to the future No Build Alternative, and no permanent adverse project-related air quality effects were identified. MSATs have the greatest potential to affect the health of residents located adjacent to the project. Although the various alternatives would place travel lanes closer to some residences, it is anticipated that MSAT exposure, including DPM, would be less than existing conditions. MSAT emissions are likely lower than existing levels in the design year as a result of EPA's and California's control programs that are projected to further reduce MSAT emissions. Please see Common Responses – Air Quality and Health Risks.

Alternatives with light rail and bus rapid transit are included in the Draft EIR/EIS in Section 2.2.7, Alternatives Considered but Eliminated from Consideration. That section explains each of those alternatives and why they were eliminated.

Comment PC-O14-3

The additional lanes on I-405 under the build alternatives will encourage traffic currently diverting from I-405 to local streets to avoid freeway congestion to remain on the freeway.

Comment PC-O14-4

The SR-91 Express Lanes are highly successful and very efficient. They do not eliminate congestion in the GP lanes; they provide an option to that congestion to motorists willing to pay a toll. The tolls are set at the rates necessary to maintain high-speed operations. For an explanation of how this management works, see the Draft EIR/EIS, page 2-20. For additional information, please see Common Response – Opposition to Tolling.

Comment PC-O14-5

Alternatives 1 and 2 would provide continuous access to the HOV lanes. With respect to a potential bottleneck at the Los Angeles County line, please see Common Response – Traffic Flow at the Orange County/Los Angeles County Line.

Comment PC-O14-6

We acknowledge your support for Alternative 1.

Response to Comment Letter PC-O15

Comment PC-O15-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Comment PC-O15-2

The highest traffic noise level from a freeway occurs when traffic is at full capacity but flowing at the posted speed. Noise levels are reduced substantially when traffic is at stop-and-go conditions. Caltrans typically does not build soundwalls higher than 16 ft due to seismic issues, but the soundwall along Almond Avenue is 18 ft high. Even an 18-ft-high soundwall would not eliminate the traffic noise, but it would reduce it to be in compliance with the regulatory requirements. Bedrooms of the two-story houses that are located facing the traffic noise would be exposed to the traffic noise even with an 18-ft-high soundwall; therefore, closed windows would reduce exposure to high traffic noise levels. Future traffic noise levels are predicted for the free-flowing conditions, and soundwalls are recommended to provide noise abatement for the highest possible traffic noise that can be produced by the freeway. Please see Common Response – Noise/Noise Analysis.

Comment PC-O15-3

As described in Section 3.2.6 of the Draft EIR/EIS, emissions will be reduced under all of the build alternatives compared to the future No Build Alternative, and no permanent adverse project-related air quality effects were identified. MSATs have the greatest potential to affect the health of residents located adjacent to the project. Although the various alternatives would place travel lanes closer to some residences, it is anticipated that MSAT exposure, including DPM, would be less than existing conditions. MSAT emissions are likely lower than existing levels in the design year as a result of EPA's and California's control programs that are projected to further reduce MSAT emissions. Please see Common Responses – Air Quality and Health Risks.

Comment PC-O15-4

The I-405 Improvement Project may have an effect on property values, but it is not likely to be a major change because I-405 is an existing facility within Orange County. In addition, Caltrans

has found no literature, studies, or evidence that property values decrease because of freeway widening near a home. Please see Common Response – Property Values.

Comment PC-O15-5

Please see Common Response – Preferred Alternative Identification.

Response to Comment Letter PC-O16

Comment PC-O16-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Comment PC-O16-2

We acknowledge your support for Alternative 2.

Response to Comment Letter PC-O17

Comment PC-O17-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

With respect to a potential bottleneck at the Los Angeles County line, please see Common Response – Traffic Flow at the Orange County/Los Angeles County Line.

MSATs have the greatest potential to affect the health of residents located adjacent to the project. Although the various alternatives would place travel lanes closer to some residences, it is anticipated that MSAT exposure, including DPM, would be less than existing conditions. MSAT emissions are likely lower than existing levels in the design year as a result of EPA's and California's control programs that are projected to further reduce MSAT emissions. Please see Common Response – Health Risks.

Comment PC-O17-2

Under the No Build Alternative, vehicles entering I-405 northbound from Seal Beach Boulevard must merge one lane left to access I-605 and one more lane left to continue on I-405 northbound. Under all of the build alternatives, one lane change plus a lane merge downstream of the SR-22

westbound off-ramp would be required to reach I-605 and two additional lane changes to reach I-405.

Comment PC-O17-3

The additional lanes and improved performance on I-405 under the build alternatives will encourage traffic currently diverting from the congested freeway to local streets to remain on the freeway.

Comment PC-O17-4

The SR-91 Express Lanes serve motorists from every income group. With respect to the proposed change in the HOV occupancy requirement for free use of the Express Lanes, please see Common Response – Opposition to Tolling. Motorists not meeting the HOV occupancy requirement for free use of the Express Lanes who elect to use the free GP lanes would free up capacity in the Express Lanes for other users. Tolls will be set to keep the Express Lanes operating at uncongested levels serving more traffic per lane than a congested GP lane. Slow-moving congested freeway lanes have lower and unstable throughput compared to uncongested lanes. During peak periods, the GP lanes on I-405 are forecast to be heavily congested with lower throughput (approximately 1,200 vehicles per lane per hour) than the Express Lanes, whose throughput will be managed to approximately 1,700 vehicles per lane per hour. For an explanation of how this management works, see the Draft EIR/EIS, page 2-20. By providing more throughput per lane through management of the Express Lanes, traffic in the GP lanes would be reduced and congestion eased; for two conditions with the same total number of lanes and congested conditions, congestion in the GP lanes would be less if two of the lanes were managed to increase their throughput. See the rows of Table 3.1.6-14 labeled “Brookhurst Street to SR-22 East” for a comparison of the throughput of Alternatives 2 and 3 with the same total number of lanes.

Comment PC-O17-5

Dropping the additional GP lane in Alternatives 1 and 3 upstream of I-605 near Valley View Street, as suggested in the comment, would create a chokepoint at the drop location because there would be no roadway to receive the lane’s traffic. Carrying that lane to I-605 and providing a full two-lane exit at the beginning of I-605 provides a location for ending the lane that has the capacity to receive the lane’s traffic. Consideration was given to dropping the second additional lane included in Alternative 2 just south of SR-22, but this was rejected due to the level of congestion such a bottleneck would create. Carrying the second lane to the SR-22 West exit ramp provides a location for ending the lane that has the capacity to receive the lane’s traffic.

Rubberized asphalt is not proposed under this project. FHWA policy does not allow the use of pavement type or surface texture as a traffic noise abatement measure because it can lose its effectiveness over time. Presently, FHWA and several state transportation departments are conducting research to determine the longevity of the noise-reduction characteristics of rubberized asphalt.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. With respect to a 4-ft-wide shoulder, please see Common Response – Almond Avenue Soundwall.

PUBLIC COMMENTS (PC)-P

PC-P1

I-405 Improvement Project
Public Hearing

Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.

Meeting Venue (please check one of the following):

- ☐ Monday, June 4, 2012 – Orange Coast Community College
- ☐ Thursday, June 7, 2012 – Rush Park Auditorium
- ☐ Wednesday, June 6, 2012 – Westminster Community Center
- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Alfredo Pacheco
Organization: Labor Local 652
Address(Optional): 1919 E Sycamore St. #127 Anaheim Ca. 92805
Phone Number: (714) 780-0057.
Email address:

Comments: Traffic is Increase
this Project Would create Jobs an Revenue for The city an County
it will also help our Infraestructure of the bridges an streets

1

(Space for comments continued on reverse)

PC-P2

I-405 Improvement Project
Public Hearing

Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.

Meeting Venue (please check one of the following):

- ☐ Monday, June 4, 2012 – Orange Coast Community College
- ☐ Thursday, June 7, 2012 – Rush Park Auditorium
- ☐ Wednesday, June 6, 2012 – Westminster Community Center
- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): [illegible]
Organization: LA County Supervisor
Address(Optional):
Phone Number:
Email address:

Comments:
Road Repairs are always Worth taxpayers money for Corporal Issue, & Safty on roads.

1

(Space for comments continued on reverse)

PC-P3

I-405 Improvement Project
Public Hearing
Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.

Meeting Venue (please check one of the following):

- ☐ Monday, June 4, 2012 – Orange Coast Community College
- ☐ Thursday, June 7, 2012 – Rush Park Auditorium
- ☐ Wednesday, June 6, 2012 – Westminster Community Center
- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): JOHNNY PALMERIN	
Organization: Labors Local 652	
Address(Optional): 1425 DEPRAD ST.	
Phone Number: 951) 210-2358	Email address: JOHNNYPALMERIN@AIM.COM

Comments: EMPLOYMENT IN THE CONSTRUCTION TRADE IS AT AN ALL TIME LOW, ANOTHER REASON, THIS PROJECT WOULD CREATE JOBS AND REVENUE FOR THE CITY AND COUNTY, BY 2040 ORANGE COUNTY WILL ADD 370 THOUSAND NEW RESIDENTS WHICH WILL INCREASE THE TRAFFIC CONGESTION, 1

(Space for comments continued on reverse)

Caltrans OCTA

PC-P4

Bruce Panting
4188 Banyan Avenue
Seal Beach, California 90740

July 15, 2012

Attn: Ms. Smita Deshpande
Branch Chief – CalTrans District 12
405 DEIR/DEIS Comment Period
2201 Dupont Drive, Suite 200
Irvine, CA 92612

Re: San Diego Freeway (I-405) Improvement Project SR-73 to I-605:

I would like to start off by introducing myself. My name is Bruce Panting and I live in College Park East located in Seal Beach with my wife Nancy and two sons Christopher and Sean. We moved here to our home in 2006 for a variety of reasons the most important ones being a better quality of life for my family, a safe place to live, and one of the best education systems around. As you read on please understand that my passion along with my neighbors to look out for our neighborhood stems from many years of hard work to give our families the best we can give. As far as my direct association to the freeway; our home is located approximately 100 yards from the current sound wall with Almond Avenue being the only way we can get to our home. I personally work in Costa Mesa and use the 405 Freeway from Seal Beach Boulevard to Bristol Avenue on a daily basis. To be clear I am not in favor of any of the freeway expansion alternatives and would like the Orange County Transit Authority to present a No Build alternative to Cal Trans. If the Orange County Transit Authority does move forward with this project I have a list of questions that I would like you to address. 1

1. Trees, plants, and vegetation are a critical part of our ecosystem. Currently the 405 Freeway is lined with thousands of trees and bushes consisting of but not limited to Eucalyptus trees Crepe Myrtle, Ice plant ground cover, and various wall climbing plants. With the lost of this vegetation due to the widening of the freeway what will be put in place to replace the environmental, aesthetical, and acoustical benefits these plants currently give? 2

2. Specifically in our neighborhood two of the proposed build alternatives necessitate the removal and rebuild of the existing sound walls. I would like the following issues addressed.

   a. Currently the sound wall along Almond Avenue is at a height of 18 feet. In the Environmental Impact Report it states that the highest wall Cal Trans will build is 16 feet. At the various community meetings it was stated that existing sound walls will be replaced with like sound walls. What assurances do we have that the new walls will 3

PC-P4 Continued

● Page 2 July 15, 2012

be built to the same height as the ones existing? Saying a wall will be replaced with a "like" wall can imply that it is the same in one aspect but not in another. 3

b. College Park East is a neighborhood with underground utilities. Even our streetlights are free of overhead wires. If the sound walls are moved will the existing utilities that are along the sound walls be placed under ground? Moving the utilities to the North side of Almond Avenue above ground is completely unacceptable. 4

c. In the EIR report it indicates the sound wall that affects us is wall S1142 and if replaced to "Replace in-kind". What exactly is replace in-kind? I did not see any assembly drawing of the existing wall. Can you make that information available to us? 5

d. If the wall is taken down and relocated what steps will be taken to provide safety, security, and sound abatement until the new walls are in place? 6

3. At the OCTA own admission (see attached news article) the toll roads are not generating the revenue as expected. If measure M money is not being used to pay for the express lane is OCTA reevaluating the idea of the toll road or are they looking to adjust the construction budget? 7

4. With only four General Purpose lanes and one Car Pool lane in both directions of the 405 freeway West of the 605 freeway and with no plans for the widening of the freeway from that point common sense will tell you any number on lanes added to the 405 freeway East of the 605 will just cause an extreme bottle neck. With all the additional lanes of car sitting idle what air degradation are we going to expect? 8

5. Since this study is most likely public information will we have access to all of the letters submitted to the Orange County Transit Authority? Will the public be able to see whose is in favor and against this project? 9

6. The state of California is swimming in dept, cities are filing for bankruptcy, and the government is hedging their bet that the people will pass a tax increase that most likely will fail due to the fact that people are tired of the government's extravagant and reckless spending. How in anyone's right mind can the state think it would be a sound idea to spend this or any money on a project we cannot afford? Saying we have money earmarked for this project is like the Las Vegas panhandler asking for money for food even though his pocket is full of money for gambling. If your response is this will help the economy with a make work project then spend 10

PC-P4 Continued

● Page 3 July 15, 2012

the money by keeping our teachers working and educate our future so they can come up with a better solution to the traffic problem than the one presented here. 10

I feel strongly that this project will be a detriment to the health and well being of our neighborhood. With the increased traffic during and after the construction, the five years of night time construction operation, and the unsafe situation the altered sound wall will bring. Is the Orange County Transit Authority, Cal Trans, and the State of California willing to take on the dire consequences this project will bring? 11

Sincerely,

Bruce N Panting

Bruce Panting
4188 Banyan Avenue
Seal Beach, CA 90740
H 562 598-8782
C 562 889-1208

Cc
City of Seal Beach, CA
Gary A. Miller - Mayor Pro Tem
211 8th Street
Seal Beach, California 90740

PC-P4 Continued

O.C. tollways to stop taking cash

Booth attendant jobs will be cut and prices raised to bolster the system's finances.

BY MIKE REICHER

Operators of Orange County's toll road network are planning to eliminate cash payments and tollbooth jobs as they try to squeeze more out of their financially strapped pay-to-drive highways.

Drivers who use the route 73, 261, 241 and 133 toll roads will need to have payment accounts linked to their transponders or their license plates in order to use the corridors. Cash payments will be phased out over the next 16 months.

The FasTrak transponders and license-plate accounts electronically deduct money from a driver's credit line.

In addition, a rate hike takes effect Sunday. Cash tolls will increase 25 to 50 cents at most toll plazas and FasTrak tolls will increase 5% to 10%. Rates vary depending on the time of day.

GLENN KOENIG Los Angeles Times

RIDERSHIP on O.C. toll roads is lower than projected, causing operators to seek ways to save money.

The changes, which will eliminate about 100 tollbooth jobs, come about a year after the 73 toll road project restructured its roughly $2.1 billion in debt. An agreement with bondholders requires the agency to raise tolls whenever feasible.

As ridership continues to fall below projections, leaders are looking for long-term money-saving measures.

Without tollbooths, even casual users will have to register beforehand or else pay a fine for using the public road. Cameras will capture license plate numbers, and motorists who have set up pre-paid accounts registered to the photographed number will be billed.

FasTrak customers will still be able to use their transponders, according to the Transportation Corridor Agencies website.

Drivers who use the toll roads but have not registered their license plate numbers will receive a violation unless they pay the toll online within 48 hours, said Lori Olin, a spokeswoman for the Transportation Corridor Agencies, which oversees the entire network of tollways.

The fine is currently $57.50, plus the toll amount.

"There's going to be a much broader opportunity for people to pay for the use of the toll road without having to slow down and pull cash out of their pocket," said Newport Beach City Councilman Rush Hill, chairman of the San Joaquin Hills Transportation Corridor Agency Board of Directors.

The TCA contractor that staffs the county's tollbooths, Central Parking Systems, has 81 attendants throughout the county. The TCA directly employs 12 tollbooth workers, according to Olin. Those 12 cash handlers will receive severance pay.

The San Joaquin Hills agency has increased toll rates 12 times since fiscal year 1997, according to the bond-rating company Fitch, making its per-mile toll rate one of the highest in comparison with similar toll roads. Its last rate hike was in July 2011.

mike.reicher@latimes.com

PC-P5

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

Subject: State Route 405 (I-405; San Diego Freeway) between SR-73 and I-605 and Draft EIR/EIS

I am concerned about the impacts the State Route 405 improvement project will have on our community. I am especially concerned about Alternative 3 which will widen the San Diego Freeway in the City of Costa Mesa and convert an existing car pool lane to a toll lane.

Alternative 3 would require that the Fairview/I 405 interchange be demolished and rebuilt, even though it was just rebuilt three years ago. Residences and public parks near the I- 405 will be adversely affected both during construction and upon completion of the project. Problems include air pollution, noise, and degradation of the visual quality of our neighborhoods. Ramp closures at Harbor, Fairview, and South Coast will not only inconvenience residents, but impair access to the many businesses which contribute to our local and regional economy. 1

In addition,

Please include these comments in the public/administrative record for this project and the project EIR/EIS. Thank you for the opportunity to comment.

Yours truly,

Christine L Parker
(Name)

1872 Monrovia Ave B-4 Costa Mesa CA 92627
(Address) (City)

X Please keep me informed about future hearings and future steps in the review process for the I- 405 project.

PC-P6

July 12, 2012

Ms. Smita Deshpande, Branch Chief – CalTrans District 12
Attn: 405 DEIR/DEIS Comment Period,
2201 Dupont Drive, Suite 200,
Irvine, CA 92612

Dear Ms. Deshpande,

I am a resident of College Park East in Seal Beach. Although I would prefer not to have any freeway lanes added and instead to begin a light rail system as Los Angeles County has to get people out of their cars, I recognize that this won't happen at this time. My main concern now is to protect the sound wall and the narrowing of Almond Avenue. Also, I understand that there is a possibility that the gas/petroleum lines will need to be relocated that could cause problems for CPE. 1

I am concerned, too, about greater health risks due to increased vehicle emissions, more traffic gridlock at the county line and devaluing of my property. I know that you are aware of the other concerns expressed by CPE residents, especially if alternatives 2 and 3 are implemented. 2

Therefore, I request that CalTrans 1, only add one general purpose lane in each direction and not move the sound wall, or 2, end the 405 Improvement Project at Valley View Street and use the existing seven lanes of 405 between Valley View Street and the Los Angeles County line in any manner desired for the optimum traffic flow, or 3, another alternative so the soundwall would not need to be moved. 3

Sincerely,

Barbara Parks

Barbara Parks
4240 Birchwood Ave.
Seal Beach, CA 90740

PC-P7

From: Joe Partise [joepartise@earthlink.net]
Sent: Tuesday, July 17, 2012 4:59 PM
To: Parsons, 405.dedcomments
Subject: EIR Questions

This is my Public Comment concerning the proposed expansion of the I405 between SR73 and I605.

My name is Joe Partise. I live at 3540 Fern Circle in the are area known as College Park East in Seal Beach. My cul-de-sac intersects with Almond Ave. which under Alternative 2 & 3 proposes to move (which means destroy and replace) our Freeway wall and narrow Almond ave. by up to 8-10 feet.

Here are my questions and issues

1. How are we supposed to deal with the loss of parking on Almond? Twice a month we are unable to park on the street due to sweeping. When driveways are not available, we rely on Almond for parking. When we have several guest, they rely on parking on Almond. 1
2. How will you deal with the loss of safety foe pedestrians and cyclists? They are already in close proximity to my vehicle at the current width. 1
3. Are you prepared to be responsible for accidents, injuries and perhaps deaths that could occur by the narrowing of this street? 1
4. Is it true that gas lines may have to be relocated form the South side of the freeway into our neighborhood? 2
5. Is it true that overhaed electrical lines may be relocated on Almond, as well? right now, all of our electrical lines are underground. 3
6. How will homeowners be compensated for further reductions in the value of their homes? We already suffer from reduced appraisals because of proximity to the freeway. The entire neighborhood will be affected due to comp appraisals. Homes close to the freeway take much longer to sell and could be virtually impossible to sell during the construction phase. 4
7. How can we possibly be compensated for the increased noise and pollution? 5
8. OCTA officials say that they will replace the wall with one of comparable size and construction. I'm not much for vague promises. What is your proposal for the replacement wall? 6

Construction phase issues

1. Do you really expect the homeowners to tolerate the destruction of our wall while you expand the freeway? 7
2. How do you propose to mitigate the noise and pollution? 8
3. Prior to the original wall, burglaries were common with motorists parking their cars on the side of the freeway and entering the neighborhood. Crimes were committed and a fast getaway was available. How do you propose to protect the neighborhood for increased exposure to criminal activity? 9
4. How many months (or years) do you expect to leave us with a wall during construction? 10
5. Do you intend to stage construction activities on Almond (especially if utilities are moved)? How do you expect residents to acces their homes during these times. 11

Coordination with L.A.County

1. Have you given any consideration to the gridlock you will create when the 405 reached the L.A.County line? Do you really care about this impact? 12
2. Has there been any attempt to coordinate efforts with L.A.County? 13
3. Do you have any idea how far south on the 405 freeway the gridlock will extend. 14
4. What would be the measurement of increased pollution why the cars are gridlocked next to our neighborhood? 15
5. Why is this not considered in the EIR? 15
6. Can we assume you've given no consideration for the increased health risks to residents. 16

Seal Beach Blvd. NB onramp and sidestreets

1. Leisure World is right down the street. Do you really want these (and other Seal Beach Residents) to have to navigate 4 lanes in a short distance to prevent being thrown onto the 7th St. Bridge or 605 North? 17

PC-P7 Continued

2. Have you given any consideration about the drivers who will use Lampson Ave. and Seal Beach Blvd. as a method of bypassing the additional gridlock you propose to create? 18

Toll express Lanes

1. You are well aware that the voters are not in favor of "toll lanes". 19
2. Are you aware that a lane that requires 3 or more will force more cars into the general purpose lane? 20
3. Are you aware that they are only available to drivers who can afford them? 21
4. Are you aware that this defeats the entire purpose of this "improvement" project? 22

I would appreciate a prompt response to my questions. Thank you.

Joe Partise
3540 Fern Circle
Seal Beach, CA 90740

PC-P8

July 15, 2012

Ms. Smita Deshpande
Caltrans District 12
2201 Dupont Dr., Suite 200
Irvine, CA 92612

Dear Ms. Smita Deshpande:

I am a resident of the College Park East neighborhood in Seal Beach, California. I am writing to request that you consider NOT adding extra lanes to the 405 freeway. There will forever be more cars and more people wanting to use the existing freeway and, I believe, you cannot just keep adding lanes whenever the roads get too crowded. Eventually, people will drive at different times, carpool and/or take different routes. 1

The plans I have seen for widening the freeway will be detrimental to my neighborhood and to the residents who live there. Two of the plans include narrowing the road nearest to the freeway and moving the sound wall. The freeway is already too close to these houses and moving it closer, in addition to creating health hazards and construction dangers, will affect the property values of these homes and, indeed, all the homes in College Park East. 2

The benefits to be gained by adding lanes in Orange County will not be realized as long as Los Angeles County has no plans to widen their portion of the 405. You will simply be creating a bottleneck in a different location. In addition, the freeway entrance at Seal Beach Blvd is already a dangerous one for those who wish to continue on the 405 north. We must cross over 3 lanes very quickly to get into the correct lane. If another lane is added – I foresee more accidents and close calls at this dangerous on-ramp. 3 4

In addition, I firmly oppose the option of making one of these proposed lanes a toll lane as this completely negates the potential benefits of adding lanes. Not all drivers would have access to this new lane and traffic would not be alleviated. 5

Thank you for your consideration on this matter,

Allison Passanisi

Allison Passanisi

PC-P9

July 14, 2012

Ms. Smita Deshpande
Caltrans District 12
2201 Dupont Dr., Suite 200
Irvine, CA 92612

Dear Ms. Smita Deshpande:

I am writing to protest the Interstate 405 (I-405) Improvement Project and the alternatives that have been proposed for the project. I am a resident of the College Park East community in Seal Beach just north of the 405 freeway. The proposed alternatives to the plan and the EIR do not adequately address the many concerns of the residents in this community.

Widening the freeway at this point is a useless endeavor unless the freeway is also widened in LA County. It is my understanding that there are no plans to do this for another 10 to 15 years if ever. This would mean increased traffic in our area as cars are squeezed into fewer lanes. This is not addressed in the EIR. 1

A wider freeway will also mean more cars trying to merge into faster traffic across a greater number of lanes resulting in more accidents, and as a result, more fatalities. 2

In addition, the proposal to move the sound wall along our neighborhood in Alternatives 2 and 3 is completely unacceptable. The impact on the property values of private citizens is not addressed in the EIR. And the refusal of CalTrans to use the Federal land to the south of the freeway simply because the federal government will not yield is inexcusable. If the freeway is to be widened, then it should be done to the south where there is adequate land that should be used before the consideration of using private property. 3

Finally, the addition of toll roads in the 2nd and 3rd Alternatives is also unacceptable. These alternatives were never mentioned when Measure M was passed in our county, and to propose making these changes without the approval of the electorate is a heinous and abominable abuse of power by both elected and appointed officials. 4

The best alternative for the project is no alternative. There should be no build in this section of the 405. Stop wasting taxpayer money on senseless and poorly researched projects. 5

Respectfully,

Vincent Passanisi

PC-P10

I-405 Improvement Project
Public Hearing

Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.

Meeting Venue (please check one of the following):

- ☐ Monday, June 4, 2012 – Orange Coast Community College
- ☐ Thursday, June 7, 2012 – Rush Park Auditorium
- ☐ Wednesday, June 6, 2012 – Westminster Community Center
- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Shelly Patino
Organization:
Address(Optional):
Phone Number: 714-833-4799
Email address: shellypatino72@yahoo.com

Comments I-405 should be expanded, less traffic, less problems (Accidents), & more JOBS 1

(Space for comments continued on reverse)

Caltrans OCTA

PC-P11

From: Steve, Cary & Avery Pawlacyk [thepawlacyks@roadrunner.com]
Sent: Sunday, July 01, 2012 1:44 PM
To: Parsons, 405.dedcomments
Subject: Do NOT move the Almond Ave sound wall!

To Whom it May Concern,

As residents of College Park East for the past 22 years, we are very concerned with the fact that there is a plan to move the Almond Ave sound wall. The sound wall not only protects us from freeway noise, it allows an ample area between the freeway and homes. The freeway is already one of the widest in the nation, one or two extra lanes will not help the mess. How will extra lanes help with the bottleneck on the 405? Will this lane make less accidents occur or will it make more accidents occur because of the extra room for bottlenecking? It is bad enough that we live in such close proximity to the freeway. We also would have to live with the sound wall being down and all of the dirt, dust, and pollution will be flowing throughout our neighborhood until it is completed. Will it help my asthma from becoming worse? This will also not help the asthetics of the wall as the growth of the ivy has filled in over the years and will have to start all over again, if it all, leaving us with a big ugly cement wall. Will it maintain the home prices as they are or will it make them drop further? 1

Please take these words into consideration and please do **NOT** remove the sound wall on Almond. Leave it as it is and finish the freeway accordingly!

Sincerely,
Cary and Steve Pawlacyk
4881 Fir Avenue
Seal Beach, CA 90740

PC-P12

I-405 Improvement Project
Public Hearing
Comment Sheet

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- ☐ Wednesday, June 6, 2012 – Westminster Community Center
- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Mark Payne
Organization: Labor Local 652
Address(Optional): 16704 Cedar Cir Fountain valley
Phone Number: 714-3499842
Email address: –

Comments: do to over crowding in the South land. all Freeway will need to be expanded to handle more traffic I.E. more people. 1

(Space for comments continued on reverse)

Caltrans OCTA

PC-P13

From: Sean Payne [seanpaynecfp@gmail.com]
Sent: Thursday, July 12, 2012 9:35 PM
To: Parsons, 405.dedcomments
Cc: Amy Payne
Subject: Comments on I-405 Improvemen□t Project EIR/EIS

To Whom It May Concern,
My family and I have lived in the College Park East neighborhood for 4 years. One of the reasons that we moved to this area was the convenience of the three local freeways- 405, 22, and 605. We were also aware of the construction project that was slated to begin near the time that we moved in. Another reason that we moved to this neighborhood was that it is a safe, friendly neighborhood with a couple of parks. As we were looking at homes here, the one we found was located across from Almond Park. We liked the idea that we would have a park within a few steps of our home (we love on Oleander St.) that we could enjoy as we raised our family. We recognized that the freeway sits on the other side of the soundwall, but were happy with the location. Our main entry and exit from our neighborhood is Almond Ave. My office is in Seal Beach, so I enjoy a short commute across the freeway toward downtown. I understand and expect the congetion of the current project. Our concern is with two of the alternatives in the new project. The encroachment of the freeway expansion by two of the alternatives into our neighborhood would negatively effect our family- our park, ourentry/exit in the neighborhood, and our home value. I am concerned about the construction process during which the soundwall would be torn down (this would be a huge safety issue), the effect on our park, and the driving/parking on Almond Ave. I am also concerned about the traffic congestion that would be created by a wide 405 freeway heading north hitting a much narrower 405/605 at the LA boarder. This is seen on the 5 north entering LA county. We also want to avoid a similar mess as the "22 crush." We oppose any expansion that would effect the location of the sound wall and/or any direct impact to our community. **1**
Sincerely,
The Payne Family
--
Sean Payne
SeanPayneCFP@gmail.com

PC-P14

I-405 Improvement Project
Public Hearing

Comment Sheet

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Meeting Venue (please check one of the following):

- [ ] Monday, June 4, 2012 – Orange Coast Community College
- [x] Thursday, June 7, 2012 – Rush Park Auditorium
- [ ] Wednesday, June 6, 2012 – Westminster Community Center
- [ ] Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Greg Pearman
Organization: Iron wörker's
Address(Optional): 9626 minero rd Pinon Hills, ca 92371
Phone Number: 760 868-4167
Email address: horeeha pearman@yahoo.com

Comments: It will save gas and time. more time to spend with my family Keep family's to have food on their plate. **1**

(Space for comments continued on reverse)

Caltrans OCTA

PC-P15

I-405 Improvement Project
Public Hearing

Comment Sheet

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- ☐ Wednesday, June 6, 2012 – Westminster Community Center
- ☒ Thursday, June 7, 2012 – Rush Park Auditorium
- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Scott Pearson
Organization: Plumbers Local 78
Address(Optional):
Phone Number: 714-282-1381
Email address:

Comments: this would help the Commute to & from work 1

(Space for comments continued on reverse)

PC-P16

I-405 Improvement Project
Public Hearing

Comment Sheet

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- ☐ Thursday, June 7, 2012 – Rush Park Auditorium
- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): JESS PEDROZA
Organization:
Address(Optional):
Phone Number: (714) 230-5889
Email address:

Comments: Living in Southern California as become over crowded. With more people intering every day, it nessecary to wide & ~~prinprove~~ our street & highway. SoCal will double its popution in 10 yrs. It is time to address our needs, thank you. 1

(Space for comments continued on reverse)

PC-P17

I-405 Improvement Project
Public Hearing

Comment Sheet

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- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Gilberto Pena
Organization:
Address(Optional): 7912 Sauterne Dr. Rancho Cucamonga Ca 91730
Phone Number: (909) 204-0094
Email address:

Comments: Better Roads and Safety Driving 1

(Space for comments continued on reverse)

PC-P18

I-405 Improvement Project
Public Hearing

Comment Sheet

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- ☐ Thursday, June 7, 2012 – Rush Park Auditorium
- ☐ Wednesday, June 6, 2012 – Westminster Community Center
- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Cynthia Perez
Organization:
Address(Optional): 10484 Parakeet Circle Fountain Valley CA 92708
Phone Number: 714-805-5599
Email address:

Comments: Please give more Road work, yes to more toll Lanes 1

(Space for comments continued on reverse)

PC-P19

On Jun 6, 2012, at 1:58 AM, "Freddy Perez" <freddyperez2011@yahoo.com> wrote:

I have taken the time to hear the comments about the proposed HOT lanes and i do not believe it is a good idea. No on alternative #3. Let's play fair and look at other alternatives with OCTA! 1

Freddy Perez
Concerned Costa Mesian

Sent from my iPhone

PC-P20

I-405 Improvement Project
Public Hearing
Comment Sheet

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- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Jose Luis Lopez	
Organization: Laborers Local 652	
Address(Optional): 825 S Birch ST Santa Ana CA	
Phone Number: 714 605 4165	Email address:

Comments: Por que el Friwey Tiene mucho Trafico y accidentes y sere sesita mas Travado Para los Lerbors 1

(Space for comments continued on reverse)

PC-P20 Translation

Because there is a lot of traffic and a lot of accidents in the freeway and more work is needed for the workers. 1

PC-P21

From: Jim Perham [jimperham@yahoo.com]
Sent: Thursday, July 12, 2012 4:34 PM
To: Parsons, 405.dedcomments
Subject: I-405 improvement project

Please, NO TOLL ROAD option. 1

Jim Perham
Los Alamitos

PC-P22

From: Roger Perkins [rogerwilcoperkins@gmail.com]
Sent: Sunday, June 24, 2012 10:55 AM
To: Parsons, 405.dedcomments
Subject: 405 project comment

Hello, please consider not widening the 405 freeway in OC, I drive this route occasionally and the traffic flow seems fine most of the time, even during rush hour. However if you do decide to go ahead with the project please consider a combination of toll lane and bus lane compete with pedestrian access in the center of the freeway. A toll lane is ideal since the speed can be regulated by the amount of the toll and vise versa. A toll lane combined with a bus lane is also ideal since the buses will be able to schedule the stops accurately because of the uniform speed of the toll lane. A bus lane is very important as there are no commuter trains that go directly from Orange County to the south bay area cities such as Long Beach and Torrance. I would love to be able to drive to a bus station then take a bus that would travel at a good speed on the 405 to the downtown Long Beach bus plaza near where I work. 1

Thank You

Roger

PC-P23

From: Roger Perkins [rogerwilcoperkins@gmail.com]
Sent: Monday, June 25, 2012 7:58 AM
To: Parsons, 405.dedcomments
Subject: 405 comment

Instead of widening the 405, please consider releaving some choak points, such as the 57 south transition to the west 91, that onramp backs up the whole west 91, please extend that onramp from the 57 to the Harbor/Lemon exit. 1

Thanks.

PC-P24

From: Tracy Pham [mailto:tracy@lexor.com]
Sent: Wednesday, July 11, 2012 1:12 PM
To: Christina Byrne
Cc: dlcarey2@verizon.net
Subject: Business Input Regarding I-405 Expansion Project

Dear Ms Byrne,

As a community **member, concerned business owner, board of directors for the Vietnamese American Chamber of Commerce, and resident of Orange County for over 26 years, I am writing to let you know that I agree with all of the requests put forth by the City of Westminster. I also vote against alternative 3 for this project because I feel that it will not help the flow of traffic but instead will create limited access. I have never used the toll roads on the 91 fwy because I feel like its not worth the cost and so I wouldn't use it on the 405 either. Therefore, this will only be a waste of space if it's not being utilized.** 1

Thank you for listening to my concerns and I hope OCTA and Caltrans will consider the requests of the community.

Best Regards,

Tracy Pham
Human Resources Manager
Direct: (714) 622-1619
Fax: (714) 444-4095

Lexor Inc.
14800 Goldenwest St
Westminster, CA 926843
www.Lexor.com

PC-P25

I-405 Improvement Project
Public Hearing
Comment Sheet

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- ☐ Thursday, June 7, 2012 – Rush Park Auditorium
- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): TINO PHAM.	
Organization: LOCAL UNION 582	
Address(Optional): P.O. BOX 2301 GARDEN GROVE CA. 92842	
Phone Number: 714-815-7542	Email address: N/A.

Comments: IT WILL HELP THE FREEWAY FLOW BETTER. IT WILL ALSO MAKE THE COMMUTE BETTER FOR EVERYONE. 1

(Space for comments continued on reverse)

PC-P26

From: Tony Lori [mailto:tonylori03@hotmail.com]
Sent: Wednesday, July 11, 2012 9:31 AM
To: Christina Byrne
Subject: 405 Submissions

To whom it may concern,

I am totally against the proposal of toll lanes on the 405 for two major reasons.

First, the 91 toll lanes show that people can not afford to pay the ridiculous prices for the toll roads and the freeway still has congestion. The 91 has two toll lanes on each side and the 91 is still a bottleneck. It doesn't work!!! Add two extra lanes in both directions and it will alleviate congestion. 1

Second, we the taxpayers have been paying taxes and there is Measures that have been approved for these type of programs to expand and repair roads. We should not have to pay more to drive on them. 2

One last note, we should do away with the fancy brick work and designs on the sound walls. Drivers should be looking at the road and not at the walls, so who cares what art or brick designs are on the wall. Also it is not worth the cost especially when you cover them up with growing ivy like on the 22FWY expansion. Money could be used in better ways and road repairs. 3

Thanks for listening.

Tony Phillips
tonylori03@hotmail.com

PC-P27

I-405 Improvement Project
Public Hearing
Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.

Meeting Venue (please check one of the following):

- ☐ Monday, June 4, 2012 – Orange Coast Community College
- ☐ Thursday, June 7, 2012 – Rush Park Auditorium
- ☐ Wednesday, June 6, 2012 – Westminster Community Center
- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Cody Pieplow	
Organization: Local Union 582	
Address(Optional): 162 East 230th Street Carson CA 90745	
Phone Number: (424) 477. 7530	Email address: codypieplow@gmail.com

Comments: There won't be as much traffic as before and hopefully you can get where your going a bit faster. 1

(Space for comments continued on reverse)

PC-P28

From: Muriel Pike [murielpike@sbcglobal.net]
Sent: Tuesday, June 05, 2012 4:56 PM
To: Parsons, 405.dedcomments
Subject: I-405 Improvement Project Public Hearing

To whom it may concern:
I was present for the June 4th Public Hearing at Orange Coast College in Costa Mesa.
Thanks for the informative presentation and detailed planning.
I'm not convinced that the project would bring new benefits to Costa Mesa.
I'm wondering who will make the final decision on the proposed alternatives?
As for my personal opinion, I am fine with No Build or if necessary, Alt. I 1

Muriel Pike
3074 Warren Lane
C.M. 92626

PC-P29

I-405 Improvement Project
Public Hearing
Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.

Meeting Venue (please check one of the following):

- ☐ Monday, June 4, 2012 – Orange Coast Community College
- ☐ Thursday, June 7, 2012 – Rush Park Auditorium
- ☐ Wednesday, June 6, 2012 – Westminster Community Center
- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Eduardo H. Pinuela
Organization: Local 652 Laborers
Address(Optional): 723 N. Hawthorn st. Anaheim
Phone Number: 714-585-0732
Email address:

Comments: I think its a good idea because it will reduce traffic going to work and coming back home from work. It will also help people spend more time with there families. 1
It will also help create jobs for the construction workers that are finished with there unemployment and have no other income to 2

(Space for comments continued on reverse)

Caltrans OCTA

PC-P29 Continued

support there families. 2

Please use another sheet if you need more space for your comments.

To submit completed comment sheets, please return to staff member, place in the comment box or mail by July 2, 2012 to:
Ms. Smita Deshpande
Branch Chief – Caltrans District 12
"Attn: 405 DEIR-DEIS Comment Period"
2201 Dupont Drive, Suite 200
Irvine, CA 92612

Responses may also be emailed to:
405.deicomments.parsons@parsons.com

For more information on the I-405 Improvement Project, please contact:
Christina Byrne, Outreach Manager
(714) 560-5717
www.octa.net/405Improvement
www.facebook.com/405Improvement

PC-P30

From: HONESHOP@aol.com
Sent: Tuesday, June 19, 2012 10:14 AM
To: Parsons, 405.dedcomments
Subject: 605s to 405s at 5 p.m.

605s to 405s at 5 p.m. is still an issue as well as 405s to 22e 1

ROBERT PIRILLO, *CEO*
ROBERT'S HONING & GUNDRILLING INC.
12805 SUNSHINE AVENUE
SANTA FE SPRINGS, CA. 90670
PH. 562-777-2480, FAX 562-777-2490
WWW.ROBERTSHONING.COM

PC-P31

I-405 Improvement Project
Public Hearing

Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.

Meeting Venue (please check one of the following):

- [x] Monday, June 4, 2012 – Orange Coast Community College
- [ ] Thursday, June 7, 2012 – Rush Park Auditorium
- [ ] Wednesday, June 6, 2012 – Westminster Community Center
- [ ] Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): John PLOSKI	
Organization:	
Address (Optional):	
Phone Number:	Email address:

Comments: As a lifelong resident of Costa Mesa I strongly oppose Alternative 3 which would add toll lanes. As a homeowner with a home backed up to the Fairview Rd / 405 Fwy we have had 3 major widening projects in our backyard over the years when Fairview Road was widened plus the recent Fairview bridge construction. Each time there was extensive noise, vibrations to our home, dust & traffic 1

(Space for comments continued on reverse)

Caltrans OCTA

PC-P31 Continued

issues. Fairview Road is within a few feet of our backyard which has already reduced our property value so to have to endure years of bridge construction would further reduce property values & make selling of homes in the construction area difficult. 1

We don't need toll roads. Residents of Costa Mesa wouldn't even be able to access these lanes.

Please use another sheet if you need more space for your comments.

To submit completed response sheets, please return to staff member, place in the comment box or mail by July 2, 2012 to:
Ms. Smita Deshpande
Branch Chief – Caltrans District 12
"Attn: 405 DEIR-DEIS Comment Period"
2201 Dupont Drive, Suite 200
Irvine, CA 92612

Responses may also be emailed to:
405.dedcomments.parsons@parsons.com

For more information on the I-405 Improvement Project, please contact:
Christina Byrne, Outreach Manager
(714) 560-5717
www.octa.net/405Improvement
www.facebook.com/405Improvement

PC-P32

I-405 Improvement Project
Public Hearing

Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.

Meeting Venue (please check one of the following):

- ☐ Monday, June 4, 2012 – Orange Coast Community College
- ☐ Thursday, June 7, 2012 – Rush Park Auditorium
- ☐ Wednesday, June 6, 2012 – Westminster Community Center
- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Antonio Ponce	
Organization: local 416	
Address(Optional):	
Phone Number: (714) 818-8041	Email address:

Comments: this will help me see my family faster when coming to work, not just me it will help everybody to see their Kids n wife or husband 1

(Space for comments continued on reverse)

PC-P33

I-405 Improvement Project
Public Hearing
Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.

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- ☐ Monday, June 4, 2012 – Orange Coast Community College
- ☐ Wednesday, June 6, 2012 – Westminster Community Center
- ☐ Thursday, June 7, 2012 – Rush Park Auditorium
- ☑ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Alfredo Paredes
Organization: Labor Local 652
Address(Optional): 32748 Stonefield Ln Temecula, CA 92592
Phone Number: (626) 625-7021
Email address: tatosrooster@verizon.net

Comments: I think you should widen the I-405 between SR-73 and I-605 to reduce congestion. Alternative "3" seems to be the best choice not only to reduce congestion but also to put many men and women back to work here in our Great State of California. 1

(Space for comments continued on reverse)

Caltrans OCTA

PC-P34

From: Nancy [weposts@verizon.net]
Sent: Monday, July 16, 2012 8:16 AM
To: Parsons, 405.dedcomments
Subject: Fw: RHA Responds to OCTA I405 Improvement Project

To whom it may concern,

We are asking that you consider the following proposal for the citizens of Rossmoor. We have lived here for 39 years and are very concerned about the impact of the congestion of traffic on the streets around are community, which is already very, very busy. 1

Thank you,

George and Nancy Post
3282 Ruth Elaine Drive
Rossmoor, CA 90720
weposts@verizon.net

IMPORTANT INFORMATION FOR ROSSMOOR RESIDENTS & BUSINESSES

The following response to the OCTA was prepared by the RHA Traffic Committee.

Rossmoor Homeowners Association Comments and Recommendations on the EIS for the Proposed 405 Freeway Expansion

If OCTA's expansion project for the 405 goes forward, the RHA is deeply troubled by the potential for traffic congestion to occur on the northbound 405 at the Los Angeles County interface, which would cause a direct and heavy impact on the air quality inside Rossmoor. There appears to be the potential for hundreds of idling cars and trucks congested on the freeway adjacent to Rossmoor in the late afternoon and early morning, two key periods of the day that could affect residents. 2

The expanded 405 proposed by OCTA would have two more lanes inside Orange County than would exist in Los Angeles County, with the decrease in capacity occurring within 100 feet or less of our residential neighborhoods. Moreover, the proposed route lies within 500 feet of Hopkinson Elementary School, a sensitive receptor that was not addressed in the EIR. Section 3.2.6, the air quality analysis for the project, makes no mention of Hopkinson. The EIR identifies other sensitive receptors along the route, but neglects one of west Orange County's largest and most highly regarded schools. 3

The configuration of Rossmoor has the 405 literally wrapping around the southern tip of the community, exposing residents to one of the greatest impacts anywhere in the project. And yet, Rossmoor was only superficially analyzed in the air quality supplemental. 4

We believe the air quality impact analysis was inadequate in considering hotspots with

PC-P34 Continued

elevated levels of particulates, ozone, and other pollutants that could affect the health and quality of life in Rossmoor. 4

The OCTA air quality analysis examines, for example, carbon monoxide levels at various points along the proposed project, but not near Rossmoor. Similarly, the air toxics analysis did not adequately assess the potential for impacts on Rossmoor, particularly if congestion occurs at the county line. 5

Rossmoor is a community of both young children and elderly adults, the two most sensitive age groups to air pollution. We are asking that OCTA reexamine the air quality, traffic and noise impacts of the project on Rossmoor, especially its schools, parks and homes, and undertake a thorough and complete consideration of the most effective ways to mitigate those impacts to a level of insignificance. 6

The RHA would like OCTA to analyze whether reducing northbound lanes sequentially a mile or two before the county line would help mitigate the potential for congestion, air quality impacts and the possibility of motorists using surface streets in Los Alamitos to navigate around the chokepoint. Rather than losing two lanes at the county interface, we would like OCTA to consider squeezing down capacity miles from the county line. If and when Los Angeles County increases the capacity of the 405 in Long Beach, then the additional lanes of traffic could be opened at the county line. 7

We are also asking that OCTA conduct a better outreach effort in Rossmoor to elicit input and carry out real dialogue about the project. 8

***

(Note: The deadline for comments is July 17th. If you wish to voice your concerns, you may email the OCTA at 405.dedcomments.parsons@parsons.com. By law they are required to respond to all comments submitted by the July 17th deadline.)

PC-P35

My name is Tom Power. My wife Cindy and I moved into College Park East in Seal Beach in Dec. 1983 and still live there today. (3600 Sunflower Circle Seal Beach, Ca. 90740). I am writing to give you our position on the expansion of the 405. College Park East has had 2 meetings to date on this matter. The turnout was shocking. I have never seen so many people for any political meeting from our area since we have moved there. Not only was I shocked, I was also quite proud that the people who are usually so busy with their lives, they don't have time for what they perceive as trivia.....because this is not trivia. It is a very, very united bunch that for sure, 100% of the people are vehemently against ANY tolls on the 405. Below is what I took from the meeting and my personal take on the entire proposal. 1

Alternative 4: do nothing. This was what most people wanted.....status quo. The problem with that is that the voters voted yes on M which stated it wanted to expand the freeways. Our tax money is earmarked for that so in my opinion, this is not an option UNLESS the money is "somehow" in the General Fund and has been spent elsewhere. Has it???? IF true, then it should/must be brought to the attention of the taxpayers, "Because it's the right thing to do" wouldn't you agree? 2

Alternative 1: This was widely popular. EVERYBODY was in favor of this alternative. In fact it was 100% popular....make that 1000%. This is what we want. One single FREE lane on both sides. The reasons are many. We want it because we DON'T want 2 carpool lanes and we DEFINITELY don't want toll lanes. Those reasons will be addressed later. It also will be MUCH LESS costly than putting in 2 lanes, tearing down walls, making commute times unreal. Won't it????

It will have a major impact on the local economies. (I.E. losing sales tax dollars) Won't it???? Expanding just a lane will mean no sound walls will be dismantled and then have to be put up again. Correct????? Won't traffic will flow MUCH BETTER during construction than if the other alternatives were implemented????? It will be a huge relief to not only the citizens of Seal Beach, but also to those in Westminster, Huntington Beach, Fountain Valley and Costa 3

1

PC-P35 Continued

Mesa. Those other cities had representatives at our meeting and they feel as strong or stronger than we do. SO there will be a UNITED FRONT among those cities, for sure. 3

Alternative 2: 2 lanes in either direction had extreme opposition. Most people felt that it is a smoke screen for the toll way expansion. This is an extremely costly project to add an additional carpool lane along with the free lane. Isn't it?????? Car pool lanes DO NOT WORK. They may work in cities that have a hub like DOWNTOWN Chicago, DOWNTOWN San Francisco, Downtown Detroit. We have 20 downtowns here. Long Beach, Century City, Hollywood, Santa Monica, Riverside Etc. The OCTA rep stated that Irvine has more going to it than the other direction for LA at morning rush hour. So, that is one drawback. 4

Secondly, think about an entire week. There are 168 hours. If you use 3 hours, 6-9 am and 3 hours 4-7 PM Monday through Friday ONLY that is 30 hours a week and exactly 17.9% of the time. 17.9% is when it is "useful". As a salesman communuteing all around So. Calif for 30 years, there are many days when there is complete gridlock at 12 noon and the carpool lane is empty. What a waste. Can't they change it so carpool lanes can be used on the weekend and also in non peak hours????? And if not, why not????? Most people who use the carpool do NOT use it on a regular everyday basis which is what it is intended for. Only some for private schools or colleges does it work as intended IN SOUTHERN CALIF. You can debate this all you want, skew the numbers as you like. (i.e. play word games) but it does not work as intended. It is good money after bad to pick this alternative. They don't work and you want to ADD yet another carpool lane. Is Fed money is involved for the carpool lane projects (Also OUR money)? Geez if you really want to do something FAIR for the citizens, then put a monorail system down each freeway. Then those who can't or don't drive could make use of it. Wasn't it voted down years ago?????? And wasn't it because you would have to reconstruct the overpasses?.....Isn't that what they are doing right now?????? 5

2

PC-P35 Continued

Alternative 3: This one is for the Toll Way and has the citizens OUTRAGED. It was pointed out at the meeting that the when the voters approved an extension of the Measure M Sales Tax in 2006, we were provided with a spending plan that included improvements on the FREEWAY. Never were the words Toll Way or other cute terms like Express Lanes or Hot lanes. Transponders were never mentioned. I read Measure M again and they are right. Doesn't it have to be included in the measure to proceed?????? If the Board approves alternative 3, will it have to be on a ballot to proceed since it is not included in Measure M and therefore, the citizens have been deceived?? If they were, would the measure have passed???? I doubt it. I could be wrong though, in which case the citizens of the OC should decide that. LEGALLY! Again, people are untrusting of their government because of the deception. This doesn't even give us the free lane that WE paid for in tax money. That is how people feel. They felt VERY strongly and there were a LOT of people at the meeting and they were 100% in agreement. Nothing in this world would seem to be possible to get 100% of the people in favor of something. But you found it with the toll way. AND not only are we against it, we are STRONGLY against it. This isn't a little survey with yes or no, it is a NO AND we will be activists about it. There is no way that this is for the better good of all which we discussed and understand. 6 7

The promises and projections made by the OCTA is a joke when they point to the success of other projects. I've been told that after 15 years the 73 is operating at 40% and is a financial disaster. Is that true? It can't make its bond payments. Is that true????? WHAT A NIGHTMARE. The 91 is just awful and the poor people who live along there. This project would NOT give the people want they want, a FREE lane. The legality of this project was discussed at length as well. The citizens of Orange County are being lied to. But this is not Bell or Vernon. We will fight as hard as we can. Along with the other cities that feel the same way. And you know why, because you are "NOT doing the right thing". At the heart of it is no tolls and also the legality of toll roads in this instance because again, it was never mentioned in Measure M. FREEWAY was mentioned 150 times but NEVER Toll way. Do you agree???? This is blatantly 8 9

3

PC-P35 Continued

deceiving the voters, don't you think???? Do you want to know why more and more citizens are not trusting their government? This is why. The government plays word games with the public. You cannot build a toll way.... "because it's NOT the right thing to do" it's not in Measure M 9

I'd like to get into how things will affect our little world in Seal Beach if alternative 3 or 4 are passed. Without question there will be a significant increase in noise and air pollution. However, have you thought about noise and air pollution when there is no wall? It might be unlivable. Remember, that wall went up in the 70's when there was less traffic. In addition, the noise and construction of the project itself will be a contributing problem. I also found out from original homeowners at the meeting, that there was considerable crime in the late 60's and 70's to homes that lived near the freeway during the days before the wall was put up. Finally, EVERYONE was concerned about the wall not being reconstructed once it was taken down. (Remember, the government has lost the trust of the people.....and with good reason. If it is in writing.....it STILL doesn't seem to matter). Find one judge in the government's pocket and we're screwed. That is what happens on so many propositions over the years. 10

I live about 8 houses in from the wall. Moving the wall, we will lose all parking on Almond. There are about 15 streets which are all cull de sacs that intersect with Almond. With no parking on Almond, it will be a nightmare. There are at least 20 -25 days a year where there are a lot of cars parked on Almond for Mother's Day, 4th of July, Christmas Thanksgiving Graduation Parties, New Year's Eve Parties, Sunday barbeques . Also, twice a month is street cleaning and people park on Almond for that reason. Almond is also used for friends and family with Motor Homes. How embarrassing. Sorry, can't come here. Nowhere to park. 11

This is heavily impacting those that have their homes up for sale NOW. For 4-5 years, property values will go down, all along the project which certainly won't 12

4

PC-P35 Continued

help the property tax money flowing into Sacramento. In fact, I know a lot of people who want it reassessed if the wall comes down. Me for sure! 13

Getting onto the 405 North or south from Seal Beach Blvd is difficult as things exist right now. To get on 405 north, you need to get over 3 lanes with not a lot of time and it's always crowded. After the new project it will be extremely dangerous. 14

Who came up with the idea of all the way to the 605 anyway???? IF LA County doesn't join in the project, it's going to be nuts going from 7 lanes to 4. Talk about the all-time bottleneck. AND guess who is on the hook for that blame and the talk of how idiotic "they were" to build it that way.....The They is OCTA. I mean if you scale it down to the 22 freeway, at least there will be some time to avoid a bottleneck that otherwise might make the nightly news. NIGHTLY! It is irresponsible to run with that project without LA County. If they don't have the funds, AND THEY DON'T, then it only makes sense to add just one lane or do nothing until they can someday join the program. 15

Lampson Street is not equipped to have all of the cars that will avoid that bottleneck. People will exit the 22 and 405 and cut through, thus adding noise and air pollution completely around the entire tract of College Park East. 16

Toll lanes are unfair. Do you know how many high school and college kids will not be able to afford the toll way. (Not to mention people who are counting their pennies ...And there are a LOT these days). I'm sorry, but this toll way project benefits a very few and creates a permanent hardship for so many. The feeling at the meeting is that the OCTA doesn't care and is just a greedy bunch who cares about no one but themselves. (Sounds like people who don't trust their government). 17

I would also like to know where you came up with the projections of usage 20 years from now. I along with others highly question these numbers. The movement from South to North is maxed out pretty much. No new homes or major developments over the last 4 years has got to change your projections. 18

5

PC-P35 Continued

Also, people are leaving the state in droves to find work or avoid such a high tax system. It is being destroyed by politicians. So where is the growth? 18

There were a few sound suggestions at the meeting that I should mention. Many were hoping to stop the project at the 22. It would be both safer, better flow of traffic, you could someday add to this later when LA County is ready, and it would obviously save a lot of money. However, that is somewhat self-serving for Seal Beach. Another suggestion is move the center line. A 4' shoulder, a 405 realignment and the sound wall would not need to come down. 19

There are some other questions discussed: If the 14" and 16" (2 separate lines) gas/petroleum lines are relocated from the south side of the freeway to the north side into CPE, where in CPE will they go????? Again, what about the impact of such relocation construction on Almond Avenue? How do these people access their homes????? What is the impact of these gas lines in terms of safety to the residents????? They are currently on the south side of the freeway, by the SBNWS -- an accident there doesn't peril CPE residents. What kind of peril will be facing the residents of CPE for this????? 20

If the wall has to be rebuilt and moved 8-10' north, what about the existing electrical lines from SCE????? Where will they go????? All utilities in CPE are undergrounded. Will they be undergrounded????? 21

The EIR ignores the negative impacts to CPE from the increased noise and air pollution created by idling engines trying to merge down 2 lanes to go up the 405 -- prevailing on-shore winds will blow all the increased noise and air pollution into CPE degrading the quality of life for our residents -- a community of over 1,700 homes -- why was that environmental impact not listed in the EIR?????? 22

6

PC-P35 Continued

Conclusion: We have some real MAJOR concerns. If you thought the Toll Way would meet with SOME resistance, you are wrong. You will be meeting with a HUGE amount of resistance. AND with people that are very passionate. (Talk to some of your reps that were there). This is not a threat, just a fact. I can feel it. My neighbors have NEVER pulled together like they have for this Toll way plan. If you go through with the project anyway against the will of the people, we will fight like hell to stop the project so it can go before the people so they can decide. And do you know why????..... Because it's the "right thing to do". Please do the right thing and go with alternative ONE. 23

Looking forward to answers to my questions.

Thomas A Power

Tom Power

3600 Sunflower Circle

Seal Beach, Cal. 90740

7/15/12

7

PC-P36

From: Tom Power [tpower@e-sbco.com]
Sent: Wednesday, June 13, 2012 8:31 AM
To: Parsons, 405.dedcomments
Subject: Last night's meeting in Seal Beach

Last night I was at a "town hall" meeting in Seal Beach/College Park East. I was blown away by the HUGE turnout. The most I have ever seen and I've lived here since 1983. The overwhelming, check that, UNANIMOUS agreement is the first option of two single lands north and south of the 405. MANY factors were discussed including both option 2 and 3 i.e. 2 lanes and 2 lanes and a toll lane. These were STRONGLY opposed with full intentions of joining Costa Mesa Hunting Beach, Westminster and Fountain Valley in opposing 2 and 3.

Toll lanes are extremely unfair to all but the wealthy. Forget studies, so many cannot afford to use it on a REGULAR basis. NOT occasionally. Everyone can/will use it occasionally. Also discussed was the possibility of implementing the rules of car pool lanes like the 22 freeway. (AND ALL of Northern Caliph if you've been there). However, as I said, we STRONGLY oppose option 2 and 3 and support option 1. (We are assuming doing nothing is not an option) 1

Tom Power
3600 Sunflower Circle
Seal Beach, Ca. 90740
310-994-6004

PC-P37

Andrya N. Powers
3354 Nevada Ave.
Costa Mesa, CA 92626

July 16, 2012

To OCTA and CalTrans:

The following are my comments concerning the San Diego Freeway (I-405) Improvement Project.

I am against ALL options! I am against all of them because they ALL include a new Ellis on-ramp which will cause the sound wall in the Mesa Verde North area to be moved substantially closer to Residential structures and therefore residents.

There appears to be no consideration for any reconfiguration of the current onramp at Ellis Ave. If the described new on-ramp and/or current on-ramp could be reconfigured, I would support Option 1 because I know that Option 2 will be affecting the (Seal Beach) College Park Residents' sound wall, too.

I am not against the changes that need to be made to the Freeway, but I am when it actively affects Citizens' homes and quality of life both in the short and long term for no apparent reason.

Furthermore, I feel that the EIR as it currently stands is absolutely NOT complete and there is not enough information for a final decision to be made in August. I feel that all possible alternatives to adding the Ellis on-ramp have not been thoroughly explored. In addition, I feel that the environmental impact on the Residents and to California Elementary and TeWinkle Middle Schools has not been adequately researched. While these schools are not directly adjacent to the project, their school yard is within 100 yards of the proposed construction in all 3 options.

Besides my specific concerns on the EIR, I do have questions included that I would like more information about. If I need to submit those to another contact, please let me know. My further comments below are all in relation to the Ellis on-ramp construction phase on all of the options. 1

Background Information:

From attending the Costa Mesa Hearing, the Fountain Valley Hearing, and the Costa Mesa City Council Meeting, I have learned that due to the Ellis on-ramp reconfiguration, the sound wall between my home and the freeway will move 22 feet closer to my house. That will now be 5-6 feet from my property line. A 15 foot retaining wall will be built and on top of that a 12 foot sound wall will be built. In addition, at the Fountain Valley Hearing I spoke to an Engineer who said that my wall on my current property line will be removed and a footer for the retaining wall will need to come partially into my property (approximately 1 foot). He said they will need access to my yard. I have since spoke to Christina Byrne 2

PC-P37 Continued

and she said that when she looked into it she was told there will need to be a construction easement, but the wall will not need to be removed.

- Will access to my property be needed for this construction? If so, to what extent? **2**

The On-Ramp Itself:

1. What is the reason for the change to the on-ramp? From my understanding it is to prepare for the projected increase in traffic over the next 30 years. However, from what I can tell, all the land surrounding is already built out. There is no anticipation of more housing to be built. So where would this increase in traffic on Ellis come from? And wouldn't the additional lanes from Magnolia and Brookhurst/Talbert also work toward reducing the Ellis traffic? **3**
2. I CANNOT understand why even more lanes need to be added for this on-ramp south of the Santa Ana River. There are already SEVEN lanes at that stretch of the freeway. It is one of the widest stretches of the entire freeway. If the on-ramp needs to be added there has got to be a way to do that within the current 7 lanes. I can't imagine that one on-ramp would cause the need for a NINE lane freeway. **4**
3. Has there been a traffic study done on where the traffic is coming from? Has there been a traffic study on the impact of improved traffic circulation due to reconfigurations of Magnolia, Brookhurst/Talbert and increased flow on the 405 itself? **5**
   a. After the freeway is widened at Magnolia, Brookhurst/Talbert, will there still be a need to change the configuration? I can only assume that with easier access to the freeway, Citizens would be more apt to take those on-ramps, thus, reducing the traffic on the Ellis on-ramp.
4. I have observed the Ellis SB on-ramp during rush hour morning traffic and noticed that the main reason there is a backup is because of the "meter" light which restricts traffic entering the freeway. Even though there are 2 lanes on the on-ramp and 2 entry lanes from Ellis, the traffic has to stop even if their traffic light is green because the meter is not allowing cars to enter the freeway. Has changing the timing of the meter or changing it from 1 car per light to 2 cars per light been considered? If this option hasn't been tried, we should not be adding an Ellis on-ramp until we have done so. **6**
5. Has adding a third lane to the current on-ramp (to store more cars waiting for access to the freeway) been a consideration? **7**
6. Has adding additional lanes to the Magnolia and/or Brookhurst/Talbert on-ramp been considered? It seems short-sighted to build an entire new ramp, move the sound wall, build more freeway, build retaining walls and deal with the effects on Residents without adding on to where construction is already occurring. **8**
7. It is interesting that the configuration was able to be done in a way to accommodate the Sanitation District Driveway, but cannot be modified in a way to reduce the inconvenience and negative effects it will have on the quality of life for the Mesa Verde North Residents. **9**

PC-P37 Continued

Structure:

1. The houses in the Mesa Verde North Track are not like your standard single family residence built in Costa Mesa. They have zero lot lines and several homes have a "back yard" that wraps around the house in an L or U formation. In addition, for several of these houses, like mine, this means my house is 10 feet from the property line. Most houses in Costa Mesa have a full back yard, ours do not. Because of the zero property line, instead of a fence between us and our neighbor, we have a 10 foot wall which is actually the exterior side of our neighbor's house. If the sound wall is moved in this will create a dry hot terrarium-like environment due to the close proximity of the houses in this area.

   a. I understand that all structures will be physically within the freeway right of way. However, have there been sufficient studies to discover if there is any potential for damage to my house? There will be active construction and pile driving less than 15 feet from the actual structure of my home. I have heard from neighbors that when the last sound wall was built several people experienced structural damage and cracked foundations. At the June 19th Costa Mesa City Council Meeting a resident living near the Fairview Bridge experienced foundation issues when the bridge was re-built. **10**
   b. It was explained to me at the Fountain Valley Hearing that due to the height of the retaining wall, part of the footer would actually have to come in to my property. Will the foundation of my house have to be reinforced? If a pool is put in too close, the foundation of the house needs to be reinforced; I can only imagine that would apply to supporting a freeway, too. **11**
   c. Is it safe to have a sound wall/retaining wall 15 to 16 feet from the physical building? My children's rooms are at that end of the house and will be the 15 to 16 feet from the sound wall. **12**
   d. With the widening of the freeway and a 15 foot retaining wall being put in, that will literally put the freeway above my house. Have there been studies done for the safety to the residents in this situation? What level of impact will be protected from penetration by the final Retaining Wall/Sound Wall? If, for example, a truck was to crash through the sound wall as planned, it will only have 15 feet to travel before hitting my house. Since the wall is now closer to my house by 22 ft. and several feet above my house, the trajectory of travel with no contact with the ground will most likely cause the truck to land on top of my home. **13**
   e. Is there a code or pre-determining distance a sound wall/retaining wall can be from a house? Does the City's or State Building code dictate how far a house must be from such a structure? 14
   f. The property line walls built are not very solid. They will probably not hold up to the adjacent construction. **15**

Maintenance:

PC-P37 Continued

1. Who will be responsible for maintaining the leftover 5-6 feet of right-of-way? It has yet to be maintained for the last 10 months we've owned our home. We were constantly inspecting it for the 9 months prior to purchasing it and there was no maintenance during that time. According to the neighbors it has been several years since it has been maintained. If it is this unimportant to maintain at approximately 27 feet, how can we expect the 5-6 feet to be maintained? Most equipment won't fit an area of that size. **16**

Construction:

1. What hours and days of the week will construction occur? Our neighbor, who was living in his house on Nevada Ave. when the current sound wall was built, said that construction most of the time was around the clock. Large lights were brought in to do work at night and there were several sleepless nights. **17**
2. How long is the construction from Moon Park to Harbor Blvd. expected to last? **18**
3. We just bought our house and unfortunately this expansion was not disclosed. We still do not have blinds on most of our sliding glass doors. Will we lose all privacy? Will privacy screening be provided? **19**
4. What pre-cautions will be taken during the period that access will be needed to my property?
   a. How long will construction that specifically needs access to my property last for?
   b. How long will I need to tell my children they cannot play outside for?
   c. Will my backyard/house be exposed to the freeway? Will motorists be able to see us?
   d. Will there be tarps or will temporary fencing be provided?
   e. How will my home and yard be protected from potential criminals?
   f. How will my property be protected from snakes and other dangerous pests disrupted due to the construction? **20**
5. Children's lungs are still developing into their teens. Who do I call if my children develop lung/breathing issues? What remedies will be provided to protect them against breathing the dusty and polluted air during construction? **21**
6. If you need construction access to my property, how far into my property will your activities impact? **22**

Compensation:

1. What kind of compensation can we expect from a project like this?
   a. How will we be compensated for our homes decrease in value?
   b. What will be done to mitigate the extra heat that will be not only generated from the wall itself that will be 22 feet closer to our home, but also from the reduced airflow that we'll experience due to the reduced cross sectional area of free wind movement.
   c. Will there be new, tall landscape to act as screening and heat deflection? If so, will we have a say in what is chosen? **23**

PC-P37 Continued

   d. How will we be compensated for the new view of a 27-foot wall in our yard? Will there be mature and tall landscaping installed to camouflage the wall? If so, will we have a say in what is chosen?
   e. The property line walls built are not very solid. They will probably not hold up to the adjacent construction. If they are damaged, will our property walls get replaced? Who will pay for them? Will we have to find our own contractor to do this?
   f. We have planter boxes with irrigation and landscape against our back wall. How will this get replaced, repaired, etc.? We also have large juniper trees; will those get moved or replaced?
   g. If the property line wall is removed and it affects the planter boxes, it will affect the concrete, as well. If the concrete needs to be repaired, will all of it in our backyard be replaced so it matches?
   h. How will we be compensated for any resulting damage to our house? What if we experience cracks in our foundation? What if it causes our house to sink toward the freeway? What if we get cracks in our walls?
   i. What mitigation measures will be used to minimize the construction dirt, dust, noise and what standard will be used to determine the efficiency of those measures?
   j. How will we be compensated for the increase in dust, dirt, and pollen? Will there be a domestic cleaning crew hired to help homeowners with the extra cleaning requirements caused by your construction?
      i. Who will be responsible if my young children develop asthma, breathing problems, or other medical issues? Who do I call, specifically?
   k. My husband drives for a living and it is a safety issue for him and the public that he gets ample sleep. Can we be guaranteed no night disturbances? If he needs to call in sick due to night construction how will we be compensated?
   l. What is the potential for temporary relocation? **23**

I implore upon you to please look deeper into another alternative for the reconfiguration of the Ellis on-ramp that will not affect the Residents.

PC-P38

-----Original Message-----
From: Dave Powers [mailto:omdpowers@sbcglobal.net]
Sent: Tuesday, June 05, 2012 7:56 AM
To: Christina Byrne
Subject:

y name is David Powers. I live at 3354 Nevada Ave., Costa Mesa 92626. I am very upset about the project that the OCTA is doing to the 405. I am directly affected by the new on ramp on Ellis. The sound wall is going to move 21 feet toward my house that means it will be at my property line. And construction is going to be horrible for me and my family. At the meeting, nobody seemed to answer my questions or most avoided me, including you. Nobody has come down my street to see what is really going on with the sound wall and how it's going to affect the neighborhood. I think the OCTA is doing what's best for them and not the community. The property value of my home is going to take a dive. Who is going to take care of the extra costs? Not to mention the mess and the heat it's going to make on my home. I know there is a different way to reroute the Ellis on ramp to where it's not going to affect the 7 or 8 house on my street. I know we're the little fish in a big pond, but the thought in the OCTA's mind is "oh well, it's only 7 or 8 houses that we're going to ruin." The meeting was a joke. They were not even going to let us talk if it was not for that old man that stood up and said something. You guys would just have walked away and left it at what it was. I will tell you I going to fight this Ellis off ramp to the end. I will get a hold of everybody I can (politicians, lawyers and environmentalist) to change this plan. I'm not saying stop all construction I know something needs to get done but you are not thinking what is the right thing to do. I invite you to come to my house to see what you are going to do to these homes on Nevada Ave. And this will not be the only letter I will be writing.
A very upset homeowner, David Powers.
949-433-6939 Feel free to contact me. **1**

PC-P39

From: Kelly Powers [powerskkb@yahoo.com]
Sent: Monday, July 16, 2012 5:54 PM
To: Parsons, 405.dedcomments

Hello, Chairman Glaab, Vice Chair Winterbottom, Director Amante, Supervisor Bates, Supervisor Cambell, Director Cavetcche, Director Crandeall, Director Dalton, Director Galloway, Director Hanson, Director Hennessey, Director Herzog, Supervisor Moorlach, Supervisor Nelson, Supervisor Nguyen, Director Pulido, Director Green.

If you could forward this to the OCTA board's members I would appreciate it. I tried to find their email addresses but was not successful in my endeavors.

I would like to take this opportunity to express my adamant and extreme opposition to the alternative 3 for the 405 improvement project. We, the tax payers, did not vote on this alternative. We voted on adding a lane not adding a tax. This is taxation without representation. I do not believe we should go the direction of an elitist society where our public highways cater to the rich. They would be taking away a carpool lane and negating all the work that has been done to add HOV connectors which would now become (Lexus Lanes) toll roads.

I will be publicly announcing the outrage via Facebook and Twitter of what the board of directors is trying to put over on the tax payers by voting on a TOLL road when their constituents they are representing do not want this. They are elected officials and should be voting on the best interest of who they represent not what they want!!!! If the board goes through with this vote against what the voter support I will help launch a campaign to oust the board members who are voting for the "cash cow" similar to the 91 and not the interest of the voters. This project is has the board members blinded by the revenues it would produce and are not looking and the long term best interest of the voters. **1**

I attended three public meetings and did not hear one person in favor of alternative 3 but to my dis-belief the board of directors is still considering this alternative. That is in direct conflict with the voters that put them in office. NOT ONE PERSON IN FAVOR. Who are they listening to?

The website is not even clearly depicting what alternative 3 is really proposing, that the carpool lane is going away. Now requiring 3 riders plus and a fastrack transponder. You are taking away a tax payer generated HOV lane and replacing it with your managed "Lexus" lanes in which only your board members with decide where all the money will go. Why should my road be taxed? Again, "taxation without representation".

Thank you for your dedication, do the right thing! VOTE NO ON ALTERNATIVE 3!

Kelly Powers
6173 Stonebridge Ave
Westminster, CA. 92683
714.392.2929

PC-P40

From: Stephanie Pszyk [stephanie_pszyk@yahoo.com]
Sent: Monday, July 16, 2012 3:22 PM
To: Parsons, 405.cedcomments
Subject: I-405 & College Park East

To whom it may concern and or Smita Deshpande:

I am resident of College Park East and reside near the wall along Almond Avenue. I am very concerned that the moving of the wall will create larger issues for all residents of College Park East. Living on a cul de sac (Dahlia Circle) parking on the street has been difficult. Not to mention the amount of traffic that we see every day on Almond Avenue which provides us our "overflow parking" when there are no parking spots on our street. Almond Avenue is the main artery in accessing 19 streets and cul de sacs and 2 parks. And not just for cars. Many pedestrians use the street as well. Moving our beautifully landscaped wall will elminate our parking and safety to anyone who accesses the street daily. Another concern is the noise and environmental isssues. The noise level is quite loud to say the least especially when you have many freeways coming together. (I invite any of you to stay in house along Almond Avenue to hear the noise level for yourselves) Coupled with the noise are the toxins that come from the automobiles using these freeways. Those who live quite close to the wall can assure you that the inside of their homes also take a beating from the polution, tire grit, and freeway grime. Moving the wall closer could also impact health problems. I encourage you to really think about the impact for the home owners here in College Park East and find a longer term solution on the opposite side of the freeway. **1**

Regards,
Stephanie

RESPONSE TO PUBLIC COMMENTS (PC)-P

Response to Comment Letter PC-P1

Comment PC-P1-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-P2

Comment PC-P2-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-P3

Comment PC-P3-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-P4

Comment PC-P4-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Comment PC-P4-2

The project includes Measures VIS-1 through VIS-4, VIS-6 through VIS-9, and VIS-18 through VIS-20 related to preservation of existing vegetation and replacement vegetation.

Comment PC-P4-3

Replacement of existing soundwalls in-kind is based on the height of the existing soundwall. Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Comment PC-P4-4

Relocation of the existing poles and overhead lines next to the existing soundwall along Almond Avenue is not required for Alternative 1. Alternatives 2 and 3 would require relocation of these existing poles and overhead lines. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3, which would not require relocation of the existing poles and overhead lines. Please see Response to Comment PC-P4-3.

Comment PC-P4-5

There are two types of noise barriers "replacement in-kind" as part of the design features for this project. The first in-kind replacement occurs when an existing soundwall must be removed, relocated, and replaced in-kind along the project alignment where space is needed for the proposed project's additional lanes and required safety features. The second in-kind replacement is needed where parts of an existing overpass embankment that blocks traffic noise in the existing setting has to be removed.

Under Alternative 1, the existing 18-ft-high soundwall along Almond Avenue would remain as-is and untouched. Since the public meetings, design modifications were made to Alternative 3 that would allow the same existing soundwall to also remain as-is; however, the design changes required to change Alternative 2 enough to allow the existing wall to remain as-is are not acceptable to current design and safety standards. Under Alternative 2, sections of the existing soundwall would need to be removed, relocated, and replaced in-kind along the project alignment where space is needed for the proposed project's additional lanes and required safety features. The current maximum preferred height for soundwalls in California is 16 ft due to seismic issues; however, this soundwall would be replaced at the original 18-ft height due to the policy of in-kind replacement.

Soundwall S1142 is shown in Figures 21 and 22 in Appendix N – Noise Information within the Draft EIR/EIS. The replace in-kind symbology is used in place of the existing wall symbology where portions of the existing wall would need to be modified for the project.

Please also see Common Responses – Almond Avenue Soundwall and Noise/Noise Analysis.

Comment PC-P4-6

Please see Response to Comment PC-P4-3.

Comment PC-P4-7

Please see Common Response – Measure M Funding.

Comment PC-P4-8

As described in Section 3.2.6 of the Draft EIR/EIS, emissions will be reduced under all of the build alternatives compared to the future No Build Alternative, and no permanent adverse project-related air quality effects were identified. Please see Common Response – Air Quality.

With respect to a potential bottleneck at the Los Angeles County line, a Supplemental Traffic Study has been prepared to address potential operational concerns in the city of Long Beach and Los Angeles County, and Section 3.1.6 of the Final EIR/EIS was updated accordingly. Please see Common Response – Traffic Flow at the Orange County/Los Angeles County Line.

Comment PC-P4-9

All comments received on the Draft EIR/EIS have been responded to and are included in Appendix R of the Final EIR/EIS.

Comment PC-P4-10

Renewed Measure M was passed by the voters of Orange County, and the proposed project was included in that measure. For additional information, please see Common Response – Measure M Funding.

Comment PC-P4-11

Project-related construction and operational air quality and noise effects were analyzed in detail in the project Air Quality Technical Study and Noise Study Report. As described in Sections 3.2.6 and 3.2.7, project-related emission and noise levels associated with any of the three build alternatives would be less than the future No Build Alternative.

Please see Common Responses – Preferred Alternative Identification, Noise/Noise Analysis, Air Quality, and Almond Avenue Soundwall.

Response to Comment Letter PC-P5

Comment PC-P5-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred

Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Please see Response to Comment PC-B20-1.

Response to Comment Letter PC-P6

Comment PC-P6-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Comment PC-P6-2

MSATs have the greatest potential to affect the health of residents located adjacent to the project. Although the various alternatives would place travel lanes closer to some residences, it is anticipated that MSAT exposure, including DPM, would be less than existing conditions. MSAT emissions are likely lower than existing levels in the design year as a result of EPA's and California's control programs that are projected to further reduce MSAT emissions. Please see Common Response – Health Risks.

The I-405 Improvement Project may have an effect on property values, but it is not likely to be a major change because I-405 is an existing facility within Orange County. In addition, Caltrans has found no literature, studies, or evidence that property values decrease because of freeway widening near a home. Please see Common Response – Property Values.

Comment PC-P6-3

Please see Response to Comment PC-P6-1 and Common Response – Preferred Alternative Identification.

Response to Comment Letter PC-P7

Comment PC-P7-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred

Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Comment PC-P7-2

Relocating the gas lines in College Park East is one of three options. The option (Option 1) that retains the gas/petroleum lines on the south side of I-405 within Navy jurisdiction is the preferred option and will be pursued. Please see Common Response – Relocation of Gas Lines.

Comment PC-P7-3

Please see Response to Comment PC-P7-1.

Comment PC-P7-4

The I-405 Improvement Project may have an effect on property values, but it is not likely to be a major change because I-405 is an existing facility within Orange County. In addition, Caltrans has found no literature, studies, or evidence that property values decrease because of freeway widening near a home. Please see Common Response – Property Values.

Comment PC-P7-5

Please see Common Response – Compensation for Construction Impacts.

Comment PC-P7-6

Please see Response to Comment PC-P7-1.

Comment PC-P7-7

Please see Response to Comment PC-P7-1.

Comment PC-P7-8

Project-related construction and operational air quality and noise effects were analyzed in detail in the project Air Quality Technical Study and Noise Study Report. As described in Section 3.2.6 of the Draft EIR/EIS, project-related air emissions associated with the Preferred Alternative would be less than the future No Build Alternative.

Please also see Common Responses – Air Quality and Noise/Noise Analysis.

Comment PC-P7-9

Please see Response to Comment PC-P7-1.

Comment PC-P7-10

Please see Response to Comment PC-P7-1.

Comment PC-P7-11

Please see Response to Comment PC-P7-2.

Comment PC-P7-12

With respect to a potential bottleneck at the Los Angeles County line, a Supplemental Traffic Study has been prepared to address potential operational concerns in the city of Long Beach and Los Angeles County, and Section 3.1.6 of the Final EIR/EIS was updated accordingly. Please see Common Response – Traffic Flow at the Orange County/Los Angeles County Line.

Comment PC-P7-13

With respect to coordination with Los Angeles County, please see Common Response – Coordination between Caltrans Districts 7 and 12, OCTA, Los Angeles Metro, COG, and the City of Long Beach.

Comment PC-P7-14

Please see Response to Comment PC-P7-12.

Comment PC-P7-15

As described in Section 3.2.6 of the Draft EIR/EIS, emissions will be reduced under all of the build alternatives compared to the future No Build Alternative, and no permanent adverse project-related air quality effects were identified.

Comment PC-P7-16

MSATs have the greatest potential to affect health of the residents located adjacent to the project. Although the various alternatives would place travel lanes closer to some residences, it is anticipated that MSAT exposure, including DPM, would be less than existing conditions. MSAT emissions are likely lower than existing levels in the design year as a result of EPA's and California's control programs that are projected to further reduce MSAT emissions. Please see Common Response – Health Risks.

Comment PC-P7-17

Under the No Build Alternative, vehicles entering I-405 northbound from Seal Beach Boulevard must merge one lane left to access I-605 and one more lane left to continue on I-405 northbound. Under all of the build alternatives, one lane change plus a lane merge downstream of the SR-22 westbound off-ramp would be required to reach I-605 and two additional lane changes to reach I-405.

Comment PC-P7-18

Based on the Traffic Study conducted for the Draft EIR/EIS, the project includes improvements to Seal Beach Boulevard under all of the build alternatives.

Comment PC-P7-19

We acknowledge the opposition to tolling, and it will be considered during identification of the Preferred Alternative. Please see Common Response – Opposition to Tolling.

Comment PC-P7-20

Under Alternative 3, HOVs would use the Express Lanes free, provided they meet the occupancy eligibility requirement. If HOVs with only two occupants choose not to use the Express Lanes, toll prices will be adjusted to attract replacement vehicles to the Express Lanes. The volume of traffic in the Express Lanes is independent of the occupancy requirement for free HOV use of the Express Lanes. Because the Express Lanes have more throughput during congested hours than the GP lanes, the GP lanes will benefit from diversion of traffic from the GP lanes to the Express Lanes.

Comment PC-P7-21

The experience on SR-91 is that motorists from all income groups use the Express Lanes. No one is obligated to use the Express Lanes in Alternative 3. Express Lanes provide an option for a reliable uncongested trip in exchange for payment of a toll.

Comment PC-P7-22

Slow-moving congested freeway lanes have lower and unstable throughput compared to uncongested lanes. During peak periods, the GP lanes on I-405 are forecast to be heavily congested with lower throughput (approximately 1,200 vehicles per lane per hour) than the Express Lanes, whose throughput will be managed to approximately 1,700 vehicles per lane per hour. For an explanation of how this management works, see the Draft EIR/EIS, page 2-20. By providing more throughput per lane through management of the Express Lanes, traffic in the GP lanes would be reduced and congestion eased; for two conditions with the same total number of lanes and congested conditions, congestion in the GP lanes would be less if two of the lanes were managed to increase their throughput. Because the Express Lanes can carry more traffic than the congested GP lanes, the additional increment of traffic carried by the Express Lanes would be removed from the GP lanes, thereby reducing the volume of traffic and level of congestion in the GP lanes. Please see the rows of Table 3.1.6-14 labeled “Brookhurst Street to SR-22 East” for a comparison of the throughput of Alternatives 2 and 3 with the same total number of lanes.

Response to Comment Letter PC-P8

Comment PC-P8-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Comment PC-P8-2

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Comment PC-P8-3

With respect to a potential bottleneck at the Los Angeles county line, a Supplemental Traffic Study has been prepared to address potential operational concerns in the city of Long Beach and Los Angeles County, and Section 3.1.6 of the Final EIR/EIS was updated accordingly. Please see Common Response – Traffic Flow at the Orange County/Los Angeles County Line. With the Preferred Alternative, traffic entering from the Seal Beach Boulevard loop on-ramp would need to change one lane to stay on I-405.

Comment PC-P8-4

With the additional lane being added, the configuration at the location of the Seal Beach Boulevard on-ramp and the downstream 7th Street exit will remain as the conditions proposed for the WCC Project, where one lane shift is required to stay on I-405.

Comment PC-P8-5

Please see Response to Comment PC-P7-22.

It is correct that access to the Express Lanes will be limited.

Response to Comment Letter PC-P9

Comment PC-P9-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

With respect to a potential bottleneck at the Los Angeles County line, a Supplemental Traffic Study has been prepared to address potential operational concerns in the city of Long Beach and Los Angeles County, and Section 3.1.6 of the Final EIR/EIS was updated accordingly. Please see Common Response – Traffic Flow at the Orange County/Los Angeles County Line.

Comment PC-P9-2

Safety is of the utmost concern and is built into the design. Appropriate lengths for merge conditions have been provided. Furthermore, the additional lanes involved with the project improvements have been closely analyzed to benefit the traveling public.

Comment PC-P9-3

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Comment PC-P9-4

The specific language in Measure M2 with respect to Project K states that the project would "add new lanes to the San Diego Freeway [I-405] between I-605 and SR-55, generally within the existing ROW. The project will make best use of available freeway property, update interchanges, and widen all local overcrossings according to city and regional master plans." This language does not explicitly preclude use of Measure M2 funding for tolled facilities, nor does Measure M2 limit transportation improvements to those specified in the measure. Please see Common Response – Measure M Funding.

Comment PC-P9-5

Please see Common Response – Preferred Alternative Identification.

Response to Comment Letter PC-P10

Comment PC-P10-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-P11

Comment PC-P11-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred

Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Response to Comment Letter PC-P12

Comment PC-P12-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-P13

Comment PC-P13-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Response to Comment Letter PC-P14

Comment PC-P14-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-P15

Comment PC-P15-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred

Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-P16

Comment PC-P16-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-P17

Comment PC-P17-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-P18

Comment PC-P18-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-P19

Comment PC-P19-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Responses – Preferred Alternative Identification and Opposition to Tolling.

Respuesta a la Carta De Comentario PC-P20

Comentario PC-P20-1

Las agencias de Caltrans y Orange County Transportation Authroity les gustaría agradecerle por haber participado en el proceso ambiental para el proyecto de ampliación de la autopista de San

Diego (I-405). Su comentario fue considerado durante el proceso de selección de la "Alternative Preferida", como esta escrito en el reporte llamando en ingles "I-405 Improvement Project Final EIR/EIS." Se le notificará en la dirección proveida en su Cometario cuando el reporte "Final EIR/EIS" va a estar disponible para revisarlo.

Response to Comment Letter Translation PC-P20

Comment PC-P20-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-P21

Comment PC-P21-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Responses – Preferred Alternative Identification and Opposition to Tolling.

Response to Comment Letter PC-P22

Comment PC-P22-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

The Draft EIR/EIS documents existing and anticipated congestion on I-405 in the project area in Tables 3.1.6-4, 3.1.6-5, 3.1.6-12, and 3.1.6-13. Alternative 3 includes tolled Express Lanes in the median of I-405. Transit vehicles will use the Express Lanes without a toll.

BRT in the median of I-405 was considered in the Draft EIR/EIS. Alternatives M8 and M11, covered respectively on pages 2-44 and 2-47, included BRT with stations in the median of I-405 beneath overcrossing bridges. These alternatives are included in the Draft EIR/EIS in Section 2.2.7, Alternatives Considered but Eliminated from Consideration. That section explains each of those alternatives and why they were eliminated. For a graphic summary of those alternatives,

please see Figure 2-8 of the Final EIR/EIS. Please also see Common Response – Elimination of LRT and BRT Alternatives.

Response to Comment Letter PC-P23

Comment PC-P23-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

We appreciate the identification of other potential improvements on Orange County freeways. Renewed Measure M was passed by the voters of Orange County, and the proposed project was included in that measure. For additional information, please see Common Response – Measure M Funding.

Response to Comment Letter PC-P24

Comment PC-P24-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Responses – Preferred Alternative Identification and Opposition to Tolling.

Response to Comment Letter PC-P25

Comment PC-P25-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Response to Comment Letter PC-P26

Comment PC-P26-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred

Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

The SR-91 Express Lanes are considered successful traffic management. They do not eliminate congestion in the GP lanes; they provide an option to that congestion to motorists willing to pay a toll. The tolls are set at the rates necessary to maintain high-speed operations. For an explanation of how this management works, see the Draft EIR/EIS, page 2-20. For additional information, please see Common Response – Opposition to Tolling.

All of the build alternatives are anticipated to reduce congestion in the I-405 corridor; none are expected to eliminate congestion in the corridor, including Alternative 2, which would add two GP lanes in each direction. The levels of congestion expected under each of the build alternatives are summarized in the Final EIR/EIS in Tables 3.1.6-4 through 3.1.6-8 and Tables 3.1.6-12 through 3.1.6-14.

Comment PC-P26-2

No one is obligated to use the Express Lanes in Alternative 3. Express Lanes provide an option for a reliable uncongested trip in exchange for payment of a toll. OCTA has indicated that improvements to I-405 in addition to those identified in Alternative 1 would not be funded with Renewed Measure M revenues. The additional increment of cost of Alternative 3 compared to Alternative 1 would be bonded against anticipated toll revenue and not require any additional taxes.

Comment PC-P26-3

The masonry block construction of proposed soundwalls is the current design and application standard under the State of California. Any additional aesthetic treatments are on a project-to-project basis. During final design, workshops regarding aesthetic treatments could occur that involve stakeholders and city representatives that received input from the residents and public.

Response to Comment Letter PC-P27

Comment PC-P27-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-P28

Comment PC-P28-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Response to Comment Letter PC-P29

Comment PC-P29-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Comment PC-P29-2

Caltrans and OCTA acknowledge your support for the project. Please note that the project will not reduce traffic but would reduce traffic congestion on I-405.

Response to Comment Letter PC-P30

Comment PC-P30-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

With respect to the I-605 southbound GP connector to I-405 southbound, Alternatives 1 and 2, as presented in the Draft EIR/EIS, would provide two full lanes from I-605 southbound onto southbound I-405. Alternative 3, as shown in the Draft EIR/EIS, would provide a single lane; however, this may be reconsidered during final design.

The current delay from I-405 southbound to eastbound SR-22 will be relieved when construction of the WCC Project is complete and the branch connector restored to its preconstruction number of lanes and the new HOV direct connector from the southbound I-405 HOV lanes to the eastbound SR-22 HOV lane.

Response to Comment Letter PC-P31

Comment PC-P31-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Only Alternative 3 would require replacement of the Fairview Road Overcrossing. Caltrans/OCTA have considered design options to avoid replacement of the Fairview Road Overcrossing under Alternative 3. Please see Common Response – Replacement of Fairview Road Overcrossing/Truncation of Tolled Express Lanes.

Response to Comment Letter PC-P32

Comment PC-P32-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-P33

Comment PC-P33-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-P34

Comment PC-P34-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Comment PC-P34-2

Please see Response to Comment CG4-1.

Comment PC-P34-3

Please see Response to Comment CG4-2.

Comment PC-P34-4

Please see Response to Comment CG4-3.

Comment PC-P34-5

Hopkinson Elementary School was considered in the Draft EIR/EIS, as applicable. Hopkinson Elementary School was evaluated as a potential Section 4(f) resource and is shown in Table 2 and Figure 2 of Appendix B as it relates to Section 4(f). Hopkinson Elementary School is also shown as Number 32 in Figure 3.1.1-4 in the Draft EIR/EIS. The Draft EIR/EIS evaluated sensitive air quality receptors within 500 ft of the centerline, and no significant air quality effects on any sensitive receptor were identified. Hopkinson Elementary School is located greater than 500 ft from the centerline (see Figure 3.2.6-3); therefore, no substantial project-related effects on air quality at Hopkinson Elementary School are anticipated. Additionally, the nearest representative noise receptors (R6.48, R6.49, R6.50, R6.51, and R6.52) are shown in L-26 in Appendix N5, which are protected by 14- to 16-ft-high soundwalls. As shown in Appendix N1 (Table G-18, page G-80), there is no change in dBA between existing and future build noise levels for the Preferred Alternative at R6.48 through R6.51. At R6.52, there is a reduction of 4 dBA between the existing and design year build (Preferred Alternative) noise level. Hopkinson Elementary School is located approximately 275 ft and two rows of houses farther east than R6.48 and R6.53. No project-related increases in noise at Hopkinson Elementary School are anticipated.

Comment PC-P34-6

Please see Response to Comment CG4-4.

Comment PC-P34-7

Please see Response to Comment CG4-5.

Comment PC-P34-8

Please see Response to Comment CG4-6.

Response to Comment Letter PC-P35

Comment PC-P35-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in

your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Comment PC-P35-2

There is an established process to change the priorities embedded in the Renewed Measure M extension. Section 12 of Ordinance No. 3 Renewed Measure M Transportation Ordinance and Investment Plan (available at http://www.octa.net/pdf/m2ordinance.pdf) documents that process.

Comment PC-P35-3

We acknowledge the support of the comment for Alternative 1. With respect to differences in cost, Table 1-10 on page 1-18 in the Final EIR/EIS shows the total costs of the build alternatives. Please see Common Response – Preferred Alternative Identification.

Comment PC-P35-4

None of the proposed build alternatives would add an additional HOV lane.

Comment PC-P35-5

Changing the HOV lanes to part time is not part of the proposed build alternatives. The Financial Plan shows the sources of funding for the Preferred Alternative.

Alternatives with LRT and BRT are included in the Draft EIR/EIS in Section 2.2.7, Alternatives Considered but Eliminated from Consideration. That section explains each of those alternatives and why they were eliminated. Please also see Common Response – Elimination of LRT and BRT Alternatives.

All of the overcrossing bridges from Ward Street to Bolsa Chica Road will require replacement under any of the build alternatives.

Comment PC-P35-6

There is nothing in Renewed Measure M that either precludes or requires additional improvements beyond the single GP lane proposed in Alternative 1. OCTA has indicated that improvements to I-405 in addition to those identified in Alternative 1 would not be funded with Renewed Measure M revenues. There is no plan for a voter referendum on the I-405 Improvement Project.

Comment PC-P35-7

Please see Response to Comment PC-P35-6.

Comment PC-P35-8

The financial problems of the SR-73 toll road located in southern Orange County are well known. All motorists pay a toll to use that road. The tolled Express Lanes proposed in Alternative 3 are only two lanes of I-405 in each direction. The remainder of the lanes on I-405 remains free, and HOVs meeting the occupancy requirement will use the Express Lanes free. For additional information, please see Common Response – Opposition to Tolling.

The SR-91 Express Lanes are considered successful traffic management. They do not eliminate congestion in the GP lanes; they provide an option to that congestion to motorists willing to pay a toll. The tolls are set at the rates necessary to maintain high-speed operations. For an explanation of how this management works, please see the Draft EIR/EIS, page 2-20. For additional information, please see Common Response – Opposition to Tolling.

Comment PC-P35-9

Please see Response to Comment PC-P35-7.

Comment PC-P35-10

Caltrans and OCTA have made design revisions to the build alternatives, as discussed in Chapter 2 of the Final EIR/EIS, to avoid many of the community concerns/impacts identified during the Draft EIR/EIS public comment period. As a result of these design revisions, relocation of the soundwall adjacent to Almond Avenue is no longer required for Alternative 3. Please see Common Response – Almond Avenue Soundwall.

Comment PC-P35-11

Please see Response to Comment PC-P35-10.

Comment PC-P35-12

Please see Common Response – Property Values.

Comment PC-P35-13

Please see Response to Comment PC-P35-10.

Comment PC-P35-14

The conditions will not be the same as during construction activities during the WCC Project. As proposed in the Preferred Alternative, only one lane shift will be required coming onto I-405 via the Seal Beach Boulevard on-ramp.

Comment PC-P35-15

With respect to a potential bottleneck at the Los Angeles County line, a Supplemental Traffic Study has been prepared to address potential operational concerns in the city of Long Beach and Los Angeles County, and Section 3.1.6 of the Final EIR/EIS was updated accordingly. Please see Common Response – Traffic Flow at the Orange County/Los Angeles County Line.

Comment PC-P35-16

Please see Response to Comment PC-P35-15.

Comment PC-P35-17

No one is obligated to use the Express Lanes in Alternative 3. Express Lanes provide an option for a reliable uncongested trip in exchange for payment of a toll.

Comment PC-P35-18

Please see Section 3.1.2, Growth, of the Draft EIR/EIS for growth inducement analysis.

Comment PC-P35-19

Please see Response to Comment PC-P35-10.

Comment PC-P35-20

Relocating the gas lines in College Park East is one of three options. The option (Option 1) that retains the gas/petroleum lines on the south side of I-405 within Navy jurisdiction is the preferred option and will be pursued.

Comment PC-P35-21

Please see Response to Comment PC-P35-10.

Comment PC-P35-22

Sections 3.2.6, Air Quality, and 3.2.7, Noise, of the Draft EIR/EIS adequately analyze the air quality and noise impacts from the project. Please see Common Responses – Air Quality and Noise/Noise Analysis.

Comment PC-P35-23

Please see Common Responses – Preferred Alternative Identification and Opposition to Tolling.

Response to Comment Letter PC-P36

Comment PC-P36-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred

Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Responses – Preferred Alternative Identification and Opposition to Tolling.

Response to Comment Letter PC-P37

Comment PC-P37-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Alternatives to the alignment of the new on-ramp from Ellis Avenue were considered during the draft phase. The proposed alignment provides the most advantageous operation while upholding safety by allowing sufficient storage capacity during ramp metering.

Comment PC-P37-2

Please see Response to Comment PC-P37-1. Construction of the soundwall on retaining wall would be manageable from the freeway side due to the 5 to 6 feet of buffer.

Comment PC-P37-3

The main purpose for the new on-ramp is to alleviate the intersection used to serve the southbound ramps, Ellis Avenue/Euclid Street, and the OCSD property. Currently, during AM peak period, the left-turn movement onto the southbound on-ramp impacts Ellis Avenue to the south. The new ramp would allow direct access to the southbound on-ramp without impacting the southbound Euclid Street traffic.

Comment PC-P37-4

The heavy volume entering the southbound I-405 from the existing and proposed on-ramps at the Euclid Street/Ellis Avenue interchange requires an auxiliary lane.

Comment PC-P37-5

A Traffic Study for the project was completed and is summarized in Section 3.1.6 of the Draft EIR/EIS.

Comment PC-P37-6

Increasing the number of vehicles discharged by the ramp meter will increase the flow of traffic entering I-405 and increase the turbulence and congestion in the traffic stream on I-405.

Comment PC-P37-7

To address the queue on Ellis Avenue, the volume of traffic entering I-405 from the existing ramp would exceed the capacity of the on-ramp at the point where it becomes a single lane downstream of the ramp meter. The second on-ramp is needed to distribute the traffic to two separate entrances so that it can smoothly join the traffic stream on I-405.

Comment PC-P37-8

The proposed on-ramp from Ellis Avenue would alleviate the local traffic from driving north to access the southbound I-405. The new ramp provides direct access to I-405. Note that without the new ramp, the existing soundwall would still need to be reconstructed on a retaining wall closer to the Mesa Verde residents based on the additional lane created from the southbound loop on-ramp from Ellis Avenue/Euclid Street.

Comment PC-P37-9

Please see Response to Comment PC-P37-1.

Comment PC-P37-10

A measure is in place in Table S-1, Project Impact Summary Table, Avoidance, Minimization and/or Mitigation Measures. GEO-7 discusses compliance with geotechnical and seismic safety standards and practices included in the final design package. In addition, during the design phase, special provisions under the structures section will contain language as part of the vibration and monitoring plan for contingencies for structures that may be damaged due to construction activities.

Comment PC-P37-11

Based on current retaining wall standards and the buffer between the ROW and the proposed retaining wall, sufficient clearance is available to construct the entire footing in State ROW.

Comment PC-P37-12

Horizontal clearance between elevated highway structures, such as freeway viaducts and ramps and adjoining buildings, is 15 ft. Because the soundwall and retaining wall is not elevated, clearance should be met. The foundation to support the soundwall and retaining wall would be designed and specified to meet the latest seismic codes in California.

Comment PC-P37-13

Please see Response to Comment PC-P37-12. In addition, a concrete barrier on the freeway side of the soundwall would shield any errant vehicles from going over to the adjacent property.

Comment PC-P37-14

Please see Response to Comment PC-P37-12.

Comment PC-P37-15

Comment noted. Any structural damage to the property wall would be covered under the vibration and monitoring plan in the contract specifications to be prepared in the design phase of the project.

Comment PC-P37-16

Maintenance of the buffer of 5 to 6 ft will be done under the same agreement in place. The physical maintenance would be performed, and typical access from the freeway side would be available. Maintenance would be done without large equipment.

Comment PC-P37-17

Construction, especially with drilling or driving piles, would take place during the day as with OCTA's WCC Project in the Seal Beach area. Special provisions would be in place and prepared during the design phase.

Comment PC-P37-18

Construction from Moon Park to Harbor Boulevard is planned early in construction as part of the Stage 1 activities that cover areas beyond the reach from Moon Park to Harbor Boulevard. The total duration is estimated at 18 months. The actual construction for this reach would most likely be less than 18 months based on the scope of work within this location.

Comment PC-P37-19

Please see Common Response – Compensation for Construction Impacts.

Comment PC-P37-20

It is not anticipated that access to your property will be required based on the scope of work required for the freeway widening and wall construction.

Comment PC-P37-21

Air quality Measures AQ-1 through AQ-14, described in Section 3.2.6 of the Draft EIR/EIS, will avoid and/or minimize all construction-related air quality effects. Please see Common Responses – Air Quality and Compensation for Construction Impacts.

Comment PC-P37-22

Please see Response to Comment PC-P37-20.

Comment PC-P37-23

Please see Common Response – Compensation for Construction Impacts.

Response to Comment Letter PC-P38

Comment PC-P38-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

We appreciate your concern. All of the build alternatives include a new entrance ramp from eastbound Ellis Avenue to I-405 southbound. This ramp will reduce the queuing on Ellis Avenue that occurs nearly every morning as described in the comment. Alternatives to the alignment of the new on-ramp from Ellis Avenue were considered during the draft phase. The proposed alignment provides the most advantageous operation, while upholding safety by allowing sufficient storage capacity during ramp metering. The existing soundwall will be moved, but it will still be located within State ROW.

Radiant heat effects are typically not considered for freeway soundwalls. Throughout the I-405 corridor, there are existing and proposed conditions in which soundwalls are or will be placed adjacent to the State ROW. In some instances, there are existing soundwalls within 10 ft of a two-story residence, and they would not likely have any measureable effect on interior or exterior air temperature at 10 ft.

Please see Common Response – Property Values.

Response to Comment Letter PC-P39

Comment PC-P39-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Response to Comment Letter PC-P40

Comment PC-P40-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

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PUBLIC COMMENTS (PC)-Q

PC-Q1

From: Georgette Quinn [gquinn2@ca.rr.com]
Sent: Tuesday, July 17, 2012 12:28 PM
To: Parsons, 405.dedcomments
Cc: JAmante@tustinca.org; Bates, Pat; Campbell, Bill; citycouncil@cityoforange.org; FVProud@FountainValley.org; mayor@garden-grove.org; CityManager@anaheim.net; council@cityoflagunaniguel.org; dhansen@surfcity-hb.org; Wendy Knowles; 2, District; Adams, Audra; Nguyen, Janet; mpulido@santa-ana.org; Elizabeth Wade; Laurena Weinert
Subject: UNITED NEIGHBORS SPECIAL FWY EDITION - Please consider the impact to our quality of life!!!!

Subject: State Route 405 (I-405, San Diego Freeway) between SR-73 and I-605 and Draft EIR/EIS

I am concerned about the impacts the State Route 405 improvement project will have on our community. I am especially concerned about Alternative 3 which will widen the San Diego Freeway in the City of Costa Mesa and convert an existing car pool lane to a toll lane.

Alternative 3 would require the Fairview/I 405 interchange be demolished and rebuilt, even though it was just rebuilt three years ago. Residences and public parks near the I-405 will be adversely affected both during construction and upon completion of the project. Problems include air pollution, noise, and degradation of the visual quality of our neighborhoods. Ramp closures at Harbor, Fairview and South Coast will not only inconvenience residents, but impair access to the many businesses which contribute to our local and regional economy. 1

Georgette M. Quinn OHST
Member-at-Large OCASSE 2012-2013
714-319-5053

UNITED NEIGHBORS
"Neighbors Helping Neighbors"

PC-Q2

I-405 Improvement Project
Public Hearing

Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.

Meeting Venue (please check one of the following):

- ☐ Monday, June 4, 2012 – Orange Coast Community College
- ☐ Thursday, June 7, 2012 – Rush Park Auditorium
- ☐ Wednesday, June 6, 2012 – Westminster Community Center
- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Humberto Quijas
Organization: Local 582
Address(Optional):
Phone Number: (626) 214-[illegible]
Email address:

Comments: Minimize the traffic to and from work 1

(Space for comments continued on reverse)

Caltrans
OCTA

PC-Q3

I-405 Improvement Project
Public Hearing
Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.

Meeting Venue (please check one of the following):

- [x] Monday, June 4, 2012 – Orange Coast Community College
- [ ] Thursday, June 7, 2012 – Rush Park Auditorium
- [ ] Wednesday, June 6, 2012 – Westminster Community Center
- [ ] Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Esteban Quiroz	
Organization: ~~[illegible]~~ Concerned Citizen	
Address(Optional):	
Phone Number: 626 [illegible]	Email address: Esteban.Quiroz@[illegible]

Comments: What exactly steps should take place to alleviate traffic should be addressed 1

(Space for comments continued on reverse)

RESPONSE TO PUBLIC COMMENTS (PC)-Q

Response to Comment Letter PC-Q1

Comment PC-Q1-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Please see Response to Comment PC-B20.

Response to Comment Letter PC-Q2

Comment PC-Q2-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-Q3

Comment PC-Q3-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

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PUBLIC COMMENTS (PC)-R

PC-R1

I-405 Improvement Project
Public Hearing

Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.

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- ☐ Monday, June 4, 2012 – Orange Coast Community College
- ☐ Thursday, June 7, 2012 – Rush Park Auditorium
- ☐ Wednesday, June 6, 2012 – Westminster Community Center
- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Lopez Rafael

Organization:

Address(Optional):

Phone Number: 714 285-8086

Email address:

Comments: We need more lines on freeway to much traffic, and that way Creating more Jobs. 1

(Space for comments continued on reverse)

Caltrans

OCTA

PC-R2

June 3, 2012

Orange County Transportation Authority

560 South Main Street

Orange, California 92863

Concerning: more freeway lanes through Costa Mesa

We are amazed and disappointed that the OCTA would consider tearing up our city again after the completion of the Fairview Bridge. As a government agency your lack of concern for our city and families is appalling. This type of action is why people become opposed to more government. We have not fallen into that category, as of yet, but this proposed plan #3 seems beyond our control no matter what our citizens say. We will not speak at the meeting Monday evening at Orange Coast College since there will be many who will, so this is our voice. Your authority makes us feel helpless against a huge government agency.

There are other plans that may fill your needs. Has anyone considered the completion of the 55 freeway into Newport Beach? Your plan #3 is destructive to our city. 1

Who has the power? As a longtime resident of Costa Mesa we share the fear of our friends and neighbors that no matter what we say, OCTA will do what they have planned without concern for Costa Mesa. 2

Sincerely,

Keith and Lois Raffel

Keith and Lois Raffel

2024 Swan Drive

Costa Mesa, CA 92626

714-540-4994

PC-R3

From: Keith Raffel [mailto:keithraffel@att.net]
Sent: Wednesday, June 06, 2012 4:44 PM
To: Christina Byrne
Subject: 405 freeway

June 6, 2012

Dear Ms. Byrne:

The OCTA is dead wrong in considering alternate three on expanding the 403 freeway. Your organization is now proposing to tear up a bridge that was built on Fairview only a few years ago. As long term Costa Mesa residents, we feel a big government agency is not considering what this 20 plus month project will do to our city. If the OCTA wants to improve traffic, what action are they considering on the 55 freeway that ends on 19th Street and traffic backs up miles. If money needs to be spent, find another way other than your plan three. 1 2

Sincerely,
Keith and Lois Raffel
2024 Swan Drive
Costa Mesa, CA 92626

PC-R4

I-405 Improvement Project
Public Hearing
Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.

Meeting Venue (please check one of the following):

- ☐ Monday, June 4, 2012 – Orange Coast Community College
- ☐ Wednesday, June 6, 2012 – Westminster Community Center
- ☐ Thursday, June 7, 2012 – Rush Park Auditorium
- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Carlos Ramirez
Organization: Labor Local 652
Address (Optional): 927 W. Sycamore St.
Phone Number: (714) 225-9146
Email address:

Comments: It will create more employment for the economy and also less traffic for our freeway. And also we could see traffic gets worse as years go by. 1

(Space for comments continued on reverse)

Caltrans OCTA

PC-R5

I-405 Improvement Project
Public Hearing

Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.

Meeting Venue (please check one of the following):

- ☐ Monday, June 4, 2012 – Orange Coast Community College
- ☐ Thursday, June 7, 2012 – Rush Park Auditorium
- ☐ Wednesday, June 6, 2012 – Westminster Community Center
- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): DAINA Ramirez e	
Organization: 2517 W LINGAN LN Labor Local 652	
Address(Optional): SANTA ANA CALIF	
Phone Number: 714 719-5095	Email address:

Comments: el proyecto se nesita mas ancho
para ebitar mas asidentes
y para que aga menos asidentes
y para que aiga mas trabajo
para nosotros los Latinos
y para nosotros lo americanos

1

(Space for comments continued on reverse)

PC-R5 Translation

Comments:

The project is needed; we need a wider freeway to prevent any more accidents and to have less accidents and to have more jobs for us the Latinos and Americans. 1

PC-R6

I-405 Improvement Project
Public Hearing
Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.

Meeting Venue (please check one of the following):

- ☐ Monday, June 4, 2012 – Orange Coast Community College
- ☐ Thursday, June 7, 2012 – Rush Park Auditorium
- ☐ Wednesday, June 6, 2012 – Westminster Community Center
- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): John Ramirez
Organization:
Address(Optional): 2511 Whitehead Lane Hacienda Heights
Phone Number:
Email address:

Comments: I drive this freeway everyday. This improvement project is well overdue. The traffic is horrible. I was reading the proposals looks like #3 is the best proposed for the money. 1

(Space for comments continued on reverse)

PC-R7

I-405 Improvement Project
Public Hearing
Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.

Meeting Venue (please check one of the following):

- ☐ Monday, June 4, 2012 – Orange Coast Community College
- ☐ Thursday, June 7, 2012 – Rush Park Auditorium
- ☐ Wednesday, June 6, 2012 – Westminster Community Center
- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Leal Garcia Ramiro
Organization: Labor Local 652
Address(Optional): 6640 Lessie Ln Riverside Calif
Phone Number: 951 8570849
Email address:

Comments: El freuey esta muy chico Necesitamos mas lineas y mas Trabajos 1

(Space for comments continued on reverse)

PC-R7 Translation

Comment:

The freeway is not big enough, we need more lanes and more jobs. 1

PC-R8

From: Lilia Ramos [lilia.ramos23@yahoo.com]
Sent: Friday, June 22, 2012 5:55 PM
To: Parsons, 405.dedcomments
Subject: San Diego Freeway (I-405)

Although OCTA favors Alternative 3, it is not in the best interest of residents who have been paying an additional half-cent sales tax since 1990 (and will do so for another 30 years). If OCTA wants to change the projects that were promised under Measure M, they have a legal obligation to return to the voters for their approval. Any changes should not be approved just by a vote of the 18 OCTA board members. 1

PC-R9

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

Subject: State Route 405 (I-405; San Diego Freeway) between SR-73 and I-605 and Draft EIR/EIS

I am concerned about the impacts the State Route 405 improvement project will have on our community. I am especially concerned about Alternative 3 which will widen the San Diego Freeway in the City of Costa Mesa and convert an existing car pool lane to a toll lane.

Alternative 3 would require that the Fairview/I 405 interchange be demolished and rebuilt, even though it was just rebuilt three years ago. Residences and public parks near the I- 405 will be adversely affected both during construction and upon completion of the project. Problems include air pollution, noise, and degradation of the visual quality of our neighborhoods. Ramp closures at Harbor, Fairview, and South Coast will not only inconvenience residents, but impair access to the many businesses which contribute to our local and regional economy. 1

In addition,

Please include these comments in the public/administrative record for this project and the project EIR/EIS. Thank you for the opportunity to comment.

Yours truly,

(Name)

678 W 19th St #705
(Address) (City)

____ Please keep me informed about future hearings and future steps in the review process for the I- 405 project.

PC-R10

Geneva G. Ray
4888 Elder Avenue
Seal Beach, California
(562) 598-3133

July 16, 2012

Ms. Smita Deshpande, Branch Chief
Cal Trans District 12
Attn: 405 DEIR/DEIS Comment Period
2201 Dupont Drive, Suite 200
Irvine, California 92612

Dear Ms. Deshpande:

I am writing to oppose plans to move the 405 Freeway closer to College Park East (CPE). These plans include, but are not limited to, moving the Almond Avenue sound wall further into CPE and constructing additional lanes that will stop at the LA County Line.

I have lived in CPE for 28 years. During that time, many changes have been made both to surface streets and to nearby freeways. Many times and in many ways, the changes have failed to improve conditions that increase traffic flow, congestion, and noise, and that diminish safety. Mostly the changes have imposed additional burdens upon residents who live near thoroughfares and freeways. Obviously, the changes now being proposed to the 405 Freeway near CPE is another instance when additional burdens would be imposed upon residents.

Noise and pollution will increase, making health more fragile for both children and adults. 1
Parking and vegetation along Almond Avenue will be lost. 2
Throughout the community, property values that citizens have invested for years to accrue will decrease. Given the proposed design of the changes, entrances to the Northbound 405 and to the Southbound 405 off the 605 and the 22--which are already tricky and dangerous because of many blind spots, poor signage, and inadequate space for safe lane changes--will become much more dangerous and unsafe. Many of the citizens needing to access these freeways are older and aging and already find entrances to the freeways to be anxiety-provoking challenges that make their eroding physical and driving skills more unnerving, both for themselves and for other drivers. 3
Moreover, it is short-sighted of OCTA and Cal Trans to fail to coordinate plans for **express lanes** with representatives of LA County whose line is nearby and who have no plans to effect changes in their portion of the 405 for the foreseeable future. This will guarantee additional gridlock in our area for years to come. 4

PC-R10 Continued

Ms. Smita Deshpande
July 16, 2012
Page Two

It should not be overlooked that local streets will also be affected, as many additional people will begin to use them seeking more comfortable entrances to the freeways. 4

We all know that every solution creates new problems. While the proposed plans for changes to the 405 Freeway near CPE may seem progressive to OCTA and Cal Trans, it appears that the planners have not taken into account the numerous problems created by the solutions they propose to implement. Once completed, the proposed changes will not be undone for decades, and even then bad matters might again be made worse. OCTA and Cal Trans should scrap the current plans, go back to the drawing board, and take the time necessary to get it right now. 5

Therefore, as a resident of CPE for over a quarter of a century, I support the opposition of the College Park East Neighborhood Association (CPENA) to the proposed changes to the 405 Freeway. In addition, I stand by the suggestions offered by CPENA to OCTA and Cal Trans, as follows:

- o End the 405 Improvement Project at Valley View Street and use the existing seven lanes of 405 between Valley View Street and the LA County line in any manner desired for the optimum traffic flow.
- o If either Alternatives 2 or 3 are chosen, end either one or both of the new lanes at Valley View so that they only have to take away one or no lanes at the county line instead of 2 lanes.
- o Use rubberized asphalt on the 405 between Valley View and the LA County line to minimize noise
- o With a center line movement, a 4 foot inside shoulder and 405 realignment, the Almond Avenue sound wall will not need to be moved into SB College Park East.
- o A 4 foot inside shoulder on the south side of the freeway is acceptable, why not on the north side of the freeway? The sound wall would not need to be moved.

6

Thank you in advance for considering my concerns, along with the concerns of other residents in the College Park East Neighborhood Association.

I would appreciate your answering the following questions as soon as possible:

1. Why not accept and implement the suggestions offered by the CPENA? 7
2. What aspects of the Environmental Impact Report are being ignored by the proposed project? 8
3. Are you willing to give more time for residents to evaluate and respond to the proposed changes? 9
4. Have OCTA and Cal Trans consulted with Representative Rohrbacher and other elected representatives of CPE to ascertain their concerns about and responses to the proposed changes? 10

PC-R10 Continued

Ms. Smita Deshpande
July 16, 2012
Page Three

5. Have OCTA and Cal Trans determined that the proposed changes are the most cost-effective approach? 11
6. Have OCTA and Cal Trans thoroughly evaluated changes already completed with reference to their impacts on noise, pollution, safety, congestion, traffic flow patterns, etc? 12
7. Why are Air Quality Impacts not discussed in the EIR, when it is known that poor air quality in this area already greatly affects the health of residents, both children and adults, many of whom have respiratory disorders? 13
8. What steps will be taken to diminish the negative impacts on egress and ingress in the area for residents while gas petroleum line are being redirected through College Park East? 14

Sincerely,

Geneva G. Ray

CC: Governor Jerry Brown
Supervisor John Moorlach
State Senator Tom Harman
Assemblyman Jim Silva
Congressman Dana Rohrabacher

PC-R11

July 14, 2012

Dear Smita Deshpande, Branch Chief, CalTrans 12

I want to express some serious concerns my neighbors and I have about the proposed plans for the 405 Improvement Project.

Traffic Gridlock
If additional lanes are added up to the border line separating Orange and Los Angeles County lines, and no lanes are added on the Los Angeles side, unbelievable daily congestion will occur from the merge point back south to Valley View and beyond. 1

Noise, Pollution, Wasting of Natural Resources
The noise from the waiting cars and their stop-and-go efforts to get through this entanglement will be huge, as will be the wasting of gasoline at a time when our natural petroleum resources are in limited supply. The increase in engine emissions and brake fibers in the air will be even more unhealthful than what we have now. 2

Sound Wall
It is essential that the existing sound wall remain intact in its present location, both for noise reduction and quality of life. Although implementing Alternative #1 would solve this problem, making it superior to Alternatives #2 and #3, a simple relining of the lanes would be preferred. Moving the wall in toward the existing homes would impact those adjacent owners to the point that it could almost be considered "cruel and unusual punishment". I encourage you to make a personal visit to Almond Ave. by the sound wall to see what I mean. 3

I would hope that the lure of a large grant of Federal road construction money will not cloud your judgement about what is the best overall solution. Is it really necessary to widen the 405 beyond the 22 when there are already seven lanes to accommodate the two freeways? 4

Thank you for your consideration.

Jerry Regnier
4228 Dogwood Ave.
Seal Beach, CA, 90740

PC-R12

July 14, 2012

To All Those In Charge of and Voting Regarding the I-405 Project in Seal Beach:

The most important reason this project is not necessary is that the freeway is ALREADY WIDE ENOUGH when the 22 and the 405 freeways converge! At the "Y" that part of the 405 becomes 7 LANES. Use them anyway you want to but you do not need to move the sound wall and move the freeway RIGHT INTO OUR HOUSES!

Not only that, as the 405 leaves the Seal Beach area it will have to reduce to 4 lanes in Long Beach (LA County) where no widening is being done causing tremendous gridlock! 1

If it is absolutely necessary to build something I would hope it would be alternative #1 which would not move the sound wall. 2

Please think seriously about this project.

Sincerely,
Kimberlee Regnier
Kimberlee Regnier
4228 Dogwood Ave.
Seal Beach, Calif. 90740

PC-R13

From: John and Pam Reid [ReidJP@socal.rr.com]
Sent: Sunday, July 15, 2012 11:22 PM
To: Parsons, 405.dedcomments
Subject: quality in area

This will definitely impact the quality of noise, air and traffic in our neighborhood. To my knowledge none of these issues have been addressed concerning the Rossmoor area and its schools. Changing the number of lanes from larger to fewer is not going to solve traffic patterns in the area. 1 2
Please tell me how this is an improvement for the present or future of my home.
Sincerely
Pamela Reid
Rossmoor Resident

PC-R14

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

Subject: State Route 405 (I-405; San Diego Freeway) between SR-73 and I-605 and Draft EIR/EIS

I am concerned about the impacts the State Route 405 improvement project will have on our community. I am especially concerned about Alternative 3 which will widen the San Diego Freeway in the City of Costa Mesa and convert an existing car pool lane to a toll lane.

Alternative 3 would require that the Fairview/I 405 interchange be demolished and rebuilt, even though it was just rebuilt three years ago. Residences and public parks near the I- 405 will be adversely affected both during construction and upon completion of the project. Problems include air pollution, noise, and degradation of the visual quality of our neighborhoods. Ramp closures at Harbor, Fairview, and South Coast will not only inconvenience residents, but impair access to the many businesses which contribute to our local and regional economy. 1

In addition,

Please include these comments in the public/administrative record for this project and the project EIR/EIS. Thank you for the opportunity to comment.

Yours truly,

Rich Reiser
(Name)
678 W. 19TH St, #1602, Costa Mesa, Calif, 92627
(Address) (City)

✓ Please keep me informed about future hearings and future steps in the review process for the I- 405 project.

PC-R15

From: Remmel Dan [mailto:DanR@oakley.com]
Sent: Tuesday, June 19, 2012 5:20 AM
To: Christina Byrne
Subject: Alt 3 ?

If you do go ahead with this project, how will anyone be able to get on the 405 at harbor or Fairview during construction? I'm against this proposal. } 1

PC-R16

From: Remmel Dan [DanR@oakley.com]
Sent: Monday, June 25, 2012 5:39 AM
To: Parsons, 405.dedcomments
Subject: Alt. 3

I don't see how this could benefit Costa Mesa at all. I'm against it. Sounds like a nightmare traffic wise. } 1

PC-R17

From: Roy Reynolds [rallenr@socal.rr.com]
Sent: Monday, July 02, 2012 5:08 PM
To: Parsons, 405.dedcomments
Subject: NO

No toll lanes. PERIOD. } 1

This wasn't in Measure M. For good reason -- you would've lost and not been able to have had your Victory Party at the Hyatt -- which I'm sure we paid for as well. } 2

PC-R18

4565 Birchwood Avenue
Seal Beach, CA 90740
July 14, 2012

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

Dear Ms. Deshpande:

*As a native Californian and 38 year resident of College Park East, Seal Beach I am writing to you to express my deep concerns about the proposed 405 Freeway expansion. After attending two recent OCTA/Caltrans meetings wherein the general public was informed as to the three (3) alternative proposals currently under consideration, it became quite evident that the powers to be (OCTA/Caltrans & Parsons Corporation) had already determined that **Alternative #3** was their preferred choice (prior to any public comment and **without a valid EIR report**) with little chance of Alternative #1 or Alternative #2 ever seeing the light of day.* } 1

*While Alternative #1 (the addition of one general purpose "Freeway lane" in each direction) is the preferred choice of the majority of College Park East residents, I am writing herein to voice my strong opposition to **even considering** Alternative #3, which would in my opinion **fraudulently divert $1.3 Billion in Measure M tax revenues** to the **construction of two (Express) Toll lanes** down the center of the 405 **Freeway** in each direction.* } 2

***Measure M** was approved by the voters and taxpayers of Orange County to improve/expand the Orange County "Freeway System" and **not to develop toll lanes, which only benefit a selective group of motorists.** As was presented to the public in both oral and verbal communications, **Alternative #3** would develop one new general purpose Freeway lane in each direction **but would at the same time convert the current "Freeway- Diamond Lane" into an (Express) Toll Lane while adding a second Toll lane.** Therefore upon completion of the Alternative #3 project the voters/tax payers and residents of Orange County would have 5 general-purpose "Freeway" lanes, which is the identical number of "Freeway" lanes that exist today (1 Diamond Freeway Lane + 4 General Purpose Freeway Lanes).*

*In that the taxpayers of Orange County who approved Measure M **never voted to develop "Toll Lanes",** <u>my question is how can Caltrans and the Board Members of OCTA even consider the perceived fraudulent diversion of $1.3 Billion in Measure M tax revenues towards the construction of two (Express) Toll lanes with no net benefit to the majority of Orange County voters, taxpayers and motorists?</u> - We currently have 5 "Freeway lanes" and upon the completion of Alternative #3 we will still have 5 "Freeway lanes". Therefore if Alternative #3 is approved **$1.3 Billion in Measure M funds will in reality be diverted to the construction of 2 (Express) Toll Lanes,** which the undersigned again perceives to be a fraudulent diversion of taxpayer/voter funds.*

*While the officials who are eventually responsible for making the final decision **to divert or not divert** Orange County Taxpayer Measure M funds, **probably consider themselves immune from any future legal consequences**, so did the Officials at Penn State.* } 3

I would appreciate a response to my underlying question set forth above.

Sincerely,

Charles Rice

PC-R19

4565 Birchwood Avenue
Seal Beach, CA 90740
July 13, 2012

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

Dear Ms. Deshpande:

I am a resident of the College Park section of Seal Beach and am writing to you concerning the proposed 405 Freeway expansion project and the Environmental Impact Report.

Other than no expansion of the freeway, the only viable option is Alternative One, adding one general-purpose lane in both directions. The other two options have major deficiencies and should not be adopted. There are three major issues I wish to discuss:

1. The deleterious effect Alternatives 2 & 3 will have on the College Park East community, including several issues that were either ignored or not adequately addressed in the EIR.
2. The proposed toll lanes (euphemistically called express lanes) in Alternative 3
3. A severe traffic bottleneck at the Orange County/Los Angeles County line if either Alternative 2 or 3 is adopted.

1

1. Negative impact by Alternatives 2 or 3 on College Park East, including issues relating to the existing sound wall and Almond Avenue:

- If the sound wall were moved, how much of the wall would be torn down and for what period of time?
- If the sound wall is going to be torn down, can the new one be built before the old one is removed?
- No sound wall during construction will result in increased noise and air pollution. It will have a negative impact on property values. Also, there will be an increased danger from cars coming off the freeway into the neighborhood.
- The existing sound wall is built to higher specifications than what OCTA/Caltrans currently builds (both height and structurally). Will a new wall be of the same specifications and high quality that we currently have?
- What are the air quality impacts to College Park East by adding these lanes, especially since they will cause a constant gridlock of cars at the county line?
- Almond Ave. is the only access street for many residents in our community. There will be a loss of parking. Where do cul-de-sac residents park on street sweeping day?
- If Almond Ave. becomes a narrower roadway, it will increase hazards to pedestrians and bicyclists.
- There is the possibility of having to relocate gas/petroleum lines through College Park East. What environmental impact will this have on the community? Construction vehicles may need to access, and construction activities may be staged along Almond Avenue. How will this impact the residents and their ability to get to their homes?

2

2. Alternative 3 – Toll (Express Lanes) – Making traffic worse, fiscal Irresponsibility and a fraudulent takeover of freeway lanes that had previously been paid for by taxpayer money.

- Supposedly the goal of this project is to improve the flow of traffic. However, by putting in toll lanes that a huge majority of resident will not use or want to pay for using, more traffic will be

3

PC-R19 Continued

diverted to the general purpose lanes, thereby making the flow of traffic worse rather than better for most drivers.
- We have already paid for the existing carpool lane with taxpayer money. Alternative 3 would take this existing carpool lane and turn it into a toll lane. **The new general-purpose lane will therefore only replace this carpool lane, and we will not gain any additional free lanes (non-toll).**
- Right now a taxpayer-funded project is going on in which a carpool connector lane is being built for traffic from the 405 to the 605. If Alternative 3 is adopted, this taxpayer-funded roadway will become part of the toll road – not what the voters/taxpayers expected or were told when this project was proposed. We have been lied to.
- **At this moment, we have 5 lanes on the 405 (4 general purpose lanes and one carpool lane). If Alternative 3 is adopted, we will still end up with only 5 non-toll lanes. We will have spent 1.3 billion dollars of taxpayers' money and gotten absolutely nothing for it.**
- The proposed toll lane benefits cars with three or more people, discriminating against seniors, whose families are grown and who, therefore, generally only have two people in the car.
- These toll lanes will only serve the people who can afford to use them or require car pools to be at least three people per vehicle, which will cause more use of the general-purpose lanes. **This defeats the purpose of the "improvement" project, which was supposed to improve the flow of traffic.**

3

3. Gridlock and bottleneck at the Orange/Los Angeles County line:

- Los Angeles County has no plans to add additional lanes on its portion of the 405 in the near future or possibly for decades. Therefore, there will be a bottleneck at the county line when the freeway lanes decrease from as many as seven down to five. Gridlock will ensue with traffic backed up. How far south will this gridlock occur?
- What will be the environmental impact of this constant bottleneck on the freeway?
- Until both counties agree to widen their parts of the freeways, neither Alternatives 2 nor 3 should be considered.

4

To summarize, only Alternative #1 is feasible. First of all, it is the only proposal for which the county supposedly has sufficient Measure M funds, $1.3 billion. It would be fiscally irresponsible to take on any project requiring more funds, even in the form of bonds. When the voters approved Measure M, we did it to improve our roads and traffic, **not for creating projects that would lead to toll roads. Toll roads were never mentioned.** Our highways are called freeways for a reason. Alternatives 2 & 3 would create a permanent and massive bottleneck at the county line. Finally, Alternative #3 would remove already taxpayer-funded lanes (our existing carpool lane & the soon to be built carpool connector lane) and make them toll roads. Also, traffic on the general-purpose lanes would be worse, rather than better if we had toll lanes.

5

I would appreciate a response to my concerns. Hopefully, the OCTA Board makes the correct decision.

Yours truly,

Zelda Rice

Zelda Rice

PC-R20

From: Ken Rhea [kjrhea@gmail.com]
Sent: Friday, June 22, 2012 1:18 PM
To: Parsons, 405.dedcomments
Subject: freeway widening Fountain Valley

Stop.

The cities of Fountain Valley and Costa Mesa are being hijacked to rescue over-development.

We're over-developed and will have to learn to live with it with existing infrastructure. Carpool, staggered starts,
tele-commuting are all preferable to tearing down a new bridge and adding noise to the adjacent homes. 1

Toll lanes? Now you're just being ridiculous.

Please be sensible with our transportation dollars instead of tearing down a very functional interchange.

Best regards,

Kenneth J. Rhea,
Costa Mesa

PC-R21

From: Raymond RICHARDS [maryray1@sbcglobal.net]
Sent: Monday, June 18, 2012 3:19 PM
To: Parsons, 405.dedcomments
Subject: Fw: 405 widening

----- Forwarded Message ----
From: Raymond RICHARDS <maryray1@sbcglobal.net>
To: 405.documents.parsons@parsons.com
Sent: Mon, June 18, 2012 11:02:55 AM
Subject: 405 widening

We see no need for the expense and inconvenince of an additional high volume lane through our city. The present lane is not used all that much and we certainly don't need more toll roads in this area. Thank you. 1

Raymond Richards

PC-R22

From: Bella Ridley [littlemshotpocketbella@gmail.com]
Sent: Tuesday, July 17, 2012 3:29 PM
To: Parsons, 405.dedcomments
Subject: I405 - NO build

What 2 Billion dollars? – NO BUILD. OCTA could have posted the ten-minute video from the public hearing on their webpage, on the OCTA face book page and linked it to You tube. OCTA could have reached out through the local TV media and use the freeway message board on the 405, if they really wanted to contact the 300,000 daily users on the 405. After the viewers watch the video, I think they would agree with the NO build because the build alternatives don't make sense. OCTA needs to go back to the drawing board and do it right thing. Most importantly, the alternatives would undo the work currently being done at the 405/605/22 West County Connector. How much TAX PAYER money is OCTA allowed to WASTE/MISUSE? 1

PC-R23

From: Robin Ridley [ridleyrobin@gmail.com]
Sent: Tuesday, July 17, 2012 2:20 PM
To: Parsons, 405.dedcomments
Subject: OC should be looking at more efficient smart growth concepts/alternatives

----VOTE----- NO BUILD
Thank you for completely the environmental document. When it comes to large expensive, comprehensive public projects like this, it must be done right or it is a colossal waste of money and public good will. I find that none of the build alternatives are acceptable and will result in a waste of taxpayer money and result in great loss of public good will.

If any of the overpasses/bridges are "touched/rebuilt" they must be rebuilt for "Smart Growth" for a light Rail within the right of way of the I405 in later projects. The OC neighboring county, LA, has a light rail system that is raised up and runs down the middle of the
105 freeway, why can't we build something like that on the 405? Before you say it will cost too much and can't be done.

FHWA webpage says: Coordinating (or integrating) land use and transportation planning and development is commonly considered today as one facet of "smart growth", sustainable development, new urbanism, or other similar concept.
In addition to new approaches to how we maintain and enhance the livability of our communities referred to above, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), which became federal law in August 2005, reconfirms the need to consider land use through the federally-supported transportation planning program. One of the eight planning factors (see 23 USC 134 (h) (1)) states the following:
(E) protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development.

The Colorado transportation expansion T-REX project took place in an area that has similar characteristics to the location of the I405 project limits. Some of the elements included, but were not limited
to: additional lane in each direction, reconstruction and widen numerous bridges, improved drainage, enhanced safety, add and improve shoulders, improve ramps and acceleration/deceleration lanes.

The T-REX project was a unique situation because it combined light rail, highway, bike, pedestrian and other transit options, the project used a multi-modal approach to address some of the traffic problems.
The multi-agency cooperation created an effective and efficient partnership. When all of these agencies worked together, they used a design-build methodology and completed the project within 5 ½ years, more that a year ahead of schedule, costing $1.67 BILLION that transformed the way people in the metro Denver area commute. "The rail lines were built because just expanding the freeway wasn't enough to handle the commuter capacity,"

The cost on the T-REX project was very close to the total cost for build alternative 3 in the I405 Improvement project. The T-REX is smart growth. The Build Alternative #3 is not. Build Alternative #3 only takes away, rights, use, exits, and its inconsistent with the overall freeway system in OC. More importantly, if you research other states trying to use the HOT lane concept, you will find that those states are riddle with lawsuits, and lack of ridership, and/or highly subsidized to increase ridership. The build Alternative 3 doesn't make sense. I believe there have been enough people commenting in detail on how the Build

1

PC-R23 Continued

Alternative #3 Toll Road doesn't make sense based on numerous excellent arguments, such as existing rights, financially wasteful, and contradictory concepts so I am not address those concepts.

However, if Orange County is as big in population growth and economic contributions as the Environmental Document says, and is geographically small with the lack of land use/right of way. Isn't it time to practice a forward thinking concept of sustainability, and build the system right?

Yet, public transportation systems have a net benefit to the economy of dense cities. Without subway/light rail systems the roads will be so congested it will be very difficult to move around.

Yes, another reasoning for not building a light rail some say is because of cost. Well, ok that is true, especially in the United States people think that subsidizing mass transit is a bad thing, but what people are not looking at is a) supporting transit benefits people who never use it, because it equals less cars on the road b) freeways and air travel is massively subsidized, but that is not complained about, in fact, it is an embraced concept, c) there are plenty of other areas that don't make a profit, such as sidewalks, ADA sidewalks, traffic signals, but we still build them, people still use them and everyone benefits whether they use them or not.

Lastly, there is a Metro that is running at a profit, other than rail systems in Japan. The Vancouver metro seems to be running at a profit, and it could be their approach. "In 2002, the Metro Vancouver Board made "sustainability" the central tenet of all Metro Vancouver plans and operations. This comprehensive endeavor has become known as the Sustainable Region Initiative, or more familiarly as the 'SRI'.

We should be looking at more efficient and smart growth concepts/alternatives, not the ones presented in the Environmental Document. No – Build.

1

PC-R24

From: Janet Riness [jriness@roadrunner.com]
Sent: Thursday, June 21, 2012 3:24 PM
To: Parsons, 405.dedcomments
Cc: 'Janet Riness'
Subject: Thoughts from Seal Beach

Hello,

My husband and I live in the College Park East area of Seal Beach along the 405 freeway. Yes, we are very concerned with the possible movement of the sound wall by the addition of another freeway lane. Here are my comments for your consideration: 1

1. we already have seven lanes of traffic because of the three freeways coming together right here
2. there is a bottle neck of traffic at Palo Verde in Los Angeles county because of so few lanes there 2
3. no need going ahead with this very expensive project without LA County be 'on board' with improvements first 3
4. toll lanes are supposed to pay for the $1.6 billion project (which will increase in price) but existing toll lanes other places are under used and are not paying for themselves 4
5. moving the sound wall will put it far too close to our homes with more noise, danger and pollutants 5

No, we don't want an additional lane that will harm our lifestyle and really not relieve any traffic.

Thank you for reading,
Janet Riness
Oleander Street
Seal Beach
jriness@roadrunner.com

PC-R25

I-405 Improvement Project
Public Hearing

Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.

Meeting Venue (please check one of the following):

- ☐ Monday, June 4, 2012 – Orange Coast Community College
- ☐ Thursday, June 7, 2012 – Rush Park Auditorium
- ☐ Wednesday, June 6, 2012 – Westminster Community Center
- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Bobby Rivera
Organization: Labor Local 652
Address(Optional): 28540 Perry Rd Murrieta, CA 92563
Phone Number: (951) 719-4326
Email address:

Comments: It will help make the freeway safer and ease increasing traffic. 1

(Space for comments continued on reverse)

PC-R26

I-405 Improvement Project
Public Hearing
Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.

Meeting Venue (please check one of the following):

- ☐ Monday, June 4, 2012 – Orange Coast Community College
- ☐ Thursday, June 7, 2012 – Rush Park Auditorium
- ☐ Wednesday, June 6, 2012 – Westminster Community Center
- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Leandro Martinez Rivera
Organization: Labor Local 652
Address(Optional): 2011 S. Hickory Santa Ana CA. 92707
Phone Number: 714-4701799
Email address:

Comments: Empleo en el Comercio de Construcción esta en lo mas bajo de todos los tiempos. 1

(Space for comments continued on reverse)

Caltrans OCTA

PC-R26 Translation

Comment:

Employment in the construction industry is at its lowest point ever.

PC-R27

I-405 Improvement Project
Public Hearing
Comment Sheet

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Meeting Venue (please check one of the following):

- [x] Monday, June 4, 2012 – Orange Coast Community College
- [ ] Thursday, June 7, 2012 – Rush Park Auditorium
- [ ] Wednesday, June 6, 2012 – Westminster Community Center
- [ ] Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Douglas Robbins
Organization:
Address (Optional):
Phone Number: 626-548-1475
Email address: dugray42@sbcglobal.net

Comments: I AM A REGULAR COMMUTER ON THE 405 And TRAFFIC is TERRIBLE. PLEASE BUILD THIS PROJECT. I THINK ALTERNATE 3 WOULD DELIVER THE MOST BANG FOR THE dollAR. THIS PROJECT IS OVERDUE AND VERY NECESSARY TO keep TRAFFIC FLOWING 1

(Space for comments continued on reverse)

Caltrans OCTA

PC-R28

I-405 Improvement Project
Public Hearing
Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.

Meeting Venue (please check one of the following):

- [ ] Monday, June 4, 2012 – Orange Coast Community College
- [ ] Thursday, June 7, 2012 – Rush Park Auditorium
- [ ] Wednesday, June 6, 2012 – Westminster Community Center
- [ ] Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Keenan Roberson
Organization: labor local 652
Address (Optional): P.O. Box 6274 Buena Park, Ca, 90622
Phone Number: (714) 252-3352
Email address:

Comments: By 2040 Orange County will add 370 Thousand Traffic congestion, 1

(Space for comments continued on reverse)

Caltrans OCTA

PC-R29

I-405 Improvement Project
Public Hearing
Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.

Meeting Venue (please check one of the following):

- ☐ Monday, June 4, 2012 – Orange Coast Community College
- ☐ Thursday, June 7, 2012 – Rush Park Auditorium
- ☐ Wednesday, June 6, 2012 – Westminster Community Center
- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): EDDIE ROBLEDO	
Organization:	
Address(Optional): (562) 692-9814	
Phone Number:	Email address:

Comments: SPEND MORE TIME WITH FAMILY RATHER THAN ON THE FREEWAY 1

(Space for comments continued on reverse)

PC-R30

Constituent Comment

District AD67

Robbins, Karen

8081 Holland Dr

Huntington Beach CA 92647-6345

investwithcashflow@gmail.com

07/17/2012 02:23 pm

List Name: Environmental Impact - Oppose

Stance : Oppose

Issue Name: Environmental Impact

Notes :

I405 improvement - NO BUILD. give us a light rail and NO toll/HOT lane. We already paid for the diamond lane. thank you 1

PC-R31

Constituent Comment

District AD67

Robbins, Karen

8081 Holland Dr Apt 8k

Huntington Beach CA 92647-6364

investwithcashflow@gmail.com

07/17/2012 02:23 pm

List Name: General Correspondence

Stance :

Issue Name: Submit Your Ideas For New Legislation

Notes :

Cap on OCTA spending for projects. Transparency and accountability. After the cap on the project is reached, the OC public should vote. OCTA should not have any self-interest in projects. } 1

PC-R32

I-405 Improvement Project
Public Hearing

Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.

Meeting Venue (please check one of the following):

- ☐ Monday, June 4, 2012 – Orange Coast Community College
- ☐ Thursday, June 7, 2012 – Rush Park Auditorium
- ☑ Wednesday, June 6, 2012 – Westminster Community Center
- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): ANTHONY ROBLES

Organization: 416 IRONWORKERS

Address(Optional):

Phone Number: (562) 677-6093

Email address: ANTMANAFEST@YAHOO.COM

Comments: TIRED OF TRAFFIC AND HASSLE OF COMMUTING. } 1

(Space for comments continued on reverse)

PC-R33

I-405 Improvement Project
Public Hearing
Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.

Meeting Venue (please check one of the following):

- ☐ Monday, June 4, 2012 – Orange Coast Community College
- ☐ Thursday, June 7, 2012 – Rush Park Auditorium
- ☐ Wednesday, June 6, 2012 – Westminster Community Center
- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Thomas R. Robles Sr	
Organization: Ironworker	
Address(Optional): 512 W. Houston Ave Fullerton Ca 92832	
Phone Number: (562) 863-5653	Email address: Tom@Ironworkers416.org

Comments: With Alt #3 it would Help with my Travel Time To work and To home, Save on Gas and Help everyone Please Take or Vote for Alt #3 1

(Space for comments continued on reverse)

PC-R34

From: Rosa Roch [rgodnir1@gmail.com]
Sent: Saturday, July 14, 2012 12:55 PM
To: Moorlach, John; Adams, Audra; Bates, Pat; Campbell, Bill; dhansen@surfcity-hb.org; CFikes@surfcity-hb.org; Nguyen, Janet; fvcrandall@yahoo.com; lorri@lorrigalloway.com; pglaab@cityoflagunaniguel.org; mpulido@santa-ana.org; pherzog@lakeforestca.gov; jamante@tustinca.org; Wendy Knowles; fvproud@fountainvalley.org; citycouncil@cityoforange.org; mayor@garden-grove.org
Subject: No tolls on 405

To Whom it May Concern,

Please do not add another burden to our shoulders; we have enough as is right now. 1

Thank you,

--
Rosa Ma

PC-R35

I-405 Improvement Project
Public Hearing
Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.

Meeting Venue (please check one of the following): June 12, 2012 Seal Beach Tennis Club.

- ☐ Monday, June 4, 2012 – Orange Coast Community College
- ☐ Thursday, June 7, 2012 – Rush Park Auditorium
- ☐ Wednesday, June 6, 2012 – Westminster Community Center
- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Tedahi Rodefeed	
Organization: resident of College Park East Seal Beach	
Address(Optional):	
Phone Number: 562 833-5183	Email address:

Comments: I am completely AGAINST moving the freeway wall along the 405 fwy in Seal Beach. First we were told that the existing freeway wall was earthquake safe. At the meeting June 12, @ the Seal Beach Tennis Club we were told the replacement wall would NOT be up to earthquake standards. Why would you put the residents of College Park East in unnecessary danger in case of a major earthquake? 1

I agree we need more lanes on the freeway – one general access lane both directions. Two toll lanes in each direction 2

(Space for comments continued on reverse)

Caltrans OCTA

PC-R35 Continued

were added to the 91 fwy. That addition did nothing to relieve congestion. Maybe traffic would move a little faster if there were general access lanes. You use everyone's tax dollars to benefit a few that can afford the high tolls. Since LA county won't be adding lanes from the LA County line into OC County you are going to be creating more congestion & danger as the cars try to merge into decreasing lanes @ the LA County line. 2

The citizens of Seal Beach voiced their opinion at the June 12 meeting. Do NOT move the wall!! Add one lane in each direction!!

Please use another sheet if you need more space for your comments.

To submit completed comment sheets, please return to staff member, place in the comment box or mail by July 2, 2012 to:
Ms. Smita Deshpande
Branch Chief – Caltrans District 12
"Attn: 405 DEIR-DEIS Comment Period"
2201 Dupont Drive, Suite 200
Irvine, CA 92612

Responses may also be emailed to:
405.deicomments.parsons@parsons.com

For more information on the I-405 Improvement Project, please contact:
Christina Byrne, Outreach Manager
(714) 560-5717
www.octa.net/405Improvement
www.facebook.com/405Improvement

PC-R36

I-405 Improvement Project
Public Hearing
Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.

Meeting Venue (please check one of the following):

- [x] Monday, June 4, 2012 – Orange Coast Community College
- [ ] Thursday, June 7, 2012 – Rush Park Auditorium
- [ ] Wednesday, June 6, 2012 – Westminster Community Center
- [ ] Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Heraclio Rodriguez
Organization: I.B.A.T.
Address(Optional):
Phone Number: 805-443-6028
Email address: hrodiscoley@yahoo.com

Comments: The I-405 Improvement project is a great project to improve not only traffic condition but to help support about a thousand local union workers funded by this project. 1

(Space for comments continued on reverse)

PC-R37

I-405 Improvement Project
Public Hearing
Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.

Meeting Venue (please check one of the following):

- [ ] Monday, June 4, 2012 – Orange Coast Community College
- [ ] Thursday, June 7, 2012 – Rush Park Auditorium
- [ ] Wednesday, June 6, 2012 – Westminster Community Center
- [ ] Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Anulfo Rodriguez
Organization: Labor Local 652
Address(Optional): 2012 W DAHL LN
Phone Number: (714) 546-6310
Email address:

Comments: SENESESITA MAS TRABAJO PARALA JENTE KENESESITA TRABAJAR MAS LINEAS EN EL FRIGUIY POR KE AY MUCHOS ACSIDENTES 1

(Space for comments continued on reverse)

PC-R37 Translation

Comment:

We need more jobs for the unemployed people and more lanes in the freeway because there are a lot accidents.

PC-R38

I-405 Improvement Project
Public Hearing
Comment Sheet

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- ☐ Thursday, June 7, 2012 – Rush Park Auditorium
- ☐ Wednesday, June 6, 2012 – Westminster Community Center
- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Moises Rodriguez
Organization: Local 416
Address(Optional): 1864 Locust Ave
Phone Number: 562 599 1423
Email address:

Comments: Me Gustaria que y sirvan un segundo piso 710 1

(Space for comments continued on reverse)

PC-R38 Translation

Comment:

I would like that you would build a second deck, 710.

PC-R39

I-405 Improvement Project
Public Hearing
Comment Sheet

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- ☐ Monday, June 4, 2012 – Orange Coast Community College
- ☑ Thursday, June 7, 2012 – Rush Park Auditorium
- ☐ Wednesday, June 6, 2012 – Westminster Community Center
- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Richard Dodson

Organization:

Address(Optional): 4367 Alamo St

Phone Number: (805) 501 7089

Email address: Ricky Dodson 1@ Hotmail.com

Comments: I use that freeway all the time to get to and from work and its always a nightmare. Please pass this improvement project to make the freeway bigger!!!! 1

(Space for comments continued on reverse)

Caltrans

OCTA

PC-R40

From: Jen [jennifernbright@yahoo.com]
Sent: Thursday, June 21, 2012 11:33 AM
To: Parsons, 405.dedcomments
Subject: Seal Beach 405 Construction

To whom it may concern,
I am writing to voice my opposition to the widening of the 405 freeway in Seal Beach. The homes in the affected neighborhood are very close to the freeway. The widening and removing/rebuilding of the wall that separate the freeway and homes will put residents closer to the noise and pollution of traffic. Additionally, Almond Street will be narrowed and street parking will be lost.
As a resident of Seal Beach, I have many friends who are affected by the proposed construction. Please stop this project, as it is unnecessary and detrimental to the community in question. 1
Thank you,
Jennifer Rohdenburg
130 13th St
Seal Beach, CA 90740
949-300-8509

PC-R41

I-405 Improvement Project
Public Hearing

Comment Sheet

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- ☐ Monday, June 4, 2012 – Orange Coast Community College
- ☐ Wednesday, June 6, 2012 – Westminster Community Center
- ☐ Thursday, June 7, 2012 – Rush Park Auditorium
- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): AURELIO ROSAS
Organization: 1258 Rowan Ave Labor Local 652
Address(Optional): Los Angeles CALIF 90063
Phone Number: 323-327-5809 Email address:

Comments:
O EMPLO EN EL COMERCIO DE CONSTRUCCION EN LO MAS BAJO DE TODOS LOS TIEMPOS 1

(Space for comments continued on reverse)

Caltrans OCTA

PC-R41 Translation

Comment:

Employment in the construction industry is at its lowest point ever.

PC-R42

July 15, 2012

Ms. Smita Deshpande,
Branch Chief – CalTrans District 12
Att: 405 DEIR/DEIS Comment Period
2201 Dupont Drive, Suite 200
Irvine CA 92612

Dear Ms Deshpande,

I am requesting that CalTrans support Alternative 1 of the I-405 Improvement project in Orange County. My reasons are as follows:

-Voters did not approve any additional funding or improvements beyond Measure M. The increased costs, noise and pollution will be a burden for residents of Orange County, such as myself, while the primary benefit will be for residents or Los Angeles County who are traveling through the I-405 corridor. The project also stops at the Los Angeles County border, so any additional traffic will back up in Long Beach. The project just adds expense and potential large tax expense to the next generation without a long term plan. 1

I live in College Park East in Seal Beach and commute on the 405. The carpool lane typically is very fast moving with few cars on it. As evident on the 73 Toll-Road, there is not enough usage to pay for the high costs. The studies and plans on usage were completed prior to the recession in 2007, and Southern Californian resident's ability and proclivity to pay for daily tolls has changed over time as more than 30% have negative equity in their homes. Toll roads are a luxury expense that the voters you represent did not approve. In addition, the voters did not approve Alternative 2. 2

Respectfully, I am requesting that you approve Alternative 1. 3

Sincerely,

Cary Rosenberg
Resident
4573 Dogwood Ave.
Seal Beach, CA 90740
(562) 795-5632
Caryr18@roadrunner.com

PC-R43

July 15, 2012

Supervisor John Moorlach
333 W. Santa Ana Blvd.
Santa Ana, CA 92701

Dear Mr. Moorlach,

I am requesting that CalTrans support Alternative 1 of the I-405 Improvement project in Orange County. My reasons are as follows:

-Voters did not approve any additional funding or improvements beyond Measure M. The increased costs, noise and pollution will be a burden for residents of Orange County, such as myself, while the primary benefit will be for residents or Los Angeles County who are traveling through the I-405 corridor. The project also stops at the Los Angeles County border, so any additional traffic will back up in Long Beach. The project just adds expense and potential large tax expense to the next generation without a long term plan. 1

The carpool lane typically is very fast moving with few cars on it. As evident on the 73 Toll-Road, there is not enough usage to pay for the high costs. The studies and plans on usage were completed prior to the recession in 2007, and Southern Californian resident's ability and proclivity to pay for daily tolls has changed over time as more than 30% have negative equity in their homes. Toll roads are a luxury expense that the voters you represent did not approve. In addition, the voters did not approve Alternative 2. 2

Respectfully, I am requesting that you approve Alternative 1. 3

Sincerely,

Dana Rosenberg
Resident
4573 Dogwood Ave.
Seal Beach, CA 90740
(562) 795-5632
Caryr18@roadrunner.com

PC-R44

July 15, 2012

Supervisor John Moorlach
333 W. Santa Ana Blvd.
Santa Ana, CA 92701

Dear Mr. Moorlach,

I am requesting that CalTrans support Alternative 1 of the I-405 Improvement project in Orange County. My reasons are as follows:

-Voters did not approve any additional funding or improvements beyond Measure M. The increased costs, noise and pollution will be a burden for residents of Orange County, such as myself, while the primary benefit will be for residents or Los Angeles County who are traveling through the I-405 corridor. The project also stops at the Los Angeles County border, so any additional traffic will back up in Long Beach. The project just adds expense and potential large tax expense to the next generation without a long term plan. 1

I live in College Park East in Seal Beach and commute on the 405. The carpool lane typically is very fast moving with few cars on it. As evident on the 73 Toll-Road, there is not enough usage to pay for the high costs. The studies and plans on usage were completed prior to the recession in 2007, and Southern Californian resident's ability and proclivity to pay for daily tolls has changed over time as more than 30% have negative equity in their homes. Toll roads are a luxury expense that the voters you represent did not approve. In addition, the voters did not approve Alternative 2. 2

Respectfully, I am requesting that you approve Alternative 1. 3

Sincerely,

Melinda Rosenberg
Resident
4573 Dogwood Ave.
Seal Beach, CA 90740
(562) 795-5632
Caryr18@roadrunner.com

PC-R45

On Jun 6, 2012, at 7:09 AM, "Ann Marie Rousseau" <amrousseau@mindspring.com> wrote:

Dear Ms Byrne,

I would like to express my strong objection to the construction and expansion of the 405 freeway. I vote no on alternative 3. 1

Ann Marie Rousseau

Duvall Hecht

Costa Mesa Home owners

PC-R46

From: Jon & Patricia Rowe [rowboat9@yahoo.com]
Sent: Sunday, June 24, 2012 2:48 PM
To: Parsons, 405.dedcomments
Subject: For Option-2/Against Option-3

As residents of Costa Mesa since 1998 (and of Huntington Beach for 20 years before that), we are providing our input to the Commission regarding Orange County Transportation Authority's proposed Alternative 3 to expand the 405 freeway and add toll lanes. We believe Alternative-3 would be detrimental to the quality of life in our neighborhood, primarily due to increased noise. We knew we were in close proximity to the 405 freeway when we purchased our home. But we never foresaw that there would someday be a plan to add an elevated roadway which would broadcast vehicle noise pollution over a wider area. 1

Beyond the environmental concerns, we object to Alternative-3 for other reasons:

1. We endured almost 3 years of construction at the Harbor Blvd/I-405 interchange, completed only 2 years ago. And now OCTA wants to demolish the Southbound on-ramp bridge that was just constructed. This calls into serious question the long-range planning capability of OCTA and its staff. **How dare you** throw-away taxpayer dollars on projects that cost millions of dollars, create years of construction noise, delays and inconvenience to the driving public, only to tear them down within 5 years of completion?

2. Ditto for the Fairview Road bridge which just cost the taxpayers $7 million to improve, only to be torn-down by OCTA as part of Alternative-3. Any thinking person would consider this funny, if it wasn't such a tragic waste of taxpayer dollars in an era when California universities are closing their doors to new entrants and needy seniors are losing their support systems due to historic state budget deficits. Again, how can OCTA planners (and their consultants) who - one would assume - are well-paid to do the hard work of properly planning for present and future regional transportation needs, be so off-the-mark that they can't project at least 10 years into the future? 2

3. Alternative-3 does not deliver on the promise to improve traffic flow, because it does not change the number of general purpose lanes available to non-toll-paying motorists. We voted to extend Measure-M and tax ourselves on the promise that the money would be used to benefit ALL citizens of Orange County, not just the privileged few who can afford to pay $6 to $10 dollars for every trip using a toll lane. 3

4. Alternative-3 does not pass the smell test. It looks very much like public tax money is being used to help bail-out the the private Route-73 Toll Road investors. 4

I have commuted from my home in Orange County to my job in Redondo Beach since 1981. To be quite honest, I have noted very little change in the congestion on any portion of the I-405 along my daily commute in all those years (unless you include the congestion caused by various CalTrans construction projects during those years). In truth, I see no need for ANY of the three proposed options. But, if OCTA insists on continuing to move ever-more dirt along the I-405, Alternative-3 should be dismissed as a non-starter. I fully expect that OCTA and CalTrans will ignore all public input regarding this issue and do what they please. But maybe, just maybe, if enough people scream loud enough, the message might get through. 5

Jon and Patricia Rowe
1843 Gisler Ave.
Costa Mesa, Calif. 92626

PC-R47

From: Royal, Rob (RBC Wealth Mgmt) [rob.royal@rbc.com]
Sent: Wednesday, June 20, 2012 11:51 AM
To: Parsons, 405.dedcomments
Subject: 405 alternatives

I strongly oppose option 3 of the HOT lanes.
I am a resident of Costa Mesa and work in Long Beach and use this section of road often.
Adding general purpose lanes is one thing.
Adding a carpool lane could make some sense.
Using taxpayer funds to support a private road is a horrible idea. 1

J. Rob Royal | Vice President - Financial Advisor | RBC Capital Markets, LLC
Tel 562-799-7580 | Cell 714-319-2973 | Fax 562-493-8578

Please visit my website www.JRobRoyal.com

PC-R48

I-405 Improvement Project
Public Hearing
Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.

Meeting Venue (please check one of the following):

- ☐ Monday, June 4, 2012 – Orange Coast Community College
- ☐ Thursday, June 7, 2012 – Rush Park Auditorium
- ☐ Wednesday, June 6, 2012 – Westminster Community Center
- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Jose A Zagal
Organization: Labor Local 652
Address (Optional):
Phone Number: 1601 - E. Washington
Email address: Santa Ana CA 92701

Comments: Sino Estan trabajando nos pueden ayudar a mantener la Economia
the 405 Frisures the 73 to the 605
Frisures is there business in the region 1

(Space for comments continued on reverse)

PC-R48 Translation

Comment:

If they're not working, it could help maintain the economy.

PC-R49

From: Ruth Rudis [mailto:ruthrudis@yahoo.com]
Sent: Tuesday, July 17, 2012 1:53 PM
To: 2, District
Subject: 405 Freeway

Dear Supervisor John Moorlach,
Thanks in advance for taking the time to read my comments on the 405 Freeway plans.
I am in favor of the plan for one new lane in each direction.
The fourth choice, no new lanes, makes sense for the present, because of the lanes disappearing at the LA County line and causing huge congestion. But I believe your data on the projected increase in traffic, and hopefully LA County will someday come to its senses. Meanwhile, at least the traffice from Seal Beach south will be helped with the two additional lanes. 1
Choice number 2 will cause tremendous disruption in order to gain additional lanes, so I am opposed to it.
In addition to being vehemently against choice number 3, I also believe it to be illegal. I heard the explanation of one of OCTA's official at a community meeting that it didn't violate the spirit or letter of the proposition that was passed to widen the freeway, because those toll lanes would be paid for out of toll revenues, not the taxes allocated from the proposition. I felt like standing up and pointing out the speaker's sophistry, but I'm sure lawyers will be honing in on his twists of language should the board foolishly pick number 3.
In brief, no matter what any official says, the toll road proponents are using the funds from the proposition to do all the expensive work on the bridges and other construction necessary for new lanes, then piggybacking on this work with their additional lanes. In other works, the toll roads couldn't be built, unless this work was done first. So yes, our taxes would be paying for the toll lanes, even though we never voted to use them that way. 2
Thanks again.
Ruth and Al Rudis

PC-R50

From: Joan Rudisil [JRudisil@murphyevertz.com]
Sent: Monday, May 21, 2012 11:21 AM
To: Parsons, 405.dedcomments
Subject: Attachment A

After reviewing the Draft EIR/EIS for the I-405 Improvement Project, on page 3.1.4-33 it states under section 3.1.4.2.3 Environmental Consequences under Nonresidential Displacements, based on preliminary engineering data, acquisitions from 93 parcels (see Parsons 2011a, Attachment A).
I am interested in seeing what Parsons 2011a, Attachment A to the Draft EIR/EIS is. I cannot locate it from the documents that are downloaded on the Caltrans District 12 web page. Can you pdf it to me or tell me where I can find it with the DEIR/EIS? Thank you for your time. 1

Joan S. Rudisil
Director of Marketing/Paralegal
MURPHY & EVERTZ
Attorneys at Law
650 TOWN CENTER DRIVE, SUITE 550
COSTA MESA, CA 92626
TEL: 714-277-1708
FAX: 714-277-1777
www.MurphyEvertz.com

PC-R51

From: Chawnie Rueff [chawnierueff@yahoo.com]
Sent: Saturday, June 16, 2012 4:17 PM
To: Parsons, 405.dedcomments
Subject: I-405 Improvement Project Public Comments

I support Alternative 2. For only $100 million more, we get an extra lane. While reconstructing bridges, please do not demolish consecutive parallel bridges, e.g. do not reconstruct both the Warner and Edinger bridges simultaneously. 1
I cannot support option 3. It is just wrong to charge people to drive on freeways.
Thank you,
Chawnie Rueff
chawnierueff@yahoo.com
+1 (714) 321-2218

PC-R52

From: Jim Rueff [jimrueff@yahoo.com]
Sent: Thursday, June 14, 2012 10:33 PM
To: Parsons, 405.dedcomments
Subject: I-405 Improvement Project Public Comments

I support Alternative 2. For only $100 million more, we get an extra lane. It is unfortunate that the distribution lanes must be removed to accommodate this project. I get on the 405 northbound from Warner Ave. If the freeway is congested, I can now get off immediately at Magnolia and take surface streets. Under the proposed configuration, I would be committed until the Beach Blvd. exit. While reconstructing bridges, please do not demolish consecutive parallel bridges. E. G., do not reconstruct both the Warner and Edinger bridges simultaneously. 1

I cannot support option 3. Toll roads should be illegal. It is just wrong to charge people to drive on highways.

Thank you.
Jim Rueff
e-mail: jimrueff@yahoo.com
+1 (714) 321-2555

PC-R53

I-405 Improvement Project Public Hearing

Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.

Meeting Venue (please check one of the following):

- ☐ Monday, June 4, 2012 – Orange Coast Community College
- ☐ Thursday, June 7, 2012 – Rush Park Auditorium
- ☐ Wednesday, June 6, 2012 – Westminster Community Center
- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Anthony Ruiz
Organization:
Address(Optional): 15662 Potter St Norwalk 90650 CA.
Phone Number: 562-881-4172
Email address: osborne_abizone@yahoo.com

Comments: I take the 405 all the time I would love to see faster improvement on making traffic better. 1

(Space for comments continued on reverse)

PC-R54

I-405 Improvement Project
Public Hearing
Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.

Meeting Venue (please check one of the following):

- ☐ Monday, June 4, 2012 – Orange Coast Community College
- ☐ Thursday, June 7, 2012 – Rush Park Auditorium
- ☐ Wednesday, June 6, 2012 – Westminster Community Center
- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Jorge L. Ruiz	
Organization: Labor Local 652	
Address(Optional): 10611 Patricia Dr Anaheim Ca 92804	
Phone Number: 714-728-3010	Email address:

Comments: Empleo en el comercio de construcción esta en lo mas bajo de todos los tiempos 1

(Space for comments continued on reverse)

PC-R54 Translation

Comment:

Employment in the construction industry is at its lowest point ever.

PC-R55

I-405 Improvement Project
Public Hearing
Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.

Meeting Venue (please check one of the following):

- ☐ Monday, June 4, 2012 – Orange Coast Community College
- ☐ Thursday, June 7, 2012 – Rush Park Auditorium
- ☐ Wednesday, June 6, 2012 – Westminster Community Center
- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Ruben Ruiz
Organization: Labors Local 652
Address(Optional): 2522 S. Lowell St
Phone Number: 714-662-2057
Email address:

Comments: Emplomment in the Construction trade is at an all time low. Help reduce traffic and time on freeway More time at home. 1

(Space for comments continued on reverse)

PC-R56

I-405 Improvement Project
Public Hearing
Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.

Meeting Venue (please check one of the following):

- ☐ Monday, June 4, 2012 – Orange Coast Community College
- ☐ Thursday, June 7, 2012 – Rush Park Auditorium
- ☐ Wednesday, June 6, 2012 – Westminster Community Center
- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Carlos Rumbo
Organization: Labor Local 652
Address(Optional): 8113 Cerritos Ave #168 Stanton CA 90680
Phone Number: (714)
Email address:

Comments: We need widen the 405 Fwy becuse of the traffic and for the Future 1

(Space for comments continued on reverse)

PC-R57

From: diane rush [rush534@yahoo.com]
Sent: Monday, July 16, 2012 11:23 PM
To: Parsons, 405.dedcomments
Subject: Expansion of 405

I am responding to the proposed expansion of the 405 freeway by OCTA. I am a resident of Rossmoor and oppose this measure. Air pollution increases are known to cause and exacerbate respiratory conditions. Please reply and note any mitigation measures you are considering. 1

Diane Rush
Rossmoor resident
OCTA commuter since 1976

PC-R58

I-405 Improvement Project
Public Hearing

Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.

Meeting Venue (please check one of the following):

- ☐ Monday, June 4, 2012 – Orange Coast Community College
- ☒ Thursday, June 7, 2012 – Rush Park Auditorium
- ☐ Wednesday, June 6, 2012 – Westminster Community Center
- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Clinton Rusk
Organization: 416 IRONWORKERS
Address(Optional): PO BOX 7161636
Phone Number: (760) 646-0171
Email address:

Comments: AREA IS TOO CONGESTED! SPENDING TOO MUCH TIME AWAY FROM MY FAMILY. CUT DOWN ON POLLUTION. 1

(Space for comments continued on reverse)

PC-R59

I-405 Improvement Project
Public Hearing
Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.

Meeting Venue (please check one of the following):

- ☐ Monday, June 4, 2012 – Orange Coast Community College
- ☐ Thursday, June 7, 2012 – Rush Park Auditorium
- ☐ Wednesday, June 6, 2012 – Westminster Community Center
- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Jeff Ruwalcuva	
Organization:	
Address(Optional): 4850 Silverleaf Orange Ca 92869	
Phone Number (714) 770-7360	Email address: Jeff@newportbeach@yahoo.com

Comments: We need a Toll Road to Lessen The Traffic, yes to express Lanes. 1

(Space for comments continued on reverse)

Caltrans OCTA

PC-R60

Sandra Deshpande
Cal Trans District 12

June 21, 2012

LEAVE OUR WALL ALONE! In College Park East Seal Beach

OCTA wants to tear down our Soundwall and move it up to 10 feet closer to our homes to expand the 405!!

If they move the wall as proposed in at least 2 of their alternatives:

- There will be some unknown period where there is NO WALL while they rebuild
- We lose parking on one side of Almond and safety for our kids, runners, bikers, and dog walkers that enjoy the larger street
- There will still be a bottle neck at the 605 because LA County is NOT expanding the 405 on their side of the county line
- We will have increased noise and pollution and the related health concerns
- All our house values will likely go down – especially during the period of the rebuild

Sandra L Royle 4609 Elder Ave Seal Beach 1

Sandra L. Royle
4609 Elder Ave
Seal Beach, CA 90740

SANTA ANA CA 926
25 JUN 2012 PM 4 L

Sandra Deshpande
Cal Trans District 12
2201 Dupont Drive
Suite 200
Irvine Ca 92612

92612750970

PC-R61

On Jun 6, 2012, at 7:03 AM, "Randy Rydjeski" <rydjeski@sbcglobal.net> wrote:

Hello,
I am a resident of the Halecrest/Hall of Fame housing tract right by the freeway in Cost Mesa, between Fairvie
and Harbor Blvd. I am obviously objecting to the expansion and toll lane that has been proposed. The amount o 1
disruption that will occur will be well beyond anything that we have experienced before, just the Fairview
bridge enlargement a few years ago was bad enough, but this will be such a disruption that the traffic will make
a day in downtown LA look pleasant. As to the Fair, that will be a massive nightmare, backing up traffic on the 2
55 Fwy into Orange and making Harbor Blvd impossible to travel on. As we know toll roads are money losers
yet the same people who initially invest in them are behind this one too. Anyway, my contacts up in Sacrament
tell me it is a done deal and that we are lucky they are not going to force out home owners under eminent 3
domain, and that "we should shut up if we know what is good for us." Quite reassuring I must say. I know this
effort by us is tantamount to rearranging the deck chairs on the Titanic, I at least I have said something and
voiced my opinion. We will be awaiting the bulldozers and 24 hr high decibel noise. I can't wait to not be able 4
to sleep at night due to the construction, and have quality of life drastically effected for me and my family.
Thanks ever so much.

Respectfully Yours,

Randall Rydjeski

PC-R62

Joya Ryerson (R)

4872 DOGWOOD AVE
SEAL BEACH

OPPOSES 405 WIDENING
NOISE, AIR POLLUTION 1
& DECREASE PROP
VALUES

RESPONSE TO PUBLIC COMMENTS (PC)-R

Response to Comment Letter PC-R1

Comment PC-R1-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-R2

Comment PC-R2-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

The improvements to SR-55 would not meet the purpose and need of the project as described in Chapter 1 of the Final EIR/EIS and are not proposed as part of this project. Please see Common Response – Preferred Alternative Identification.

Comment PC-R2-2

Only Alternative 3 would require replacement of the Fairview Road Overcrossing. Caltrans/OCTA have considered design options to avoid replacement of the Fairview Road Overcrossing under Alternative 3. Please see Common Responses – Replacement of Fairview Road Overcrossing/Truncation of Tolled Express Lanes and Almond Avenue Soundwall.

Response to Comment Letter PC-R3

Comment PC-R3-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternative 3 would require replacement of the Fairview Road Overcrossing. Caltrans/OCTA have considered design options to avoid replacement of the Fairview Road Overcrossing under Alternative 3. Please see Common Responses – Replacement of Fairview Road Overcrossing/Truncation of Tolled Express Lanes and Preferred Alternative Identification.

Comment PC-R3-2

Improvements to SR-55 would not meet the purpose and need of the project as described in Chapter 1 of the Final EIR/EIS and are not proposed as part of this project.

Response to Comment Letter PC-R4

Comment PC-R4-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Respuesta a la Carta De Comentario PC-R5

Comentario PC-R5-1

Las agencias de Caltrans y Orange County Transportation Authroity les gustaría agradecerle por haber participado en el proceso ambiental para el proyecto de ampliación de la autopista de San Diego (I-405). Su comentario fue considerado durante el proceso de selección de la "Alternative Preferida", como esta escrito en el reporte llamando en ingles "I-405 Improvement Project Final EIR/EIS." Se le notificará en la dirección proveida en su Cometario cuando el reporte "Final EIR/EIS" va a estar disponible para revisarlo.

Response to Comment Letter Translation PC-R5

Comment PC-R5-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-R6

Comment PC-R6-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Respuesta a la Carta De Comentario PC-R7

Comentario PC-R7-1

Las agencias de Caltrans y Orange County Transportation Authroity les gustaría agradecerle por haber participado en el proceso ambiental para el proyecto de ampliación de la autopista de San Diego (I-405). Su comentario fue considerado durante el proceso de selección de la "Alternative Preferida", como esta escrito en el reporte llamando en ingles "I-405 Improvement Project Final EIR/EIS." Se le notificará en la dirección proveida en su Cometario cuando el reporte "Final EIR/EIS" va a estar disponible para revisarlo.

Response to Comment Letter Translation PC-R7

Comment PC-R7-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-R8

Comment PC-R8-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Renewed Measure M was passed by the voters of Orange County, and the proposed project was included in that measure. For additional information, please see Common Response – Measure M Funding.

Response to Comment Letter PC-R9

Comment PC-R9-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Please see Response to Comment PC-B20-1.

Response to Comment Letter PC-R10

Comment PC-R10-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

All reasonable and feasible noise abatement will be constructed, as described in Section 3.2.7 of the Final EIR/EIS and final Noise Abatement Decision Report. As described in Section 3.2.6, emissions will be reduced under all of the build alternatives compared to the future No Build Alternative, and no permanent adverse project-related air quality effects were identified. Please see Common Responses – Noise/Noise Analysis and Air Quality.

Comment PC-R10-2

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Comment PC-R10-3

The improvements proposed to I-405 will include upgrading some nonstandard features to standard features for better operation.

Comment PC-R10-4

With respect to a potential bottleneck at the Los Angeles county line, please see Common Response – Traffic Flow at the Orange County/Los Angeles County Line.

Please also see Common Response – Coordination between Caltrans Districts 7 and 12, OCTA, Los Angeles Metro, COG, and the City of Long Beach.

The additional lanes proposed on I-405 will provide more freeway capacity to serve travel, thereby reducing the need to divert from the freeway to local streets.

Comment PC-R10-5

Caltrans and OCTA acknowledge the observation in the comment.

Comment PC-R10-6

Please see Responses to Comments CG1-1 through CG1-5.

Comment PC-R10-7

Please see Responses to Comments CG1-1 through CG1-5.

Comment PC-R10-8

The EIR/EIS, including specialized technical studies (see Appendix F for a complete list), represents a comprehensive analysis of the potential temporary and permanent environmental effects of the proposed build alternatives on the environment.

Comment PC-R10-9

The public review period, which was originally scheduled for 45 days, was extended by 15 days for a total of 60 days.

Comment PC-R10-10

OCTA consulted with Representative Rohrbacher's office regarding the project on August 12, 2009, during the project's scoping phase, and OCTA consulted Representative Rohrbacher and his staff between January 30 and February 2, 2012, in Washington D.C.

Comment PC-R10-11

A cost-benefit analysis has not been conducted for the project.

Comment PC-R10-12

Please see Response to Comment PC-R10-8.

Comment PC-R10-13

As described in Section 3.2.6 of the Draft EIR/EIS, emissions will be reduced under all of the build alternatives compared to the future No Build Alternative, and no permanent adverse project-related air quality effects were identified. Please also see Common Response – Air Quality.

Comment PC-R10-14

Measures COM-8, UT-1, and UT-2 would minimize potential construction-related temporary effects during utility relocation. Please see Common Response – Relocation of Gas Lines.

Response to Comment Letter PC-R11

Comment PC-R11-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

With respect to a potential bottleneck at the Los Angeles County line, please see Common Response – Traffic Flow at the Orange County/Los Angeles County Line.

Comment PC-R11-2

Project-related construction and operational air quality and noise effects were analyzed in detail in the project Air Quality Technical Study and Noise Study Report. As described in Sections 3.2.6 and 3.2.7, project-related emission and noise levels associated with the Preferred Alternative would be less than the future No Build Alternative.

As discussed in Section 3.2.8 of the Draft EIR/EIS, forecasted VMT for the build alternatives ranges from 1.72 to 1.89 billion miles in 2040, and corresponding fuel consumption would range from approximately 1.64 to 1.79 million barrels of crude oil. The build alternatives would reduce congestion along the corridor and, in the process, increase fuel economy. Because the area along the project corridor is already highly developed, it would be unlikely that there would be an increase in vehicle fuel consumption above the projected value in the surrounding areas or regionally as a result of the build alternatives. On an annual basis, the build alternatives would result in the consumption of between approximately 167,069 to 322,589 barrels less crude oil than the No Build Alternative. With the build alternatives, more vehicles are projected to use the highway in a given period, but each vehicle would be expected to use less fuel than under the No Build Alternative.

See Common Responses – Noise/Noise Analysis, Air Quality, Health Risks, and Traffic Flow at the Orange County/Los Angeles County Line.

Comment PC-R11-3

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Responses – Almond Avenue Soundwall.

Comment PC-R11-4

The project is principally funded from local Orange County Renewed Measure M funds. The project is considered a Major Project by FHWA, and a Draft Financial Plan must be submitted to FHWA prior to approval of the Final EIR/EIS. The Draft Financial Plan must identify full funding for the project by source.

Response to Comment Letter PC-R12

Comment PC-R12-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred

Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

The deficiencies of the existing freeway are documented in the Draft EIR/EIS in Section 1, Proposed Project. No single-family residential property acquisition is anticipated in the area of the Almond Avenue soundwall. Please see Common Response – Almond Avenue Soundwall.

With respect to a potential bottleneck at the Los Angeles County line, please see Common Response – Traffic Flow at the Orange County/Los Angeles County Line.

Comment PC-R12-2

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/ OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Responses – Almond Avenue Soundwall and Preferred Alternative Identification.

Response to Comment Letter PC-R13

Comment PC-R13-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Project-related construction and operational air quality and noise effects were analyzed in detail in the project Air Quality Technical Study and Noise Study Report. As described in Section 3.2.6, project-related air emissions associated with the Preferred Alternative would be less than the future No Build Alternative. See Common Responses – Noise/Noise Analysis and Air Quality.

Comment PC-R13-2

All of the build alternatives are anticipated to reduce congestion in the I-405 corridor; none are expected to eliminate congestion in the corridor. The anticipated performance of the freeway with and without the build alternatives is summarized in the Draft EIR/EIS in Tables 3.1.6-4 through 3.1.6-8 and Tables 3.1.6-12 through 3.1.6-14.

Response to Comment Letter PC-R14

Comment PC-R14-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Please see Response to Comment PC-B20-1.

Response to Comment Letter PC-R15

Comment PC-R15-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

As discussed in Section 3.1.4.1.3 of the EIR/EIS, most interchange ramps are expected to be open for traffic during construction, with periodic closure at night, during the weekend (i.e., 55-hour closure), or for a period less than 10 days. Periodic temporary closure of these ramps is not expected to cause excessive inconvenience to the traveling public because the interchanges along I-405 are spaced approximately 1-mile apart, such that there are nearby alternate accesses to and from I-405. No two consecutive off-ramps or two consecutive on-ramps in the same direction would be closed concurrently.

Under Alternatives 1 and 2, the interchange ramps at Harbor Boulevard, Fairview Road, and South Coast Drive are not expected to require long-term closures. Alternative 3 would require long-term closure of the following interchange ramps in Costa Mesa:

- South Coast Drive northbound off-ramp
- Fairview Road northbound off-ramp
- Fairview Road northbound on-ramp
- Fairview Road southbound off-ramp
- Harbor Boulevard northbound loop on-ramp
- Harbor Boulevard southbound on-ramp

However, a design option for Alternative 3 has been developed that would eliminate new lanes south of Euclid Street, except for the extension of the southbound auxiliary lane approaching the

Harbor Boulevard exit ramp north to Euclid Street. If this design option is adopted and Alternative 3 is selected as the Preferred Alternative, the interchange ramps at Harbor Boulevard, Fairview Road, and South Coast Drive are not expected to require long-term closures, consistent with Alternatives 1 and 2. Please see Common Response – Replacement of Fairview Road Overcrossing/Truncation of Tolled Express Lanes.

A Ramp Closure Study (RCS) has been prepared to address impacts related to temporary long-term ramp closures and identify detour routes and other measures to minimize impacts to area residents and businesses (see Community Impact Assessment, Appendix C).

A Draft TMP, including traffic detour routes within the local arterial street network (see Appendix M, Proposed Ramp Closure Detour Routes), was prepared. A final TMP will be prepared and implemented to minimize adverse effects on community character and cohesion. The proposed detour routes are anticipated to result in increased travel times ranging between approximately 1.5 and 5.5 minutes (Parsons, 2011a).

Response to Comment Letter PC-R16

Comment PC-R16-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

All of the build alternatives are anticipated to reduce congestion in the I-405 corridor; none are expected to eliminate congestion in the corridor, including the portion of the corridor in Costa Mesa, as shown in Draft EIR/EIS Tables 3.1.6-4, 3.1.6-5, 3.1.6-12, and 3.1.6-13. The benefits to congestion vary among the build alternatives. The benefits to congestion of the build alternatives are summarized in the Draft EIR/EIS in Tables 3.1.6-4 through 3.1.6-8 and Tables 3.1.6-12 through 3.1.6-14.

Response to Comment Letter PC-R17

Comment PC-R17-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Opposition to Tolling.

Comment PC-R17-2

Renewed Measure M was passed by the voters of Orange County, and the proposed project was included in that measure. For additional information, please see Common Response – Measure M Funding.

Response to Comment Letter PC-R18

Comment PC-R18-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Comment PC-R18-2

Please see Common Response – Preferred Alternative Identification.

Comment PC-R18-3

Please see Common Response – Measure M Funding.

Response to Comment Letter PC-R19

Comment PC-R19-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Comment PC-R19-2

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Comment PC-R19-3

Toll prices will be adjusted to attract enough vehicles to meet the target volume in the Express Lanes at which volume a reliable trip with minimum congestion is provided. All of the build alternatives are anticipated to reduce congestion in the I-405 corridor; none are expected to eliminate congestion in the corridor. The anticipated performance of I-405 with and without the

build alternatives is summarized in the Draft EIR/EIS in Tables 3.1.6-4 through 3.1.6-8 and Tables 3.1.6-12 through 3.1.6-14. At the congestion levels anticipated, it is estimated that there will be strong demand for use of the tolled Express Lanes.

With respect to tolling as double taxation, see Common Response – Opposition to Tolling.

Alternative 3 incorporates the existing HOV facilities into the Express Lanes. Under Alternative 3, HOVs would use the Express Lanes free, provided they meet the occupancy eligibility requirement. Regarding the change in occupancy requirement to three persons per vehicle, please see Common Response – Opposition to Tolling.

The HOV facilities constructed by the WCC Project will be incorporated into the Express Lanes of Alternative 3. HOVs would use the Express Lanes free, provided they meet the occupancy eligibility requirement.

Slow-moving congested freeway lanes have lower and unstable throughput compared to uncongested lanes. During peak periods, the GP lanes on I-405 are forecast to be heavily congested with lower throughput (approximately 1,200 vehicles per lane per hour) than the Express Lanes, whose throughput will be managed to approximately 1,700 vehicles per lane per hour. For an explanation of how this management works, see the Draft EIR/EIS, page 2-20. By providing more throughput per lane through management of the Express Lanes, traffic in the GP lanes would be reduced and congestion eased; for two conditions with the same total number of lanes and congested conditions, congestion in the GP lanes would be less if two of the lanes were managed to increase their throughput. See the rows of Table 3.1.6-14 labeled “Brookhurst Street to SR-22 East” for a comparison of the throughput of Alternatives 2 and 3 with the same total number of lanes.

Comment PC-R19-4

With respect to a potential bottleneck at the Los Angeles County line, please see Common Response – Traffic Flow at the Orange County/Los Angeles County Line.

Comment PC-R19-5

Please see Responses to Comments PC-R19-1 through PC-R19-4.

Response to Comment Letter PC-R20

Comment PC-R20-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternative 3 would require replacement of the Fairview Road Overcrossing. Caltrans/OCTA have considered design options to avoid replacement of the Fairview Road Overcrossing under Alternative 3. Please see Common Responses – Replacement of Fairview Road Overcrossing/Truncation of Tolled Express Lanes and Preferred Alternative Identification.

Response to Comment Letter PC-R21

Comment PC-R21-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Opposition to Tolling.

Response to Comment Letter PC-R22

Comment PC-R22-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

The improvements to the SR-22/I-405/I-605 interchange as part of the WCC Project compliment improvements proposed under the I-405 Improvement Project. Structures constructed under the WCC Project will not be reconstructed during the I-405 Improvement Project. The design of both projects has been carefully coordinated to avoid throw-away costs.

Response to Comment Letter PC-R23

Comment PC-R23-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

As discussed in Section 2.2.7, various alternatives were evaluated containing mass transit, but they were not considered viable. Please also see Response to Comment GF3-2.

See Common Responses – Identification of Preferred Alternative and Opposition to Tolling.

Response to Comment Letter PC-R24

Comment PC-R24-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Comment PC-R24-2

A Supplemental Traffic Study has been prepared and a Supplemental Draft EIR/EIS prepared and circulated covering potential traffic impacts in Los Angeles County, including the segment of I-405 near Palo Verde Avenue referenced in the comment. The analysis and measures presented in the Supplemental Draft EIR/EIS are included in Section 3.1.6 of the Final EIR/EIS.

Comment PC-R24-3

With respect to potential improvements on I-405 in Los Angeles County, please see Common Response – Coordination between Caltrans Districts 7 and 12, OCTA, Los Angeles Metro, COG, and the City of Long Beach.

Comment PC-R24-4

The SR-91 Express Lanes are considered successful. The financial problems of the SR-73 toll road located in southern Orange County are well known. All motorists pay a toll to use that road. The tolled Express Lanes proposed in Alternative 3 are only two lanes of I-405 in each direction. The remainder of the lanes on I-405 remains free, and HOVs meeting the occupancy requirement will use the Express Lanes free. For additional information, please see Common Response – Opposition to Tolling.

Comment PC-R24-5

See Response to Comment PC-R24-1.

Response to Comment Letter PC-R25

Comment PC-R25-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in

your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Respuesta a la Carta De Comentario PC-R26

Comentario PC-R26-1

Las agencias de Caltrans y Orange County Transportation Authroity les gustaría agradecerle por haber participado en el proceso ambiental para el proyecto de ampliación de la autopista de San Diego (I-405). Su comentario fue considerado durante el proceso de selección de la "Alternative Preferida", como esta escrito en el reporte llamando en ingles "I-405 Improvement Project Final EIR/EIS." Se le notificará en la dirección proveida en su Cometario cuando el reporte "Final EIR/EIS" va a estar disponible para revisarlo.

Response to Comment Letter Translation PC-R26

Comment PC-R26-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-R27

Comment PC-R27-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Response to Comment Letter PC-R28

Comment PC-R28-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-R29

Comment PC-R29-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-R30

Comment PC-R30-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Alternatives with LRT are included in Section 2.2.7, Alternatives Considered but Eliminated from Consideration, of the Draft EIR/EIS. LRT was considered in four such alternatives. For a graphic summary of those alternatives, see Figure 2-39 of the Draft EIR/EIS. LRT in the project corridor would not be feasible or reasonable without extensions and connections north and south of the project limits. Please also see Common Response – Elimination of LRT and BRT Alternatives.

Response to Comment Letter PC-R31

Comment PC-R31-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Responses – Preferred Alternative Identification, Opposition to Tolling, and Measure M Funding.

Response to Comment Letter PC-R32

Comment PC-R32-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-R33

Comment PC-R33-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Response to Comment Letter PC-R34

Comment PC-R34-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-R35

Comment PC-R35-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Comment PC-R35-2

Please see Common Response – Preferred Alternative Identification.

Response to Comment Letter PC-R36

Comment PC-R36-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Respuesta a la Carta De Comentario PC-R37

Comentario PC-R37-1

Las agencias de Caltrans y Orange County Transportation Authroity les gustaría agradecerle por haber participado en el proceso ambiental para el proyecto de ampliación de la autopista de San Diego (I-405). Su comentario fue considerado durante el proceso de selección de la "Alternative Preferida", como esta escrito en el reporte llamando en ingles "I-405 Improvement Project Final EIR/EIS." Se le notificará en la dirección proveida en su Cometario cuando el reporte "Final EIR/EIS" va a estar disponible para revisarlo.

Response to Comment Letter Translation PC-R37

Comment PC-R37-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Respuesta a la Carta De Comentario PC-R38

Comentario PC-R38-1

Las agencias de Caltrans y Orange County Transportation Authroity les gustaría agradecerle por haber participado en el proceso ambiental para el proyecto de ampliación de la autopista de San Diego (I-405). Su comentario fue considerado durante el proceso de selección de la "Alternative Preferida", como esta escrito en el reporte llamando en ingles "I-405 Improvement Project Final EIR/EIS." Se le notificará en la dirección proveida en su Cometario cuando el reporte "Final EIR/EIS" va a estar disponible para revisarlo.

Response to Comment Letter Translation PC-R38

Comment PC-R38-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-R39

Comment PC-R39-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred

Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-R40

Comment PC-R40-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Respuesta a la Carta De Comentario PC-R41

Comentario PC-R41-1

Las agencias de Caltrans y Orange County Transportation Authroity les gustaría agradecerle por haber participado en el proceso ambiental para el proyecto de ampliación de la autopista de San Diego (I-405). Su comentario fue considerado durante el proceso de selección de la "Alternative Preferida", como esta escrito en el reporte llamando en ingles "I-405 Improvement Project Final EIR/EIS." Se le notificará en la dirección proveida en su Cometario cuando el reporte "Final EIR/EIS" va a estar disponible para revisarlo.

Response to Comment Letter Translation PC-R41

Comment PC-R41-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-R42

Comment PC-R42-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

The construction effort required for any of the proposed build alternatives would be significant; however, all of the proposed build alternatives generally fit within the existing ROW. Consideration of additional improvements is warranted to advance corridor mobility and to avoid potential inflationary cost increases that could occur by deferring projects to later years.

Project-related construction and operational air quality and noise effects were analyzed in detail in the project Air Quality Technical Study and Noise Study Report. As described in Sections 3.2.6 and 3.2.7, project-related emission and noise levels associated with the build alternatives would be less than the future No Build Alternative.

See Common Responses – Measure M Funding, Air Quality, Noise/Noise Analysis, and Traffic Flow at the Orange County/Los Angeles County Line.

Comment PC-R42-2

The HOV lanes on I-405 within the project limits are operating in a degraded condition. Tables 3.1.6-5 and 3.1.6-13 indicate that this degraded condition will continue to deteriorate.

The financial problems of the SR-73 toll road located in southern Orange County are well known. All motorists pay a toll to use that road. The tolled Express Lanes proposed in Alternative 3 are only two lanes of I-405 in each direction. The remainder of the lanes on I-405 remains free, and HOVs meeting the occupancy requirement will use the Express Lanes free. For additional information, please see Common Response – Opposition to Tolling.

There is nothing in Renewed Measure M that either precludes or requires additional improvements beyond the single GP lane proposed in Alternative 1. OCTA has indicated that improvements to I-405 in addition to those identified in Alternative 1 would not be funded with Renewed Measure M revenues.

Comment PC-R42-3

Please see Common Response – Preferred Alternative Identification.

Response to Comment Letter PC-R43

Comment PC-R43-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Response to Comment PC-R42-1.

Comment PC-R43-2

Please see Response to Comment PC-R42-2.

Comment PC-R43-3

Please see Response to Comment PC-R42-3.

Response to Comment Letter PC-R44

Comment PC-R44-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Response to Comment PC-R42-1.

Comment PC-R44-2

Please see Response to Comment PC-R42-2.

Comment PC-R44-3

Please see Response to Comment PC-R42-3.

Response to Comment Letter PC-R45

Comment PC-R45-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Response to Comment Letter PC-R46

Comment PC-R46-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Due to the rapid growth in Orange County, these roadway facilities are needed to satisfy the personal vehicle and commercial traffic needed within the region. Appropriate noise abatement measures have been provided by the I-405 Improvement Project and the I-405/SR-73 Confluence Project in accordance with State and federal guidelines.

Project-related construction and operational noise effects were analyzed in detail in the project Noise Study Report. Please also see Response to Comment PC-E5-1 and Common Response – Noise/Noise Analysis.

Comment PC-R46-2

Only Alternative 3 would require replacement of the Fairview Road Overcrossing. Caltrans/OCTA have considered design options to avoid replacement of the Fairview Road Overcrossing under Alternative 3. Please see Common Response – Replacement of Fairview Road Overcrossing/Truncation of Tolled Express Lanes.

Under Alternatives 1 and 2, the interchange ramps at Harbor Boulevard are not expected to require long-term closures. Alternative 3 would require long-term closure of the Harbor Boulevard northbound loop on-ramp and Harbor Boulevard southbound on-ramp; however, a design option for Alternative 3 has been developed that would eliminate new lanes south of Euclid Street, except for the extension of the southbound auxiliary lane approaching the Harbor Boulevard exit ramp north to Euclid Street. If this design option is adopted and Alternative 3 is identified as the Preferred Alternative, the interchange ramps at Harbor Boulevard are not expected to require long-term closures, consistent with Alternatives 1 and 2. Please see Common Response – Replacement of Fairview Road Overcrossing/Truncation of Tolled Express Lanes.

Comment PC-R46-3

All of the build alternatives are anticipated to reduce congestion in the I-405 corridor; none are expected to eliminate congestion in the corridor, including Alternative 2, which would add two GP lanes in each direction. The levels of congestion expected under each of the build alternatives are summarized in the Draft EIR/EIS in Tables 3.1.6-4 through 3.1.6-8, 3.1.6-12, and 3.1.6-13.

There is nothing in Renewed Measure M that either precludes or requires additional improvements beyond the single GP lane proposed in Alternative 1. OCTA has indicated that improvements to I-405 in addition to those identified in Alternative 1 would not be funded with Renewed Measure M revenues.

The experience on SR-91 is that motorists from all income groups use the Express Lanes. No one is obligated to use the Express Lanes in Alternative 3. Express Lanes provide an option for a reliable uncongested trip in exchange for payment of a toll.

Comment PC-R46-4

The I-405 Improvement Project is not related to SR-73. OCTA has indicated that improvements to I-405 in addition to those identified in Alternative 1 would not be funded with Renewed Measure M tax revenues.

Comment PC-R46-5

Please see Response to Comment PC-R46-1.

Response to Comment Letter PC-R47

Comment PC-R47-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Respuesta a la Carta De Comentario PC-R48

Comentario PC-R48-1

Las agencias de Caltrans y Orange County Transportation Authroity les gustaría agradecerle por haber participado en el proceso ambiental para el proyecto de ampliación de la autopista de San Diego (I-405). Su comentario fue considerado durante el proceso de selección de la “Alternative Preferida”, como esta escrito en el reporte llamando en ingles “I-405 Improvement Project Final EIR/EIS.” Se le notificará en la dirección proveida en su Cometario cuando el reporte “Final EIR/EIS” va a estar disponible para revisarlo.

Response to Comment Letter Translation PC-R48

Comment PC-R48-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-R49

Comment PC-R49-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred

Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

We acknowledge your support for Alternative 1. With respect to a potential bottleneck at the Los Angeles County line, please see Common Response – Traffic Flow at the Orange County/Los Angeles County Line.

Comment PC-R49-2

The comment is accurate in that OCTA has indicated that the incremental cost of improvements to I-405 in addition to those identified in Alternative 1 would not be funded with Renewed Measure M revenues.

Response to Comment Letter PC-R50

Comment PC-R50-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. The reference (Parsons 2011a, Attachment A) is the List of Potentially Affected Properties under Build Alternatives 1, 2, and 3, which is part of the Community Impact Assessment prepared for the project. The Community Impact Assessment is available for review on Caltrans' Web site at the following address: www.dot.ca.gov/dist1/405/index.htm.

Response to Comment Letter PC-R51

Comment PC-R51-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

As part of the TMP, it is not intended to construct adjacent structures at the same time. For instance, the Edinger Avenue Overcrossing is planned to be reconstructed in Stage 3, while the Warner Avenue Overcrossing is planned to be reconstructed in Stage 4. Please see Common Responses – Preferred Alternative Identification and Opposition to Tolling.

Response to Comment Letter PC-R52

Comment PC-R52-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Please see Response to Comment PC-R52-1. In addition, as part of the Preferred Alternative, the collector-distributor system that currently exists in the northbound direction between the Warner Avenue and Magnolia Street interchanges has been reinstated in lieu of the braid system from the Draft EIS/EIR. Please see Common Response – Impacts to Businesses.

Response to Comment Letter PC-R53

Comment PC-R53-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Respuesta a la Carta De Comentario PC-R54

Comentario PC-R54-1

Las agencias de Caltrans y Orange County Transportation Authroity les gustaría agradecerle por haber participado en el proceso ambiental para el proyecto de ampliación de la autopista de San Diego (I-405). Su comentario fue considerado durante el proceso de selección de la “Alternative Preferida”, como esta escrito en el reporte llamando en ingles “I-405 Improvement Project Final EIR/EIS.” Se le notificará en la dirección proveida en su Cometario cuando el reporte “Final EIR/EIS” va a estar disponible para revisarlo.

Response to Comment Letter Translation PC-R54

Comment PC-R54-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-R55

Comment PC-R55-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-R56

Comment PC-R56-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-R57

Comment PC-R57-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Project-related construction and operational air quality effects were analyzed in detail in the project Air Quality Technical Study. As described in Section 3.2.6, project-related emissions associated with the build alternatives would be less than the future No Build Alternative. Proposed avoidance and minimization measure for Air Quality are located in Section 3.2.6 of the Final EIR/EIS. See Common Responses – Air Quality and Health Risks.

Response to Comment Letter PC-R58

Comment PC-R58-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-R59

Comment PC-R59-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Response to Comment Letter PC-R60

Comment PC-R60-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

With respect to a potential bottleneck at the Los Angeles County line, please see Common Response – Traffic Flow at the Orange County/Los Angeles County Line.

Project-related construction and operational air quality and noise effects were analyzed in detail in the project Air Quality Technical Study and Noise Study Report. As described in Sections 3.2.6 and 3.2.7 of the Draft EIR/EIS, project-related emission and noise levels associated with the build alternatives would be less than the future No Build Alternative. Please see Common Responses – Noise/Noise Analysis, Air Quality, and Health Risks.

The I-405 Improvement Project may have an effect on property values, but it is not likely to be a major change because I-405 is an existing facility within Orange County. In addition, Caltrans has found no literature, studies, or evidence that property values decrease because of freeway widening near a home. Please see Common Response – Property Values.

Response to Comment Letter PC-R61

Comment PC-R61-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred

Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Opposition to Tolling.

Comment PC-R61-2

Only Alternative 3 would require replacement of the Fairview Road Overcrossing. Caltrans/OCTA have considered design options to avoid replacement of the Fairview Road Overcrossing under Alternative 3. Please see Common Response – Replacement of Fairview Road Overcrossing/Truncation of Tolled Express Lanes.

Comment PC-R61-3

Please see Common Response – Compensation for Property Acquisition.

Comment PC-R61-4

Please see Common Response – Compensation for Construction Impacts.

Response to Comment Letter PC-R62

Comment PC-R62-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Project-related construction and operational air quality and noise effects were analyzed in detail in the project Air Quality Technical Study and Noise Study Report. As described in Sections 3.2.6 and 3.2.7 of the Draft EIR/EIS, project-related emission and noise levels associated with the build alternatives would be less than the future No Build Alternative. Please see Common Responses – Noise/Noise Analysis, Air Quality, and Health Risks.

The I-405 Improvement Project may have an effect on property values, but it is not likely to be a major change because I-405 is an existing facility within Orange County. In addition, Caltrans has found no literature, studies, or evidence that property values decrease because of freeway widening near a home. Please see Common Response – Property Values.

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PUBLIC COMMENTS (PC)-S

PC-S1

I-405 Improvement Project
Public Hearing
Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.

Meeting Venue (please check one of the following):

- ☐ Monday, June 4, 2012 – Orange Coast Community College
- ☐ Thursday, June 7, 2012 – Rush Park Auditorium
- ☐ Wednesday, June 6, 2012 – Westminster Community Center
- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): VICENTE SALCEDO
Organization: Labor Local 652
Address(Optional): 1318 N. PARSONS PLACE. SANTA ANA CA. 92705
Phone Number: 714-636-1224
Email address:

Comments: WE NEED MORE LANES, LESS TRAFIC. 1

(Space for comments continued on reverse)

PC-S2

I-405 Improvement Project
Public Hearing
Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.

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- ☐ Wednesday, June 6, 2012 – Westminster Community Center
- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Philip J. Salerno
Organization:
Address(Optional): 16526 Pinyon Circle Fountain Valley Ca 92708
Phone Number: 714 8391015
Email address:

Comments: We need the roads widened the bridges improved so that we don't spend half our time sitting in traffic. We also need the jobs that these projects will bring to Orange County. 1

(Space for comments continued on reverse)

PC-S3

From: Salisbury, Charlotte [charlotte.salisbury@uhc.com]
Sent: Friday, July 13, 2012 1:22 PM
To: Parsons, 405.dedcomments
Subject: I vote Alternative # 2

I would like to see two new lanes in each direction because the problem is only going to get worse. I don't really want people to lose their homes but we need more lanes. I do not want the #3 choice for a toll road because I am not happy with the Fast Track on Rt. 91 going to Riverside. It's so expensive to commute daily that the 91 is still clogged while the toll lanes are often open and minimally used.

I also prefer Alternative # 2 over #1 because if we are going to go through all the disruption, let's really make a difference. I don't want this process to be repeated in 5 - 10 years to add the other lane later. } 1

Please consider Alternative # 2 to improve our freeway section.

Thanks,

Charlotte Salisbury, PMP
Business Project Manager ~ MPO
UnitedHealthcare
5995 Plaza Drive
Cypress, CA 90630
Charlotte_Salisbury@uhc.com
p. 714-226 -3051
f. 714-226 -3554

PC-S4

I-405 Improvement Project
Public Hearing

Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.

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- ☐ Monday, June 4, 2012 – Orange Coast Community College
- ☐ Wednesday, June 6, 2012 – Westminster Community Center
- ☐ Thursday, June 7, 2012 – Rush Park Auditorium
- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Tim Salisbury	
Organization: Local 582	
Address(Optional):	
Phone Number:	Email address:

Comments: More construction creates more jobs. More jobs creates more domestic spending, will help pump more money into the economy. Win, win situation. } 1

(Space for comments continued on reverse)

PC-S5

From: Vera Sample [verasample@dslextreme.com]
Sent: Friday, June 22, 2012 12:31 PM
To: Parsons, 405.dedcomments

LEAVE OUR WALL ALONE.

WE ARE VERY CONCERNED ABOUT THIS MATTER.

WE HAVE LIVED HERE IN COLLEGE PARK EAST FOR 43 YEARS, AND WE HOPE TO BE HERE FOR A LONG TIME TO COME. PLEASE LEAVE OUR WALL ALONE. WE SEE NO NEED FOR A CHANGE AT THIS TIME. WE ALSO AGREE ON WHAT WAS SAID IN THE FLYIER THAT WE RECEIVED. 1

THANK YOU VERY MUCH.

MR. & MRS. ROBERT SAMPLE.
4656 Dogwood Ave.
Seal Beach, Ca. 90740

PC-S6

I-405 Improvement Project
Public Hearing
Comment Sheet

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- ☐ Monday, June 4, 2012 – Orange Coast Community College
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- ☐ Wednesday, June 6, 2012 – Westminster Community Center
- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): JAVIER SANCHEZ	
Organization: LOCAL 78 PLUMBER	
Address(Optional):	
Phone Number:	Email address: JAVIERJSDL@GMAIL.COM

Comments: IF IT'S TO IMPROVE I'M ALL THE WAY. GOOD LUCK WITH THE IMPROVEMENT. 1

(Space for comments continued on reverse)

PC-S7

CALTRANS DIST 12
SMITA DESHANDE
2201 DUPONT DRIVE, #200
IRVINE, CA 92612

DEAR SMITA DESHANDE,

I AM CONCERNED ABOUT THE 405 IMPROVEMENT PROJECT. I STRONGLY FAVOR ALTERATIVE #2, WHICH WOULD INCREASE TO MAXIMUM EXTENT POSSIBLE THE GENERAL PURPOSE LANES WHILE KEEPING THE CURRENT CARPOOL/DIAMOND LANES. 1

THE TRAFFIC IS TOO CONGESTED ON THE 405 FREEWAY NOW. PLEASE BUILD AS MANY LANES AS POSSIBLE. 2

AS A SENIOR CITIZEN ON A FIXED INCOME, I CANNOT AFFORD TO PAY TOLLS. DO USE THE DIAMOND LANES FREQUENTLY NOW TO TRAVEL WITH OTHER SENIORS. 3

SINCERELY,

CRAIG SANDBERG
12200 MONTECITO ROAD 301B
SEAL BEACH, CA 90740
JULY 5, 2012

PC-S8

From: Mindy Sander [sndrfa@earthlink.net]
Sent: Monday, July 16, 2012 11:39 PM
To: Parsons, 405.dedcomments
Subject: I-405 improvement plan comment

We live in College Park East - an area that may be greatly impacted by the movement of a sound wall that would have a negative impact on our community. While it may sound good to add lanes for HOV etc., the problem lies with the quality of life you leave the surrounding communities with. By moving the sound wall further into the tract you would reduce parking to only one side of a main artery for tract traffic of cars, bike riders and pedestrians which means a much narrower, more hazardous space. 1 While we understand the growth of traffic at what point do we stop encroaching on so many communities who already lack enough space? 2 Another concern is why the plans for HOV lanes were not a part of the ongoing construction. Directly across the 405 freeway from College Park East lies military land that is currently used for agricultural purposes - why not shift lanes that way? 3 We ask that you take into consideration the actual lives you impact and not just go by your statistics and maps. We are opposed to any plan that moves the sound wall by College Park East in Seal Beach. The Sander Family 4

PC-S9

From: Melanie Sanders [mailto:mail24melanie@gmail.com]
Sent: Wednesday, June 06, 2012 9:06 PM
To: Christina Byrne
Subject: OCTA's proposed Alternative 3

Dear Ms. Byrne,

I'm writing to say I am another Orange County citizen who does NOT support the Alternative Number 3 for construction on the 405 Freeway! 1

NO on Alternative THREE!!!!

~melanie
Melanie Sanders

PC-S10

I-405 Improvement Project
Public Hearing
Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.

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- ☐ Thursday, June 7, 2012 – Rush Park Auditorium
- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Cesar G. Sandoval
Organization: Labor Local 652
Address(Optional): 541 W. Alton Ave. Apt. E.
Phone Number: (714)557-2202
Email address:

Comments: To much traffic, alot of accidents and they need to be at the code, in some cases construction worker have been unemployed from 6 months up to 2 years, They have exhausted their unemployed benefits, traffic is increasing code only getting worst and we need Jobs

1

(Space for comments continued on reverse)

Caltrans OCTA

PC-S11

From: michael@livingwellreferral.com
Sent: Monday, June 25, 2012 11:20 AM
To: Parsons, 405.dedcomments
Subject: Expansion of 405-

To Whom it May Concern:

My name is Michael Santos and I am a resident of College Park East. I recently purchased my home and was drawn to this area by the neighborhood, school district and upkeep of the city.

One major drawback was the distance my house stands from the 405 freeway and the current wall that is in existence. I am OPPOSED to any change in the current situation that will move the wall closer to my property. The freeway is close enough and the sound is loud enough from my property. 1

Seal Beach is a city that I chose because of its prestige and ability to hold value. Moving this wall will lessen my investment and decrease the value of several hundred homes. In addition, the safety aspect will heightened due to the proposed narrow street. There are several bikers, runners and pedestrians that will be affected. I would hate to see a fatal accident happen due to the convenience of moving the wall that brings no benefit to the residents of College Park East. 2 3

"LEAVE THE WALL ALONE"

Should you have direct questions or comments, please don't hesitate to ask 714-330-6701.

Regards,

Michael Santos

3541 Camelia Street
Seal Beach, CA 90740

PC-S12

I-405 Improvement Project
Public Hearing

Comment Sheet

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- ☐ Wednesday, June 6, 2012 – Westminster Community Center
- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Sam Santos	
Organization: Laborers 652	
Address(Optional):	
Phone Number: (714) 240-9275	Email address:

Comments: The Union is a good Organization with good workers as they should be regulize 1

(Space for comments continued on reverse)

PC-S13

July 1, 2012

OCTA Board Member
550 S.Main St
PO BOX 14184 Orange CA 92863 TEL: (714) 560 6282

Dear Mr. Gregory T. Winterbottom
Vice Chairman
Public Member

I am a resident of the City of Seal Beach College Park East Community. I am asking you to vote for Alternative 1 for the I-405 Freeway Improvement project. This alternative will have the most limited community and environmental impacts compared to any other alternative. The community believes this alternative is the most best choice because: 1

1. Alternative 1 does not encroach 10 feet into Almond Avenue which has an existing soundwall that protects the community. If this wall is torn down and a new wall is built for widening the I-405, it will make Almond a one way street. In case you were not aware, Almond Street is a dedicated Tsunami escape route and the only community access route out from the College Park Community. Almond Street needs to be wide and two way configuration is needed in order to serve as an escape route due to floods and/or Tsunamis. 2

2. Alternative 1 also impacts to existing parks will at Astor Street and at Orleander Street. Like many of parks in our community, children play and senior citizens walk along Almond Street every day. Mothers and their children walk use these parks every day. An alternative that encroaches into our community will create expose families and children to more vehicle exhaust which causes respiratory problems, lung disease and/or lung cancer. The closer the freeway is closer to our community, the more exposed to vehicle exhaust and harmful toxics. 3

3. Funding is only available for Alternative 1.
Alternative 2 has a funding gap which will require OCTA to issue bonds and take more of the County's tax dollars. The community and residents do not favor this irresponsible tax-waste scenario. 4

Sincerely,

Gilinda de la Santos
3591 Violet St.
Seal Beach, Ca. 90740

PC-S14

I-405 Improvement Project
Public Hearing
Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.

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- ☐ Monday, June 4, 2012 – Orange Coast Community College
- ☐ Thursday, June 7, 2012 – Rush Park Auditorium
- ☐ Wednesday, June 6, 2012 – Westminster Community Center
- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Oscar Samudo	
Organization: Labor Local 652	
Address (Optional): 2119 S Garnsey Santa Ana Ca 92707	
Phone Number: 714-717-7284	Email address:

Comments:
+ it will also Help our infrastructure of The Bridges and streets.

1

(Space for comments continued on reverse)

Caltrans

OCTA

PC-S15

From: Ashley Schaefer [mailto:assleyone143@gmail.com]
Sent: Tuesday, July 17, 2012 3:14 PM
To: john.moorlach@ocgov.com; Audra.Adams@ocgov.com; PatBates@ocgov.com; Bill.Campbell@ocgov.com; dhansen@surfcity-hb.org; CFikes@surfcity-hb.org; Janet.Nguyen@ocgov.com; fvcrandall@yahoo.com; lorri@lorrigalloway.com; pglaab@cityoflagunaniguel.org; mpulido@santa-ana.org; pherzog@lakeforestca.gov; jamante@tustinca.org; Wendy Knowles; fvproud@fountainvalley.org; citycouncil@cityoforange.org; mayor@garden-grove.org
Subject: NO

I like to email and say I don't think this is a good idea at all. We don't need anymore traffic coming through we have enough already. So I'd like to say please don't agree this will cause way to much BS and we already have enough of that thanks to Gary!..

1

PC-S16

City of Los Alamitos
Community Development
JUL 12 2012
RECEIVED

Elsbeth Schmidt

3530 Carnation Circle

Seal Beach, CA 90740

e-mail: Lizamerelsbt@aol.com

Seal Beach July 10, 2012

RE: I-405 Improvement Project impacting the College Park East Community in the City of Seal Beach between the SR-73 and I-605; CALTRANS District 12, "405 DEIR/DEIS Comment Period".

Honorable Governor Brown, State Senators, U.S. Representatives, Assemblymen, Council Members, City and Public Members, Supervisors, Ladies and Gentlemen:

This letter is in response to the proposed Alternatives 1 through 3, inclusive, together with the No-Build Option and offers my personal opinion and comments.

I am a senior citizen and have been a College Park East resident since 1985. My home is located on Almond Street and Carnation Circle, being the second house from the corner of the street and the 20-foot high sound wall. I am aware that the Measure "M" was voted on and passed, providing for the addition of one GP lane in each direction. In the meantime, additional alternatives have been proposed which, if selected, would have a devastating effect on our entire community: 1

Alternative 1:

This alternative, adding one GP lane in each direction and leaving the existing sound wall intact, appears to be the most doable solution out of the first three alternatives. While not a perfect solution, it will have the least negative impact on our health, lives and property values. The pollution in this neighborhood is bad enough as it is and it will increase without doubt, however, it may relieve some traffic congestion and it would not diminish the already inadequate parking, ambulance and other vehicular service access to our homes. 2

A more sensible solution would be to simultaneously widen the I-405 at least to downtown Los Angeles. That way a bottleneck situation could be avoided at the Orange County/L.A. County line, preventing many accidents that may occur while traffic from the widened I-405 has to merge into the much narrower existing L.A. County portion of the I-405.

I also believe that it would be advantages to run a light rail/monorail or a solar powered facility along the median of the I-405. It has been stated that such a facility would be very costly and would not run faster than 20-40 miles/hr. To this I would like to say that based on my own personal experience every European city has excellent, efficient and cost effective rail and other public transportation. The commute is easy, safe, **very fast** and mostly trouble free. All major cities have a direct rail line into their airports. Korea is presently installing rail service to a future entertainment park near Seoul. Why is it that we cannot come up with a better public transportation solution? Why would it be more expensive than anywhere else on the globe? How wide are our freeways to become; are we eventually going to remove all the residences and live in our cars on the freeways? Silly, isn't it? 3

PC-S16 Continued

Page 2 of 2 - I-405 Improvement Project

One problem with our current public transportation system is that the trains (Blueline, Buses, etc.) do not run late enough. Many people who work in Los Angeles work extremely long hours. People who work for Title Companies and Law Firms for example regularly work until 3:00 am – 4:00 am and later. If there is no public transportation available to return home, it does not make any sense for them to use it going into Los Angeles. Also, better security and parking would need to be provided. Many stations do not yet have secure parking facilities. 3

Alternatives 2 and 3:

Adding two lanes in each direction and/or express and toll lines, respectively, would require the moving of the sound wall 7 to 10 feet closer to our homes and also lowering the height thereof by several feet would dramatically increase pollution and noise and would have a devastating effect on our lives and health due to higher exposure to vehicle pollutants and carcinogenic particles which the human body cannot expel. Especially children and seniors would be at greater risk. Almond Street, a designated Tsunami escape route, would become a one-way street. In an emergency situation such as heavy flooding or a Tsunami situation there would be chaos. Also, the very idea of paying toll charges for the use of an express lane is simply outrageous. We are all paying high property taxes which are increased every year by 2 percent. It's enough already! 4

How is it possible that so little value is placed on the wellbeing of the residents of this area, when at the same time a project to run a bullet train from San Diego to San Francisco/Lake Tahoe was halted because an endangered species desert fox had to be protected? Where are your priorities? In addition, our already severely reduced property values would decline even more, an additional burden we should not be asked to bear. 5

The entire College Park East Community is strongly opposing any encroachment on Almond Street and objects to the devastating impacts such an encroachment would present. Alternatives 2 and 3 are unacceptable. 6

No-Build Option:

This is the most ignored alternative. To me this one makes the most sense for the time being because if the L.A. County portion of the I-405 is not widened concurrently with the project at hand, none of the other alternatives make much sense. If the widening of the L.A. County portion is postponed or even cancelled, there will be greater gridlock than ever before at the Orange County/Los Angeles County line. 7

We as a group have been advised at meetings that the No-Build Option is still viable. If this is so, why are we spending millions of Dollars at this time for the lengthening of bridges and overpasses to accommodate future widening of the I-405, when it is possible that the No-Build Option may be exercised and no widening may ever be performed? I am sure we do not have that much money to waste, or has the decision to eliminate the No-Build Option been made after all? 8

I respectfully request that you give serious consideration to this community's concerns and fears. Your cooperation is appreciated. Thank you.

Sincerely,

Elsbeth Schmidt

PC-S17

July 1, 2012

OCTA Board Member
550 S.Main St
PO BOX 14184 Orange CA 92863 TEL: (714) 560 6282

Subject: I-405 widening impacting the College Park East Community in the City Seal Beach (Between the SR -73 and I-605)

Dear Board Member:

I am a resident of the City of Seal Beach College Park East Community. **I am asking you to vote for Alternative 1** for the I-405 Freeway Improvement project. This alternative will have the most limited community and environmental impacts compared to any other alternative. The community believes this alternative is the most best choice because: 1

1. Alternative 1 does not encroach 10 feet into Almond St. which has an existing soundwall that protects the community. If this wall is torn down and a new wall is built for widening the I-405, it will make Almond a one way street. In case you were not aware, Almond Street is a dedicated Tsunami escape route and the only community access route out from the College Park Community. Almond Street needs to be wide and two way configuration is needed in order to serve as an escape route due to floods and/or Tsunamis. 2

2. Alternatives 2 and 3 will encroach 10 feet into Almond St and will also impact to existing parks at Astor Street and at Orleander Street. Like many of parks in our community, children play and senior citizens walk along Almond Street every day. Mothers and their children walk use these parks every day and walk along Almond St. An alternative that encroaches into our community will create expose families and children to more vehicle exhaust which causes **respiratory problems, lung disease and/or lung cancer.** The closer the freeway is closer to our community, the more exposed to vehicle exhaust and harmful toxics. 3

3. Funding is only available for Alternative 1.
Alternatives 2 and 3 have a funding gap which will require OCTA to issue bonds and take more of the County's tax dollars. The community and residents do not favor this irresponsible tax-waste scenario. 4

Sincerely,

Elsbeth Schmidt

Elsbeth Schmidt

3530 Carnation Circle

Seal Beach, CA 90740

PC-S18

June 25, 2012

To - Smita Deshpande -

Please leave our "Wall" alone! 1
"No" to Moving the Soundwall.
Environmental Concerns!

"Air Quality" 2
Increased Noise Pollution! 3

"Sound"

Concerned,
Gloria Schmidt

Ms Gloria I. Schmidt
3570 Sunflower Cir
Seal Beach, CA 90740

PC-S19

From: Theodore Schraff [snorkadore@mac.com]
Sent: Saturday, June 02, 2012 4:48 PM
To: Parsons, 405.dedcomments
Cc: cbyrne@octa.net
Subject: The constant widening of freeways...

NO, NO, NO!

NO more lanes for freeways in OC! The solution is to get people **OUT** of their cars and expand public transportation(Reason #1). 1

Reason #2: The expansion of lanes of the 5 FWY creates some the of the most congested areas as soon as it comes to the LA County line....and don't blame LA- they've got it right by expanding public transportation!

Reason #3 Toll Roads are a complete bust and they were built on projections of increased population as well..... 2

Reason #4 Gas prices will only continue to rise (and the US consumes the most and pays too little compared to to other countries...but that's another subject). The voters of CA are looking for solutions that allow us to NOT fill tanks weekly.

Reason #5 More lanes=more cars=more pollution! 3

REASON #6 The prohibitive 'one million dollars a mile' cost of roads.

REASON #7 Will the widening also include overpriced, overused, plastic 'art' like on some of the freeways of OC? 4

If CALTRANS could come up with plans for a partially elevated rail system along the major freeways of California we would all jump for joy! And please make it SOLAR. 5

The age of big oil and big cars is soon to reach it's tipping point.
Let's plan for the FUTURE. Freeways are a 75 year old idea....

Thanks for listening,

Theodore P. Schraff III
OC resident, taxpayer, and voter

PC-S20

To Whom it May Concern,

I strongly do NOT want the sound wall taken down and moved closer to the homes. I live right off of Almond and feel the noise would greatly increase plus lower the value of the homes. 1

Almond needs to be two lanes. It is a major street making access to all the cul de sacs. How will we access our homes?

Linda Scott
3530 Jasmine Cir
Seal Bch

PC-S21

From: William Sedlak [wls.1910.120@gmail.com]
Sent: Tuesday, July 17, 2012 3:13 PM
To: Parsons, 405.dedcomments
Subject: Comments on I-405 Improvements Draft EIR

After a review of the alternatives, I would like to voice my opposition to the addition of toll lanes to the I-405 (Alternative 3). The introduction of these lanes will create additional points of turbulence in the traffic patterns for the entry and exit points, which will impact the non-toll paying public more that the toll lane occupants. The I-405 from the SR 55 interchange is already highly congested and does not have sufficient room to install toll road inlets, so the traffic would be impacted adversely in this case, and any Additionally, this system, by its nature, generates a stereotype that the "rich" can simply bypass traffic by paying a toll while leaving the general population to suffer in traffic jams. 1

Additionally, it appears that vehicles traveling north in the carpool lane, on approaching Fairview, would need to leave that carpool lane and merge into the GP lanes if they do not want to (or cannot afford to) pay the toll. This would further add to the turbulence in the traffic and more congestion in the GP lanes. 2

The provision for HOV3 occupancy is now a contradiction in terms. The number of smaller, high mileage vehicles has drastically increased in the recent years. However, many of these vehicles are not really practical for carrying more than 2 passengers other than small children, due to the size of the vehicle. The requirement to use of the 3+ person criteria will encourage the use of larger heavier vehicles that get worse mileage in comparison. 3

Between Alternative 1 and Alternative 2, I would support Alternative 2, even though it costs slightly more and takes slightly longer to construct. The additional road ROW will become increasingly hard to obtain with time and postponing this acquisition will only further delay its implementation. 4

Thank you for the opportunity to provide comments,

--
Bill Sedlak
Fountain Valley, CA
714-812-5374

PC-S22

From: james seippel [jseippel@sbcglobal.net]
Sent: Thursday, June 14, 2012 1:48 PM
To: Parsons, 405.dedcomments
Subject: I-405 Project

Regarding the I-405 Project, I would like to see the No-Build option: however, it sounds like this has little chance so I would vote (recommend) option #1. I would also like to comment that Toll roads (all Toll roads) are nothing more then a scam and legalized theft of Taxpayers money!!! 1

Thank you for the opportunity to comment.
jim seippel

PC-S23

From: Seiff, Kenneth [kseiff@uci.edu]
Sent: Tuesday, July 17, 2012 5:10 PM
To: Parsons, 405.dedcomments
Subject: Comments: 405 Freeway Improvement Project

Sirs—Thank you for the opportunity to submit comments regarding the proposed 405 Freeway Improvement Project. As a private citizen living in the close and direct vicinity of this project in College Park West, Seal Beach, very near Long Beach and L.A. County and the 405/605/22 junction, myself, my neighbors, and our community will be greatly impacted by the construction work involved in the project and how it ends up in our area. This is of course superimposed upon the major long term impact of other major road and transportation projects in our area more recently, including the largest West County Connectors Project and reconstruction of the 7th Street overpass. I make the following comments, requests, and recommendations for your kind consideration: 1

--Improving the 405 Freeway through Orange County up to the junction with 22/605 will allow much more efficient and increased traffic volume and flow right where the project is currently planned to end, at that major interchange, and into Long Beach/L.A.County and portions of Seal Beach/Orange County right at that area. Of most concern to me and many other residents who live in this greater area would be the potential further impact of greatly increased traffic flow with all that implies over time at the 22 Freeway/7th Street/Studebaker Road interchange; I do not believe this interchange will be able to handle this safely or without a major structural failure of some type. This interchange is located literally a half mile or less from the 405/605 junction, where the 22 ends and the greater interchange (both north and south of the 22/7th Street) has suffered from crumbling infrastructure, poor drainage, poor lighting, and safety issues for many, many years. Yet this is a key component in the transportation and traffic network of our immediate area and even beyond. This area is the "gateway" to high traffic density to and from the Long Beach VA Hospital and Long Beach State University, just another mile or so further west on 22/7th Street as well as to the business, shopping, and residential areas of Belmont Shore, Naples, and the greater neighborhoods of east Long Beach; the west bound interchange (north of the freeway) also serves as the ONLY way in or out of my unique neighborhood , College Park West, in Seal Beach as it was designed at College Park Drive that intersects with the west bound off ramp of the 22 there. Unfortunately, since this interchange , although barely, does lay in L.A. County/Long Beach and in CalTrans District 9, there are apparently as of now no plans for any improvements to this area to handle the increased load from an improved 405 as being envisioned. This is a serious error and I truly call into question the ability of the infrastructure of that greater interchange to withstand for long the great superimposed stress of greater traffic volume and flow that will come with an improved 405 Freeway coming from the south. This interchange has really needed major improvement itself for many years; I have documented this in numerous other communications over the years, including comments regarding the WCC project; I will not go into particulars on that here but can supply specifics if requested. I have yet to meet or communicate with anyone, local resident, visitor, civic leader, public employee, or traffic/highway expert who has not agreed with this; I would invite anyone reading this communication to personally walk/drive the area with me to see this situation first hand if that person is not familiar with what I am referring to here. Actually, to be accurate, there is (thankfully) currently a project under way at the intersection of College Park Drive and the westbound off ramp to improve the traffic flow, access, and safety finally after all these years. This is thanks to the dedicated and persistent efforts of our Seal Beach City Councilmember, David Sloan, working with the great staff and City Council members of the east Long Beach area, city staff and executives of Long Beach and Seal Beach, as well as civic leaders of all the jurisdictions there, city, county, state (CalTrans and legislative). These efforts are very much appreciated and the project will make a big difference in that area I believe, including helping to handle any increased stress related to the 405 improvement. But the rest of the interchange (both north and south of the 22 out to Studebaker Road and the bridge on Studebaker over the freeway/7th Street will also have to be upgraded to safely and efficiently be able to handle this as well I believe. (I should state that the smaller upgrade project 2

PC-S23 Continued

underway at College Park Drive and the off ramp there was made possible by funding from CalTrans District 9 and OCTA related to mitigation related to the WCC project; recognition and appreciation should be duly noted but as well perhaps this might serve as a model for further mitigation and improvements at that entire interchange.

--Many have voiced concern that this project as shaping up has the potential to create a situation similar as to what happened with the 5 Freeway after major improvements in Orange County via OCTA. Unfortunately, due to lack of regional planning, these improvements ended right at the L.A. County /CalTrans District line, causing severe added stress right at that nexus that impacted the local area severely. This situation must be addressed ahead of time at all costs and mitigation measures MUST be planned for and incorporated into any improvement plan that will avoid this situation at the L.A./Orange County Line which is also where the 405/605/22 interchange. If this is not approached correctly, we who live and work in that area could be facing and traffic flow and access nightmare even much worse than the present at the termination of the 405 project at Long Beach. This is also directly related to my comments above regarding the 22/7th Street/Studebaker Road greater interchange; I truly do not feel this roadway and support structures will be able to safely and durably handle the stress of increased traffic volume and flow either due to serious physical infrastructure potential problems and/or traffic congestion and/or safety issues. In summary, careful coordination and mitigation measures must be taken to best be able to avoid these serious potentialities that ideally need to involve the geographical, civic, and political entities both in Orange and L.A. counties. Major attention to the key and central greater 22/7th Street/Studebaker Road interchange absolutely must be part of this and it appears that a major upgrade of that area also would be the only optimal and longer lasting solution. **2**

--My own personal belief is that no community or area should be "forced" to accept encroachment from the freeway improvements, such as movement of sound walls, etc., if they do not wish this. I am not sure of what other solutions may be feasible, but it seems there has been overwhelming expression of this sentiment at the town hall meetings that have been held so far as well. Further, as was done with the WCC project, mitigation funds and measures requested by cities and jurisdictions along the freeway to be directly impacted by the construction, etc., should be very strongly considered. This also should be case for Long Beach where the improved 405 will spill out increased traffic volume and flow, at the termination of the 405 project and I know the City of Long Beach has expressed some very serious concerns about the projects. **3**

--Personally, I am opposed to toll lanes and request these NOT be included as part of any 405 Improvement Project. Further, I believe most who have expressed an opinion at any of the hearings agree with me on this. In reviewing the data for toll lanes generally and in Orange County in particular, it does not appear these have been as successful as hoped in our area and it is my view that the data does not suggest all that much cost feasibility. **4**

Thank you again for your time and interest in these regards. Please feel free to contact me at any time if desired. Best wishes—Ken Seiff

Kenneth H. Seiff

7/16/12

121 Yale Lane

Seal Beach, CA 90740

562-594-0652

PC-S24

From: Slucy61 [mailto:slucy61@aol.com]
Sent: Wednesday, June 06, 2012 8:58 AM
To: Christina Byrne
Subject: 405 expansion

NO on #3 for Fairview expansion.... **1**

Debbie Serrano

PC-S25

I-405 Improvement Project
Public Hearing
Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.

Meeting Venue (please check one of the following):

- ☐ Monday, June 4, 2012 – Orange Coast Community College
- ☐ Thuraday, June 7, 2012 – Rush Park Auditorium
- ☐ Wednesday, June 6, 2012 – Westminster Community Center
- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Monica Sevajian
Organization:
Address(Optional):
Phone Number: 626-6229784
Email address: monicaorta6@hotmail.com

Comments: The construction of the I-405 Improvement is long overdo, as a commutter that uses that freeway the congestion of the traffic is horrible with this new improvement that will reduce and therefore make it a much less stressful commute. So as a commuter I support it. 1

(Space for comments continued on reverse)

PC-S26

I-405 Improvement Project
Public Hearing
Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.

Meeting Venue (please check one of the following):

- ☐ Monday, June 4, 2012 – Orange Coast Community College
- ☐ Thursday, June 7, 2012 – Rush Park Auditorium
- ☐ Wednesday, June 6, 2012 – Westminster Community Center
- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Moises Sevilla
Organization: Local 652 Laborers
Address(Optional): 1616 N. Bisnaga St. Santa Ana CA 92703
Phone Number: 714-442-6573
Email address:

Comments: Mucho trafico muchos accidente y no ayuda mas trabajo 1

(Space for comments continued on reverse)

PC-S26 Translation

Comment:

A lot of traffic and a lot of accidents and we need jobs.

PC-S27

From: Roy Shahbazian [roy@bettercommute.org]
Sent: Tuesday, May 29, 2012 11:14 PM
To: Parsons, 405.dedcomments
Subject: I-405 Arterial Interchange diagrams

The I-405 DEIR includes helpful diagrams of the existing arterial interchanges.

It also includes text descriptions of the proposed interchanges such as this.
Goldenwest Street and Bolsa Avenue Interchange. At the Goldenwest Street and Bolsa Avenue interchange, the project would widen Bolsa Avenue in both directions and the Goldenwest Street overcrossing in each direction. Ramps would be modified to provide additional lanes at their arterial ends for turn lanes and storage. Two ramps would be modified to intersect Bolsa Avenue at right angles.

Could you provide diagrams of the proposed arterial interchanges (similar to the diagrams of the existing interchanges)? If it's not clear from those diagrams, could you also tell me which loop ramps are proposed to have more than one lane. 1

Thanks

Roy Shahbazian

PC-S28

From: Roy Shahbazian [roy@bettercommute.org]
Sent: Monday, July 16, 2012 7:18 PM
To: Parsons, 405.dedcomments
Subject: I-405 DEIS/EIR Comment Period (message 2 of 2)

My comment on the I-405 DEIS/EIR includes three referenced documents. I attached the first referenced document with my comment letter in a previous message. The other two documents were rejected by the Parsons email server due to size (see error message below). Please download the remaining two referenced documents from the following web locations. 1

http://www.dot.ca.gov/hq/oppd/hdm/HDM 050712.pdf
http://octa.net/pdf/bikeways09.pdf

Let me know if you have any trouble viewing any of the four documents.

Roy Shahbazian

Mail server error message:

405.dedcomments.parsons@parsons.com
SMTP error from remote mail server after end of data:
host txpla02mx03.parsons.com [206.219.199.103]:
550 5.7.0 Message Size Violation - Parsons

------ This is a copy of the message, including all the headers. ------
------ The body of the message is 32014424 characters long; only the first
------ 106496 or so are included here.

PC-S29

Roy Shahbazian
655 S Main St #141
Orange, CA 92868

16 July 2012

Smita Deshpande, Branch Chief
Caltrans-District 12
3347 Michelson Drive, Suite 100
Irvine, CA 92612

Rose Casey, Highway Programs Director
Orange County Transportation Authority
550 S Main St
Orange, CA 92868

Kevin Haboian, Project Manger
Parsons Transportation Group
2201 Dupont Dr Ste 200
Irvine, CA 92612

Re: I-405 DEIS/EIR Comments

Dear Ms. Deshpande, Ms. Casey and Mr Haboian:

Thank you for the opportunity to comment on the 405 DEIR. The project plans show that CalTrans and the project team have included several improvements for pedestrian and bicyclist safety. Thank you for considering the OCTA Commuter Bikeways Strategic Plan in the development of the I-405 widening designs. The signalized crosswalks, sidewalks, bikelanes, and bicycle storage lanes that have been included in the plans will help Orange County residents safely use those portions of the transportation system.

Unfortunately, some aspects of the design do not allow pedestrians and bicyclists to safely use the transportation facilities. Several of the arterial interchange designs cause conflicts between pedestrians, bicyclists and motor vehicles. These include uncontrolled pedestrian crosswalks at ramps, free right-turn lanes where bicycles are expected, optional free right-turn lanes as well as omitted bikelanes. Due to the increased number of free right-turn lanes and increased volume of traffic, these impacts to pedestrians and bicyclists would be significant. The DEIR fails to include arterial interchange alternatives which would minimize impacts on pedestrians and bicyclists. While the DEIR does analyze delay to motor vehicle traffic, it fails to analyze the delay to pedestrians caused by crossing two lanes of freeway on-ramp traffic at unsignalized crossings. The DEIR also fails to analyze the projected change in pedestrian and bicycle traffic and the corresponding increase in conflicts between motorists and pedestrians and bicyclists caused by increased motor vehicle traffic volume. Although the DEIR mentions it in section 3.1.6.1, the report fails to analyze impacts related to the special needs of the elderly and the disabled at the crosswalks at arterial interchanges.

The DEIR also fails to analyze the traffic safety impacts to bicyclists who will have to merge through 1-2 lanes of freeway-bound motor vehicle traffic as they approach free right-turn lanes. In Appendix A, Section XVI (d), the DEIR claims that the increased hazards of such design features

1

PC-S29 Continued

will have less-than-significant impacts, which is inaccurate and requires analysis including projections of conflicts as a result of increased motor vehicle traffic as well as increased pedestrian and bicycle traffic. Not only does the DEIR fail to mitigate those impacts, but it does so while also neglecting to follow clear guidance in the Highway Design Manual on right-turn lane design. The DEIR further fails to include rationale for neglecting this guidance from the Highway Design Manual.

In Appendix A, Section XVI (f), the DEIR claims that the conflicts with adopted policies such as the Highway Design Manual regarding bicycle and pedestrian facilities will have less-than-significant impacts, which is inaccurate and requires analysis. The DEIR also fails to mitigate these impacts. In the same section (Appendix A, Section XVI (f)), the DEIR also claims that the decreased safety of bicycle and pedestrian facilities will have less-than-significant impacts, which is incorrect and requires analysis. The DEIR also fails to mitigate those impacts.

Fortunately, these impacts can be largely avoided simply by following existing policies, including the current Highway Design Manual. I would like to ask you to complete your team's good work by improving the project plans to allow pedestrians and bicyclists to safely use all of the arterials affected by this project. Any aspects of the design that overlook the safety of all users will negatively impact generations of pedestrians and bicyclists to come. Now is the time to properly address pedestrian and bicyclist safety and mobility impacts.

I'm sure you are aware of the following excerpts from the revised Deputy Directive 64 which should be followed in developing the project plans.

DD-64-R1

The Department views all transportation improvements as opportunities to improve safety, access, and mobility for all travelers in California and recognizes bicycle, pedestrian, and transit modes as integral elements of the transportation system.

...

Chiefs, Divisions of Traffic Operations, Maintenance, Environmental Analysis, Design, Construction, and Project Management:

- *Provide guidance on project design, operation, and maintenance of work zones to safely accommodate bicyclists, pedestrians, and transit users.*
- *Ensure the transportation system and facilities are planned, constructed, operated, and maintained consistent with project type and funding program to maximize safety and mobility for all users with legal access.*
- *Promote and incorporate, on an ongoing basis, guidance, procedures, and product reviews that maximize bicycle, pedestrian, and transit safety and mobility.*
- *Support multidisciplinary district participation in the project development process to provide for the needs of all users.*

Employees:

- *Follow and recommend improvements to manuals, guidance, and procedures that maximize safety and mobility for all users in all transportation products and activities.*
- *Promote awareness of bicycle, pedestrian, and transit needs to develop an integrated, multimodal transportation system.*
- *Maximize bicycle, pedestrian, and transit safety and mobility through each project's life cycle.*

There is more work to be done to maximize bicycle, pedestrian and transit safety and mobility in this project.

1

PC-S29 Continued

As cited in the DEIR, Federal requirements also apply, including this excerpt from Title 23 Code of Federal Regulations Section 652.

23 CFR 652

> Where current or anticipated pedestrian and/or bicycle traffic presents a potential conflict with motor vehicle traffic, every effort shall be made to minimize the detrimental effects on all highway users who share the facility.

1

The Highway Design Manual provides specific direction in this regard. The project plans should be improved to be consistent with this direction from the Highway Design Manual. Below are the relevant excerpts.

Highway Design Manual 403.6

> 403.6 Turning Traffic
> (1) Treatment of Intersections with Right-Turn-Only Lanes.
> ...
> Optional right-turn lanes should not be used in combination with right-turn-only lanes on roads where bicycle travel is permitted.
> ...
> Multiple right-turn- only lanes should not be free right-turns when there is a pedestrian crossing. If there is a pedestrian crossing on the receiving leg of multiple right-turn-only lanes, the intersection should be controlled by a pedestrian signal head, or geometrically designed such that pedestrians cross only one turning lane at a time.
> ...
> Locations with right-turn-only lanes should provide a minimum 4-foot width for bicycle use between the right-turn and through lane when bikes are permitted.
> ...
> *(2) Intersections at Interchange Design.* The design of at-grade intersections at interchanges should be accomplished in a manner that will minimize confusion of motorists and bicyclists. High speed, uncontrolled, low angle entries and exits from freeway ramps should not be used at the intersection of the ramps with the local road. These types of ramp intersections are appropriate for ramp merges onto freeways, but not at ramp intersections with local roads. Higher angle intersections tend to reduce speeds at conflict points between motorists, bicyclists, and pedestrian.

2

PC-S29 Continued

Highway Design Manual 502.2

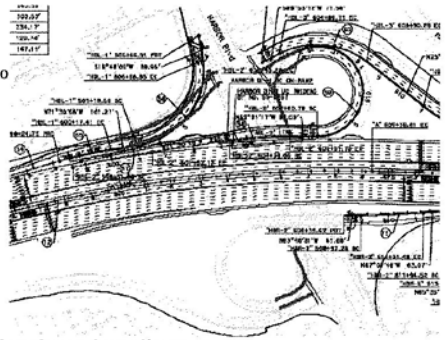
> *502.2 Local Street Interchanges*
>
> Local road interchanges ramp termini should be perpendicular to the local road. The high speed, shallow angle, ramp termini of the past are problematic for pedestrians and bicyclists to navigate.

3

The concepts from the Highway Design Manual can be applied to the arterial interchange designs to improve safety for pedestrians and bicyclists. Failure to do so would give an injured plaintiff's attorney the opportunity to argue that CalTrans knowingly disregarded guidance in the Highway Design Manual. Below are specific suggestions to implement the Highway Design Manual guidance and improve pedestrian and bicyclist safety.

(The diagrams below are oriented with the Southbound I-405 lanes towards the top of the diagram and the Northbound lanes towards the bottom, consistent with the project plans.)

Harbor Blvd



NB Harbor to SB 405: move the on-ramp to a common intersection with SB 405 off-ramp so that the ramp terminates perpendicular to the arterial and signalize it [HDM 502.2].

Even though the other ramps aren't proposed to be changed, minor re-alignments should be considered to improve safety of pedestrians and bicyclists at this interchange [HDM 502.2]. If for any reason any free right-turn lanes are retained and bicyclists must merge through freeway-bound motor vehicle traffic, "appropriate signage and striping should be used to warn bicyclists and motorists of the merge" [OCTA Commuter Bikeways Strategic Plan section 2.6.3]. Signing for the merge lanes should emphasize that traffic entering the freeway should yield to through bicycle traffic. Signage, striping and geometric design should remove any ambiguity about who should yield. (Merging traffic should always yield to through traffic.)

Regardless of the ramp configuration, all the pedestrian crossings should be signalized. Given the magnitude of this overall project, adding a sidewalk on the west side of Harbor Blvd should be re-considered.

Ellis Ave

The EB Ellis to SB 405 ramp adds a new free right-turn lane which creates conflicts for pedestrians and bicyclists. The interchange's proximity to the Santa Ana River Trail makes this particularly problematic. The crosswalk should be signalized and be consistent with the Highway

4

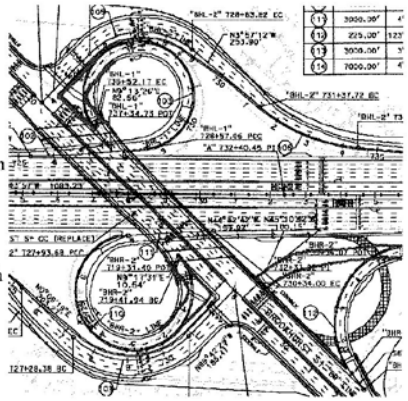
PC-S29 Continued

Design Manual 403.6. For any free right-turn lanes, "appropriate signage and striping should be used to warn bicyclists and motorists of the merge" [OCTA CBSP 2.6.3]. Signing for the merge lanes should emphasize that traffic entering the freeway should yield to through bicycle traffic. Signage, striping and geometric design should remove any ambiguity about who should yield. (Merging traffic should always yield to through traffic.)

Euclid St

Even though no work is proposed on Euclid St, given the magnitude of the overall project, crosswalks and sidewalks should be included on both sides of Euclid St. 5

Brookhurst St



SB Brookhurst to SB 405: the ramp terminus should be perpendicular to Brookhurst [HDM 502.2, 403.6(1)] and signalized. Provide a minimum 4-foot width for bicycle use between the right-turn and through lane [HDM 403.6(1)] (5-foot width is preferred). Why not design it like the proposed Magnolia interchange?

SB Brookhurst to NB 405: terminate at the NB 405 intersection perpendicular to Brookhurst [HDM 502.2] and signalized. Provide a minimum 4-foot width for bicycle use between the right-turn and through lane [HDM 403.6(1)].

NB Brookhurst to NB 405: the ramp terminus should be perpendicular to Brookhurst [HDM 502.2] and signalized. Provide a minimum 4-foot width for bicycle use between the right-turn and through lane [HDM 403.6(1)].

Regardless of the ramp configuration, all the pedestrian crossings should be signalized.

Thanks for removing the other loops ramps.

Signs or pavement markings should be included to make it clear how bicyclists should proceed through the local interchange area and make it clear to motorists where to expect to encounter bicyclists. Possible examples include sharrows or "Bicyclists may use full lane". If for any reason any free right-turn lanes are retained or bicyclists must merge through freeway-bound motor vehicle traffic, "appropriate signage and striping should be used to warn bicyclists and motorists of the merge" [OCTA CBSP 2.6.3]. Signing for the merge lanes should emphasize that traffic entering the freeway should yield to through bicycle traffic. Signage, striping and geometric design should remove any ambiguity about who should yield. (Merging traffic should always yield to through traffic.) 6

Warner Ave

WB Warner to NB405: combine with the NB 405 off-ramp so that the ramp terminates perpendicular to the arterial and signalize it [HDM 502.2]. Provide a minimum 4-foot width for bicycle use between the right-turn and through lane [HDM 403.6(1)].

EB Warner to SB405: combine with the SB 405 off-ramp so that the ramp terminates 7

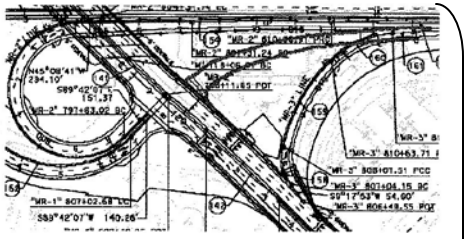
PC-S29 Continued

perpendicular to the arterial and signalize it [HDM 502.2]. Provide a minimum 4-foot width for bicycle use between the right-turn and through lane [HDM 403.6(1)].

If for any reason any free right-turn lanes are retained or bicyclists must merge through freeway-bound motor vehicle traffic, "appropriate signage and striping should be used to warn bicyclists and motorists of the merge" [OCTA CBSP 2.6.3]. Signing for the merge lanes should emphasize that traffic entering the freeway should yield to through bicycle traffic. Signage, striping and geometric design should remove any ambiguity about who should yield. (Merging traffic should always yield to through traffic.) 7

Regardless of the ramp configuration, all the pedestrian crossings should be signalized.

Magnolia Ave



Excellent ramp design for the most part

SB Magnolia to NB405: terminate ramp at NB405 off-ramp intersection so that the ramp terminates perpendicular to the arterial and signalize it [HDM 502.2] (like SB Beach Blvd to NB 405)

Bikelanes from the Commuter Bikeways Strategic Plan should be included in this project. The City of Huntington Beach has a proposed bikeway on this segment of Magnolia from the city boundary at the I-405 to Warner [OCTA CBSP page 84]. Although the CBSP only includes the portion of the bikeway within the City of Huntington Beach, the bikelanes should extend at least to the northbound on-ramp and on both sides of Magnolia Ave. Please work with the cities of Huntington Beach, Fountain Valley and Westminster to coordinate a solution that provides mobility for bicyclists. If bikeways are not included for any reason, sufficient roadway width should be included so bikelanes can be added in the future and signs or pavement markings should be included to make it clear how bicyclists should proceed through the local interchange area and make it clear to motorists where to expect to encounter bicyclists.

If for any reason the free right-turn lane is retained or bicyclists must merge through freeway-bound motor vehicle traffic, "appropriate signage and striping should be used to warn bicyclists and motorists of the merge" [OCTA CBSP 2.6.3]. Signing for the merge lanes should emphasize that traffic entering the freeway should yield to through bicycle traffic. Signage, striping and geometric design should remove any ambiguity about who should yield. (Merging traffic should always yield to through traffic.)

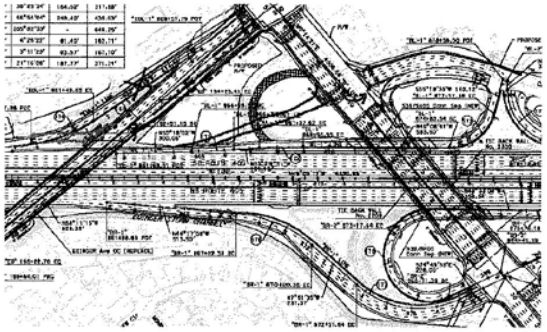
Regardless of the ramp configuration, all the pedestrian crossings should be signalized. 8

Heil Ave

The pedestrian and bicycle bridge should be designed to accommodate bicyclists connecting to nearby Class 1 bikeways. The curve radius of the bridge ramp should be designed to Class 1 bikeways standards and be large enough for bicyclists. Signage should be included to minimize conflicts between pedestrians and bicyclists. 9

PC-S29 Continued

Beach Blvd



SB Beach to WB Center Ave: change the free right-turn plus optional free right-turn to a perpendicular, signalized intersection at EB Center Ave intersection (shown in red) [HDM 502.2, 403.6(1)] Provide a minimum 4-foot width for bicycle use between the right-turn and through lane [HDM 403.6(1)].

NB Beach to NB 405: great design

SB Beach to NB 405: great design; Why not use this geometry for the Brookhurst and Magnolia interchanges too?

Thank you for removing the other loop ramps. 10

Edinger Ave

The segment of Edinger near I-405 is a small gap in the bikeway network. Thank you for including the bikelane in the project design. The bicycle lane should continue West of Beach Blvd on Edinger Ave at least to the project limits. The ramp from EB Edinger to SB-405 is problematic for bicyclists and it doesn't allow for a crosswalk. The optional free-right-turn lane is contrary to the Highway Design Manual section 403.6(1). Pictured in the diagram above are three possible alternatives in blue, green and purple which improve pedestrian and bicyclist safety and mobility [HDM 502.2]. Every effort should be made to minimize the detrimental effects of conflicts between motor vehicles and bicycles and pedestrians [23 CFR 652]. 11

Bolsa Ave

Great improvements. There are many cyclists in this area. This design is a great step forward for accommodating all road users. Thank you. 12

Goldenwest St

SB Goldenwest to SB405: signalize the crosswalk. The light can be green for motor vehicles almost all the time, but when a pedestrian needs to cross traffic must stop anyway. A signal would make it clear to motorists and pedestrians when they should proceed and when they should wait. Why wouldn't you include a signal for the crosswalk? 13

Westminster Blvd

Remarkable improvements! Thanks for adding the bikeways included in the CBSP and for taking seriously HDM and DD-64-R1 and improving safety for all roadway users. 14

All pedestrian crosswalks should be signalized.

PC-S29 Continued

Bolsa Chica

The design should not preclude adding crosswalks in the future. Even though the current land use isn't popular for pedestrians, the land use may change within the lifetime of the project. 15

Seal Beach Blvd

It looks like it includes a bicycle storage lane which makes it clear where cyclists should ride and where motorists should expect to encounter cyclists. Good bikeway design; thank you. The design should not preclude adding crosswalks in the future. 16

Whether you can accept these specific recommendations or not, I urge you to follow the direction of the current Highway Design Manual and DD-64-R1 to improve the safety and mobility of pedestrians and bicyclists. If for any reason any of the ramps are not corrected to be perpendicular to the arterial, signalized crosswalks and bicycle signage should be included to minimize confusion of motorists and bicyclists. 17

Since low-income and minority populations would be disproportionately affected by the pedestrian and bicycle aspects of this proposed project, an analysis of these disproportionate impacts should be performed. These population groups, especially among the pedestrians and bicyclists who currently use such facilities in the project area, should be specifically notified of the potential impacts and analysis as well as have an opportunity for public participation. 18

The temporary construction impacts to pedestrians and bicyclists will cause significant delays. Pedestrian trip lengths could be doubled due to bridge or sidewalk closures. Public participation in a task force should be facilitated to identify mitigation measures for construction impacts (possibly involving the Orange County Bicycle Coalition, Safe Routes to School, OCTA CAC Bicycle and Pedestrian Subcommittee and the Alliance for a Healthy Orange County). This would also help bicyclists and pedestrians prepare for the closures. 19

It has been decades since this freeway has been widened and the next opportunity to improve safety for pedestrians and bicyclists near these arterial interchanges might be 30 years from now. If there were ever a time to design this project right, this is it. I urge you to take full advantage of this opportunity.

Thank you for your consideration.

Sincerely,

Roy Shahbazian

Attachments:

Deputy Directive 64 (Rev 1)

Highway Design Manual (5/22/12)

OCTA Commuter Bikeways Strategic Plan (2009)

PC-S30

From: Amy Shaw [amy.r.shaw@hotmail.com]
Sent: Monday, July 16, 2012 9:37 AM
To: Amy Shaw
Subject: Please say "No" to Alternative #3 on the 405

Hello,

I'm writing to request that you say 'No' to Alternative #3, the Express Toll Lanes, on the I-405 Improvement Project. I do not feel that this option complies with the Measure M funding that says money would not be used to build any toll lanes; it also does not provide access to the majority drivers. The best option is Alternative #2 which would provide access to the two new lanes to ALL drivers, not just those willing to pay extra for it. We are already paying for the freeway with our tax dollars via Measure M. 1

Please say 'No' to Alternative #3 and 'Yes' to an alternative that is beneficial to the majority of the drivers on the 405.

Thank you,

Amy Shaw
Resident of Costa Mesa

PC-S31

June 7, 2012

Smitha Deshpande
Branch Chief - Cal Trans District 12
Attn: 405 DEIR/DEIS Comment Period
2201 Dupont Dr., Suite 200
Irvine, CA 92612

Dear Ms. Deshpande,

We oppose plan 3 for the expansion of the 405. It denies the residents of Costa Mesa easy access to the "improvements". Plan 2 adds lanes and decreases travel time without wrecking the new bridge at Fairview.

Toll lanes have not been the great money makers first thought and adding one here is not the best way to go. 1

Sincerely, Ben & Susan Shaw
Ben and Susan Shaw
2870 Tabago Place
Costa Mesa, CA 92626

PC-S32

From: Shaw Ben [rockyshaw01@yahoo.com]
Sent: Wednesday, June 06, 2012 8:21 AM
To: Parsons, 405.dedcomments
Subject: 405 expansion

Gentlemen:
We oppose adoption of Plan 3 for the 405 expansion. It denies access to Costa Mesa residents to the "improvements". Hooking up at Magnolia is not acceptable. Plan 2 meets the needs for additional lanes, avoids the useless toll lane and decreases travel time to the 605. This expansion should be done without touching the Fairview St bridge. 1

In addition, it would be wise on your part to make sure your support staff is not making snide remarks concerning the citizens point of view expressed at the informational meetings. It is not a joke to residents and we expect full attention to our views. "Let's just block off all off and on ramps to Costa Mesa and see how they like it" which one of your staff stated while speakers were speaking doesn't make citizens have confidence in your company. 2

Sincerely,
Ben and Susan Shaw
2870 Tabago Place
Costa Mesa, CA 92626

PC-S33

From: Dave Shea [shaveday@yahoo.com]
Sent: Monday, June 18, 2012 10:53 AM
To: Parsons, 405.dedcomments
Subject: 605 South connector to 405 South

Hi,
I was wondering if there are plans to alleviate the "turmoil" that exists where the 605 South turns into 2 lanes on the left to go to the 405 South. Cars fly down the #3 lane to bypass congestion and then cut in at the last second. I guess the lane change is legal, but it is very dangerous and not very fair. Are there plans that address this? Thanks for your time. 1

Dave Shea
Long Beach

PC-S34

I-405 Improvement Project
Public Hearing

Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.

Meeting Venue (please check one of the following):

- [x] Monday, June 4, 2012 – Orange Coast Community College
- [ ] Thursday, June 7, 2012 – Rush Park Auditorium
- [ ] Wednesday, June 6, 2012 – Westminster Community Center
- [ ] Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Scott Shoemaker	
Organization: L.U. 582 plumbers + steam fitters	
Address(Optional):	
Phone Number: 714 744 4237	Email address: SSHOEMAKER1@socal.rr.com

Comments: these improvements need to be done as soon as possible. 1

(Space for comments continued on reverse)

PC-S35

August 6, 2012

RECEIVED AUG 7 2012 By Marie Clary

Smita Deshande
CAL TRANS District 12
2201 Dupont Drive #200
Irvine, CA 92612

Regarding: Alternative One

Thank you for taking the time to read our letter. After reading the Alternatives affecting our area, we must voice our opinions and accept only Alternative One. 1

If you lived in our neighborhood, you would also choose this option. The moving of the sound wall is a terrible idea to all who live near it. You would not want that to happen if you lived here. If you take the time to drive down Almond and look to see what they're planning to do, you would see how greatly it would impact our neighbors who live along that street. It would also lower the value of all homes in this tract, and increase noise and dust from the monstrous freeway that is slowly taking over our land. 2

Please help to keep this from happening.

Thank you.

Julia M. Shores

James W. Shores

Julia M. Shores
James W. Shores
Residents of College Park East
4833 Fir Avenue
Seal Beach, CA 90740

PC-S36

I-405 Improvement Project
Public Hearing
Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.

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- ☐ Monday, June 4, 2012 – Orange Coast Community College
- ☐ Wednesday, June 6, 2012 – Westminster Community Center
- ☐ Thursday, June 7, 2012 – Rush Park Auditorium
- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Carlos P. SILVESTRE
Organization: Labor Local 652
Address(Optional): 1523 W. 10 St. Santa Ana Calif. 92703-2001
Phone Number: 714-953-9711.
Email address:

Comments: It will also HELP our INFRASTRUCTURE of THE [illegible]

1

(Space for comments continued on reverse)

Caltrans OCTA

PC-S37

From: Terry Simpson [TSimpson@secmet.com]
Sent: Monday, June 18, 2012 1:00 PM
To: Parsons, 405.dedcomments
Subject: 405 Expansion Comment

I live at 6181 Camphor Avenue, Westminster.

When we beat this expansion ideas around 3 plus years ago, there was no mention of an Express (toll) option.

Not sure where it came from other than the county trying to make some money.

I was at the Westminster public hearing and as you are well aware of, everyone there was against the TOLL option.

1

I am strongly AGAINST this option. I car pool daily but there are only two of use so we could not use the HOV EXPRESS lanes without Paying, which is not even an option.

May I ask why there never was any talk on making the HOV lanes being standard lanes at non rush hour times like many other California and Arizona cities have them?

2

Thanks.

Terry Simpson

Security Metal Products Corp

An ASSA ABLOY Group brand

p 310-641-6690 x105

f 310-641-6601

tsimpson@secmet.com

PC-S38

I-405 Improvement Project

Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (EIR/EIS). Comments must be received by Caltrans no later than July 17, 2012.

Name (First and Last):	Peter Tsinambal
Organization:	Asian Business Association of OC
Address (Optional):	
Phone Number: 714 2707834	Email address: peter@abaoc.com

Comments: OCTA is doing a great job in handling the widening the I-405 expressway based on its plan due to traffic conditions and enhancing road safety and freeway capacity.

Perhaps the only concern is that please make sure that the sound proof wall as result of widening the freeway would be much improved to alleviate expected increased in noise due to increase in traffic. 1 2

(Space for comments continued on reverse)

Caltrans OCTA

PC-S38 Continued

As such, improving the sound proof would not endanger the kids especially who lives close to the walls through noise disturbances! 2

Thanks very much to OCTA for taking it up! I spent 3.5 hours a day commuting on the 5 freeway. Hopefully, OCTA would also look at the 5 freeway on how to alleviate the traffic congestion.

Please use another sheet if you need more space for your comments.

Submit completed response sheets, by mail by July 17, 2012 to:
Ms. Smita Deshpande
Branch Chief – Caltrans District 12
"Attn: 405 DEIR-DEIS Comment Period"
2201 Dupont Drive, Suite 200
Irvine, CA 92612

Responses may also be emailed to:
405.dedcomments.parsons@parsons.com

For more information on the I-405 Improvement Project, please contact:
Christina Byrne, Outreach Manager
(714) 560-5717
www.octa.net/405Improvement
www.facebook.com/405Improvement

PC-S39

From: Jan Sledge [jan.sledge@yahoo.com]
Sent: Tuesday, July 03, 2012 8:14 PM
To: Parsons, 405.dedcomments
Subject: I-405

I resided in Huntington Beach for 13 years and still spend most of my time in Huntington Beach even though my home is currently in West Anaheim. I have several issues with this project.

1. Why aren't we putting this $1.7 Billion dollars towards rapid/mass transit? We will outgrow the 2 additional lanes you are adding before you finish the construction. In fact, we've already outgrown them. Certainly that has been my experience for the 24 years I've lived in this area. By the time you adjust the freeway, the problems remain the same. Nothing is fixed. You keep putting band aids on a problem that requires surgery. **1**
2. The disturbance to the whole of Huntington Beach during construction years on surface streets as well as the 405 will be a nightmare on a daily basis for those that live there, albeit that is a short term issue/problem. **2**
3. The long term nightmare will be NB on 405 from OC to LA County when 9 lines have to merge into 5 lanes during morning and evening commutes. We already have 7 merging into 5 and if you drive the NB 405 you know where that gets you. **3**
4. Also long term will be the quality of air while all these commuters are parked on the 405 spewing emissions into the environment. To say nothing of the added expense to the commuter's gasoline bills every month. **4**
5. The Toll Lane --- folks from the Huntington Beach area won't have access because of where the entrance and exits to the Toll Lane will be placed, but they get a lot of the negative aspects of this "improvement". I wonder how many HB residents know that. **5**
6. At what point do you quit adding lanes to freeways and deal with the real problem – lack of rapid/mass transit? If I were to visit in the 2020 – 2030 years would I find that this freeway has been enlarged from 18 lanes in width to 24 lanes? Who will lose their homes/businesses to eminent domain for this purpose as we repeat the same mistake over again in the future – at what point do you quit enlarging freeways and develop rapid/mass transit!! Trains and or monorails down the 405 and satellite stations with buses on surface streets. Meanwhile, we've wasted our taxpayers money $1.7 Billion because this will not fix the problem of too many cars on the 405. **6**
7. Whatever happened to living "green"? Certainly this is not going to help **7**
8. Carpool lane – 3 instead of 2 to use the carpool lane? How is this going to help move traffic along in the GP lanes? More pressure to get folks to use Toll Lane?
9. Who gets the money from the Toll Lane? Are they the force behind this project so they can make money? I feel fairly sure this money will be going into some business/company pockets and not contribute towards replenishing the coffers that hold public tax monies. (Plus they get to ramp up the cost of using the Toll Lanes; just look at the 73 that started out fairly affordable and is now unbelievable!!!) Again. How does this help get the traffic moving in the GP lanes for the long term? **8**

I realize I'm wasting my breath, that you have plans to move forward with this regardless of how those of us who live in this area feel; you already have spent a boat load of cash in analysis and reports. It's obvious that you are just going through the motions for public comment. However, if people speak out and if enough of us raise enough of a racket at some point the politicians need to get re-elected so there must be some weight for us in there somewhere on these issues that impact our lives so extensively and expensively even though we won't make a difference with this particular issue. Just let me go on record as stating I do not want this I-405 project and would prefer you use the monies to develop rapid/mass transit. You should have started rapid/mass transit development 40 years ago instead of adding lanes to freeways. It's a waste of tax payers monies and puts money in big business pockets for tolls under the ruse of helping traffic on the 405...we can see through this ruse and folks will be living with the problems it will create/exacerbate while you construct it and once you finish it. **9** **10**

Jan Sledge
Jan.sledge@yahoo.com

PC-S40

Mr. & Mrs. Smillie
4488 Birchwood Ave.
Seal Beach, CA 90740

Tel: 562-431-2428

6-20-12

Dear Smita Deshpande,

As a long-time (since 1969) resident of College Park East, I am writing you to express my concern relative to the Soundwall adjacent to our tract of homes.

Even in its present location, we experience quite a lot of noise pollution. However, if it were to be relocated even deeper into our area (as a result of Freeway expansion) we would most certainly be adversely impacted a great deal. **1**

Accordingly, we respectfully request that you decide to leave the wall in its present position. **2**

Sincerely, [signature]

PC-S41

S Andrew Smillie
4488 Birchwood Ave
Seal Beach, CA 90740

Tel: 562-431-24

12 July 12

Dear Supervisor Moorlach,

We live in an area of Seal Beach called College Park East. I am writing to you to express my concern with respect to the negative effect on our community that will be caused by certain aspects of the I-405 Improvement Project as outlined in the Environmental Imp Report.

Specifically, there is now in position the Almond Ave Sound Wal. Evidently, two alternatives being considered would relocate this Sound Wall a further 10 feet into our tract of homes. Frankly, this wall in its present location is non too effective. (There is a constant "roar" from the Freeway. 1

PC-S41 Continued

2.

Consequently, relocating the Sound Wal a further 10 feet into our area w definitely adversely affect our qual. of life with respect to air qual. and noise levels. 2

Therefor, we respectfully requ that you not support any plan to relocate the Sound Wall. 3

Sincerely,

A. G. Smillie

PC-S42

I-405 Improvement Project
Public Hearing
Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.

Meeting Venue (please check one of the following):

- ☐ Monday, June 4, 2012 – Orange Coast Community College
- ☐ Thursday, June 7, 2012 – Rush Park Auditorium
- ☒ Wednesday, June 6, 2012 – Westminster Community Center
- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): ALICE Smith	
Organization: Housewife	
Address(Optional):	
Phone Number: 714-998-1848	Email address: ALICE4U@MSN.com

Comments: The TRAffic in that aves is terrible Please use option 3 and fix this TRAVELING NIGHTMARE. 1

(Space for comments continued on reverse)

PC-S43

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

Subject: State Route 405 (I-405; San Diego Freeway) between SR-73 and I-605 and Draft EIR/EIS

I am concerned about the impacts the State Route 405 improvement project will have on our community. I am especially concerned about Alternative 3 which will widen the San Diego Freeway in the City of Costa Mesa and convert an existing car pool lane to a toll lane.

Alternative 3 would require that the Fairview/I 405 interchange be demolished and rebuilt, even though it was just rebuilt three years ago. Residences and public parks near the I- 405 will be adversely affected both during construction and upon completion of the project. Problems include air pollution, noise, and degradation of the visual quality of our neighborhoods. Ramp closures at Harbor, Fairview, and South Coast will not only inconvenience residents, but impair access to the many businesses which contribute to our local and regional economy. 1

In addition,

We don't want to be a big city with extra traffic routed our way. The congestion that will be created with the construction will be devastating! 2

Please include these comments in the public/administrative record for this project and the project EIR/EIS. Thank you for the opportunity to comment.

Yours truly,

Ann A. Smith
(Name)

1390 Shannon Dr., Costa Mesa
(Address) (City)

✓ Please keep me informed about future hearings and future steps in the review process for the I- 405 project.

PC-S44

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

Subject: State Route 405 (I-405; San Diego Freeway) between SR-73 and I-605 and Draft EIR/EIS

I am concerned about the impacts the State Route 405 improvement project will have on our community. I am especially concerned about Alternative 3 which will widen the San Diego Freeway in the City of Costa Mesa and convert an existing car pool lane to a toll lane.

Alternative 3 would require that the Fairview/I 405 interchange be demolished and rebuilt, even though it was just rebuilt three years ago. Residences and public parks near the I- 405 will be adversely affected both during construction and upon completion of the project. Problems include air pollution, noise, and degradation of the visual quality of our neighborhoods. Ramp closures at Harbor, Fairview, and South Coast will not only inconvenience residents, but impair access to the many businesses which contribute to our local and regional economy. 1

In addition,

Please include these comments in the public/administrative record for this project and the project EIR/EIS. Thank you for the opportunity to comment.

Yours truly,

Jack L. Smith
(Name)

1390 Sonora Ln. Costa Mesa
(Address) (City)

✓ Please keep me informed about future hearings and future steps in the review process for the I- 405 project.

PC-S45

I-405 Improvement Project
Public Hearing

Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.

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- ☐ Monday, June 4, 2012 – Orange Coast Community College
- ☐ Thursday, June 7, 2012 – Rush Park Auditorium
- ☐ Wednesday, June 6, 2012 – Westminster Community Center
- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): JASON SMITH
Organization: LOCAL # 582
Address(Optional): 102 STONERIDGE DR. SANTA ANA, 92704
Phone Number: 714-400-6105 cell 714-839-1870 hm. Email address: jsmith1870@yahoo.com

Comments: MORE WORK! MORE WORK!! PLEASE 1

(Space for comments continued on reverse)

Caltrans OCTA

PC-S46

I-405 Improvement Project
Public Hearing
Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.

Meeting Venue (please check one of the following):

- ☐ Monday, June 4, 2012 – Orange Coast Community College
- ☐ Thursday, June 7, 2012 – Rush Park Auditorium
- ☑ Wednesday, June 6, 2012 – Westminster Community Center
- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): JUDY SMITH	
Organization:	
Address (Optional): WESTMINSTER	
Phone Number: 714-898-7258	Email address: judy_smith2@yahoo.com

Comments:

Alternate 3 is not an acceptable option. It does not work for the 91 Freeway and it will not work for the 405. 1

Alternate 2 is a viable option that makes sense and appears to be the best solution for all concerned without adding high costs to so many people that are struggling without adding additional financial burdens. 2

I live a few houses from the freeway and the small 8 foot sound wall that was put in increased the noise and dust levels. We have installed double paned windows to help with the noise. If this wall is moved closer to us it will only increase the noise and dust levels from the freeway closer to us and others in our track. A 24 foot sound wall is necessary to cut the noise levels down and reduce the dust levels and improve the well-being of everyone in our neighborhood. 3

Judy Smith

Judy J. Smith

(Space for comments continued on reverse)

PC-S47

Please do not support the freeway by CPE. There are too many good reasons NOT to move our super sound wall already in place. We oppose the increased pollution, decrease in property values, ridiculous costs to create a horrendous bottleneck when the freeway merges with L.A. County. 1

Sincerely,

Paulette Smith
4488 Candlelaria Ave
Seal Beach, CA 90740

PC-S48

From: Scott Smith [mailto:scottincm@gmail.com]
Sent: Thursday, June 14, 2012 2:17 PM
To: Christina Byrne
Subject: 405 Widening Project

Ms. Byrne:

Having attended a OCTA information meeting on the widening of the 405, I'll make this short and to the point. My wife and I as Costa Mesa homeowners are absolutely opposed to Alternative #3. We support Alternative #2. 1

Scott D. Smith
3248 Nebraska Lane
Costa Mesa, CA 92626
714-904-0920

PC-S49

I-405 Improvement Project
Public Hearing
Comment Sheet

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- ☐ Monday, June 4, 2012 – Orange Coast Community College
- ☐ Thursday, June 7, 2012 – Rush Park Auditorium
- ☐ Wednesday, June 6, 2012 – Westminster Community Center
- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): JON SOHEGIAN	
Organization: UNION PLUMBER	
Address(Optional): 11119 DUNE ST. NORWALK CA 90650	
Phone Number: 562 965-3730	Email address:

Comments: FREEWAY CONGESTION ALWAYS GETTING HOME LATE

1

(Space for comments continued on reverse)

Caltrans OCTA

PC-S50

Mr. Leon Carolina
4740 Dogwood Ave.
Seal Beach, CA 90740-3045

Seal Beach, July 13, 2012

Ms. Smita Deshpande, Branch Chief – CalTrans District 12, Attn: 405 DEIR/DEIS Comment Period, 2201 Dupont Drive, Suite 200, Irvine, CA 92612. **MUST POSTMARKED NO LATER THAN JULY 17, 2012; or if e-mailed, by July 17, 2012 to:** 405.dedcomments.parsons@parsons.com.

The following are the issues and questions I am asking you to provide responses on the EIS for the SR 73- I 405 widening affecting my community: College Park East, Seal Beach

My Concerns :

- Movement of approximately 2,000 linear feet of the Almond Avenue sound wall, 8-10 feet (plus an additional 4 feet for landscaping) to the north will cause:
  - Loss of parking along Almond Avenue -- where do cul-de-sac residents park on street sweeping day?
  - Almond will become a substandard street; a narrower roadway will increase safety hazards to pedestrians and bicyclists.
  - Possible relocation of a 14" and a separate 16" gas/petroleum lines from the south side of the freeway to the north side of the freeway, through CPE. Construction vehicles may need to access, and construction activities may be staged along Almond Avenue. How will this impact the residents and their ability to get to their homes?
  - Because gas/petroleum line relocation activities may be exempt from environmental review, only minimal discussion of that action is presented in the DEIR/S.
  - Overhead electrical lines could be relocated to the north side of Almond Avenue due to the high cost of undergrounding said electric lines (all utilities are undergrounded in CPE).
  - During construction, there may be times when no soundwall exists.
  - Decrease in property values that will have a rippling negative impact throughout the community -- the closer to the freeway the "for sale" sign, the longer the home stays on the market.

1

- LA County has no plans to add additional lanes at the county line (at least not for 50 years, if ever). Stopping the additional lanes at the county line will cause:
  - Increased traffic gridlock as cars try to merge down one to two lanes at the county line -- how far south/west will the backup extend along both the 22 and 405 fwys?
  - Due to prevailing on-shore winds, there will be an increase noise & pollution from idling northbound vehicles trying to merge down to go up the 405. Air quality impacts for this area are not discussed in the EIR. Why not?
  - Residents of the College Park East neighborhood will likely experience greater health risks attributable to increased vehicle emissions.
  - EIR did not study this scenario.

2

- Getting on the northbound 405 at SB Blvd
  - Has already become more dangerous as the first two lanes exit at Seventh Street and the next two lanes become the start of the 605 fwy; cars entering the northbound 405 fwy at SB Blvd will have to cut over 4 lanes to get into a lane that will go north on the 405.

3

- Excess traffic
  - Will spill onto Lampson Ave, which is already being used as a bypass for the 405.
  - Will spill onto Seal Beach Blvd, attempting to circumvent the gridlock at the Seal Beach Blvd. fwy entrances

4

Page 1 of 2

PC-S50 Continued

- Toll express lanes
  - Will only serve the people who can afford to use them and require car pools to be at least three people per vehicle which will *cause more use of the general purpose lanes.* ***This alone defeats the whole purpose of this "improvement" project.***
  - Will bypass local exits for local shopping areas causing a loss of business and sales tax revenue
  - Rates will change hourly depending on amount of use of the toll lanes as a means of traffic management (less use, decrease rates; too crowded, increase rates).
  - Toll lanes would rely on and perpetuate congestion. The rates would be set so that the toll lanes flow free.
  - The majority of the commuters would ride in the free lanes. This creates a social inequity.

5

- This is what is has to be done:
  - End the 405 Improvement Project at Valley View Street and use the existing seven lanes of 405 between Valley View Street and the LA County line in any manner desired for the optimum traffic flow.
  - If either Alternatives 2 or 3 are chosen, end either one or both of the new lanes at Valley View so that they only have to take away one or no lanes at the county line instead of 2 lanes. I do not want these alternatives to be chosen why? Because OCTA does not have the funding for alternatives 2 and 3. OCTA has to issue bonds. We are sick and tired of bonds .We do not want OCTA to issue any bonds
  - Use rubberized asphalt on the 405 between Valley View and the LA County line to minimize noise
  - With a center line movement, a 4 foot inside shoulder and 405 realignment, the Almond Avenue sound wall will not need to be moved into SB College Park East.
  - A 4 foot inside shoulder on the south side of the freeway is acceptable, why not on the north side of the freeway? The soundwall would not need to be moved.

6

Carolina Leon Solans

4740 Dogwood Avenue
Seal Beach CA 90740

Page 2 of 2

PC-S51

I-405 Improvement Project
Public Hearing

Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.

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- ☐ Monday, June 4, 2012 – Orange Coast Community College
- ☐ Thursday, June 7, 2012 – Rush Park Auditorium
- ☐ Wednesday, June 6, 2012 – Westminster Community Center
- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): J Soldana	
Organization:	
Address(Optional):	
Phone Number:	Email address:

Comments: Great Tax all for it if it Helps Traffic

(Space for comments continued on reverse)

1

PC-S52

I-405 Improvement Project
Public Hearing
Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.

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- ☐ Thursday, June 7, 2012 – Rush Park Auditorium
- ☐ Wednesday, June 6, 2012 – Westminster Community Center
- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Manuel Soto

Organization: Laborers local 652

Address(Optional): 670 N Glassell st Apt 1 Orange CA 92867

Phone Number: 714 633 5462

Email address:

Comments: que se mueba el trafico mas rapido para llegar al trabajo a tiempo por que ay mucho trafico y de esa manera tamvien abra en plea para algunos en la costrucion 1

(Space for comments continued on reverse)

PC-S52 Translation

I want traffic to flow faster so people can arrive at work on time because there is a lot of traffic and in that way there will also be more construction jobs for some people.

PC-S53

I-405 Improvement Project
Public Hearing
Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.

Meeting Venue (please check one of the following):

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- ☒ Thursday, June 7, 2012 – Rush Park Auditorium
- ☐ Wednesday, June 6, 2012 – Westminster Community Center
- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): William Soule
Organization:
Address(Optional): 3551 Clover Circle, Seal Beach, CA 90740
Phone Number: 562-598-2757
Email address: wssoule@roadrunner.com

Comments: I live near the Almond Ave sound wall. There are 12 lanes on the freeway now on the other side of the wall. That should be enough. It's already huge. Does it need to be even bigger? If it goes to 14 lanes the wall won't have to be moved. That should be the reasonable maximum width in this area. 16 lanes would be an outrageous impact on our community. And toll lanes are a really bad idea. 1

(Space for comments continued on reverse)

Caltrans OCTA

PC-S54

William & Gilma Soule
3551 Clover Circle
Seal Beach, CA 90740
562-598-2757
wssoule@roadrunner.com

We are residents of College Park East of Seal Beach. We are very worried about the planned freeway widening next to and into our neighborhood. There are already 12 lanes of freeway next to our neighborhood. The plan to make it 14 or 16 lanes is outrageous. And moving the sound wall up to 10 feet into our neighborhood is unacceptable. The following lists some of the problems involved with this project and some suggestions:

- Movement of approximately 2,000 linear feet of the Almond Avenue sound wall, 8-10 feet (plus an additional 4 feet for landscaping) to the north will cause: 1
  - Loss of parking along Almond Avenue -- where do cul-de-sac residents park on street sweeping day?
  - Almond will become a substandard street; a narrower roadway will increase safety hazards to pedestrians and bicyclists.
  - Possible relocation of a 14" and a separate 16" gas/petroleum lines from the south side of the freeway to the north side of the freeway, through CPE. Construction vehicles may need to access, and construction activities may be staged along Almond Avenue. How will this impact the residents and their ability to get to their homes?
  - Because gas/petroleum line relocation activities may be exempt from environmental review, only minimal discussion of that action is presented in the DEIR/S.
  - Overhead electrical lines could be relocated to the north side of Almond Avenue due to the high cost of undergrounding said electric lines (all utilities are undergrounded in CPE).
  - During construction, there may be times when no soundwall exists.
  - Decrease in property values that will have a rippling negative impact throughout the community -- the closer to the freeway the "for sale" sign, the longer the home stays on the market.
- LA County has no plans to add additional lanes at the county line (at least not for 10-15 years, if ever). Stopping the additional lanes at the county line will cause: 2
  - Increased traffic gridlock as cars try to merge down one to two lanes at the county line -- how far south/west will the backup extend along both the 22 and 405 fwys?
  - Due to prevailing on-shore winds, there will be an increase noise & pollution from idling northbound vehicles trying to merge down to go up the 405. Air quality impacts for this area are not discussed in the EIR. Why not?
  - Residents of the College Park East neighborhood will likely experience greater health risks attributable to increased vehicle emissions.
  - EIR did not study this scenario.
- Getting on the northbound 405 at SB Blvd 3
  - Has already become more dangerous as the first two lanes exit at Seventh Street and the next two lanes become the start of the 605 fwy; cars entering the northbound 405 fwy at SB Blvd will have to cut over 4 lanes to get into a lane that will go north on the 405.
- Excess traffic 4
  - Will spill onto Lampson Ave, which is already being used as a bypass for the 405.

PC-S54 Continued

- Will spill onto Seal Beach Blvd, attempting to circumvent the gridlock at the Seal Beach Blvd. fwy entrances } 4

- Toll express lanes
  - Will only serve the people who can afford to use them and require car pools to be at least three people per vehicle which will *cause more use of the general purpose lanes.* ***This alone defeats the whole purpose of this "improvement" project.***
  - Will bypass local exits for local shopping areas causing a loss of business and sales tax revenue
  - Rates will change hourly depending on amount of use of the toll lanes as a means of traffic management (less use, decrease rates; too crowded, increase rates).
  - Toll lanes would rely on and perpetuate congestion. The rates would be set so that the toll lanes flow free.
  - The majority of the commuters would ride in the free lanes. This creates a social inequity. } 5

- Suggestions:
  - End the 405 Improvement Project at Valley View Street and use the existing seven lanes of 405 between Valley View Street and the LA County line in any manner desired for the optimum traffic flow.
  - If either Alternatives 2 or 3 are chosen, end either one or both of the new lanes at Valley View so that they only have to take away one or no lanes at the county line instead of 2 lanes.
  - Use rubberized asphalt on the 405 between Valley View and the LA County line to minimize noise
  - With a center line movement, a 4 foot inside shoulder and 405 realignment, the Almond Avenue sound wall will not need to be moved into SB College Park East.
  - A 4 foot inside shoulder on the south side of the freeway is acceptable, why not on the north side of the freeway? The soundwall would not need to be moved. } 6

William S Soulé
Esther Soulé

PC-S55

I-405 Improvement Project
Public Hearing

Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.

Meeting Venue (please check one of the following):

- ☐ Monday, June 4, 2012 – Orange Coast Community College
- ☐ Thursday, June 7, 2012 – Rush Park Auditorium
- ☐ Wednesday, June 6, 2012 – Westminster Community Center
- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Michael Sparks
Organization: Labor Local 652
Address(Optional): 1068 Rutland Rd #1 Newport Beach CALIF 92660
Phone Number: 949-205-6936
Email address:

Comments: IN MANY CASES construction workers have been unemployed anywhere from 8 months to a year and a half This IN effect has caused them to lose there homes } 1

(Space for comments continued on reverse)

Caltrans OCTA

PC-S56

From: deborah speer [mailto:debspeer77@yahoo.com]
Sent: Tuesday, July 17, 2012 10:01 AM
To: 2, District
Subject: 405 Toll Road

Dear Mr Morlach,

Like you, I am a resident of Costa Mesa. I implore you to make the right decision as far as the 405 Expansion and strongly oppose Option 3. 1

I work for a major airline and travel frequently to LAX, using the Fairview on and off ramps. When I carpool with others, we enter at Fairview and merge into the carpool lane as soon as possible. With Option 3 we would have to travel until the 605 before being a part of the carpool lane. (I understand that there will be a place in Huntington Beach we could merge onto the toll road, but it will be cost prohibitive. We're flight attendants!) 2

I, like you am concerned about how government uses the funds we entrust to them. The new Fairview bridge is beautiful and should not be replaced after spending millions of dollars to build it. We endured months and months of construction knowing it would serve us well for many years, and now you are suggesting it should be demolished to build a toll road that bypasses most of our city. To think of the toll road as a cash cow in the future is not reason to throw away those millions now. As someone who purports himself to be a watchdog of the public funds, in my opinion you cannot support Option 3. You will be remembered by your actions on this project. 3

Thank you for considering my plea.

Sincerely,

Deborah Speer
1079 Corona Lane
Costa Mesa, CA 92626

PC-S57

From: deborah speer [debspeer77@yahoo.com]
Sent: Tuesday, July 17, 2012 10:35 AM
To: Parsons, 405.dedcomments
Subject: 405 toll road /NO on Option 3

To Whom It May Concern,

I am a resident of Costa Mesa that vehemently opposes Option 3 which would include a new toll road for the 405 Freeway. We residents and those who live elsewhere but use Fairview road, endured months and months of the recent rebuilding of the Fairview bridge knowing we would have the lovely bridge we now have. Option 3 includes the demolition of a perfectly good bridge that cost MILLIONS of dollars to build. Just throwing away that money and expecting residents and non residents alike to once again endure detours, stopped traffic, air pollution, noise pollution, non access to businesses, and then using our hard earned tax dollars to pay for it is WRONG!! And then the pay off for all of us is a toll road that basically bypasses our city. 1 2

As an employee of a major airline that often uses the carpool lanes to drive to LAX, we access the 405 using the Fairview bridge and merge into the carpool lanes as soon as possible. With Option 3 we would not be able to use the carpool lane until the 605. I am aware that there will be an entrance in Huntington Beach but already know that it will be cost prohibitive for us. 3

I took a drive around on the Costa Mesa Freeways the other day and realize that we have done our fair share in allowing access to our city.

Please consider my words in making a wise decision.

Respectfully,

Deborah Speer
1079 Corona Lane
Costa Mesa, CA 92626

PC-S58

June 18, 2012

Gayle Spinks
President/ Mesa Verde Villas HOA
3221 New York Ave.
Costa Mesa, CA. 92626

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

To Whom It May Concern:

As a resident of Costa Mesa and a homeowner of a unit located on Iowa Street in Costa Mesa (an owner of a unit that backs up to the 405 south) I am quite concerned and adamantly opposed to the plans that have been presented to us.

Alternatives 1 and 2 add lanes north of Costa Mesa, including at Brookhurst and Euclid, where lanes end, and thus create the freeway bottlenecks as you have observed - but I also understand this improvement does not generate revenue. (Costa Mesa's segment of I-405 between SR-73 and the Santa Ana River was widened to its ultimate configuration a few years ago when they built the SR-73 and we were told we had done our "fair share"). While I do not wish for either of these alternatives it does not appear that I can choose the option of "do nothing at all". But it would seem that since Costa Mesa is not the city that removes a lane – that would be the loss of a lane at Euclid and than again at Brookhurst – we should not have to do anything at all. 1

Now for Alternative 3. It is the only one that impacts only Costa Mesa but also the only one that generates revenue by the proposed toll road ("HOT" Lanes), so it is the choice by OCTA and the others are not really being considered.

Alternative 3's revised estimate - $1.7 billion. Available Measure M2 funds - $600 million. Shortfall - $1.1 billion. Money could be borrowed against the toll revenues. That financing could result in $1.8 billion surplus revenue over 30 years but are we raising and spending money for no good reason? 2

Alternative 3 adds two additional lanes to the I-405 that will be "HOT" (High Occupancy Toll) Lanes and eliminates the car pool lane. My understanding is that "HOT" Lanes will be ELEVATED as they approach to connect to the SR-73. Really? So just how high do the sound walls need to be so that owners on Iowa can find any peace and quiet and/or sleep? 3

The I-405 widening for the additional lanes, while still within the existing sound walls, would eliminate landscaping and push the lanes approximately 18 feet closer to the sound walls and homes and will increase traffic noise as well as pollution and litter. 4

The Fairview Bridge, which cost $7 million to widen recently, would be completely destroyed and reconstructed to accommodate the widening freeway lanes for Alternative 3. Who were the geniuses who did not anticipate this happening since this project has apparently been under consideration for the last decade? 5

The Harbor bridgework will also be largely destroyed and reconstructed.
Other than a possible exit/entrance at the end of the HOT Lanes at the 73, there is no HOT Lane exit or entrance convenient to our city. 6

PC-S58 Continued

The "HOT" lanes will extend from the 605 Fwy. to the 73 and take the place of the HOV lanes. If a vehicle does not have a transponder, the vehicle owner will be traced by their license plate and receive a toll bill.

The proposed I-405 widening project provides insignificant and minimal benefit to Costa Mesa residents who travel the I-405 locally and for the most part we are willing to spend 5 – 10 minutes additionally to get through the congested area. Of course, not congested if the same number of lanes were available as at Harbor.

I can see no earthly reason to spend this princely sum of money and for so little improvement. I cast a NO on this project and most emphatically on Alternative 3. 7

Sincerely,

Gayle Spinks

PC-S59

I-405 Improvement Project
Public Hearing

Comment Sheet

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- ☐ Monday, June 4, 2012 – Orange Coast Community College
- ☐ Wednesday, June 6, 2012 – Westminster Community Center
- ☐ Thursday, June 7, 2012 – Rush Park Auditorium
- ☒ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Betty Sprague
Organization:
Address (Optional): PO Box 26853 Santa Ana 92799
Phone Number:
Email address:

Comments: The only option I see as the most beneficial to all is #2. #3 is the least - to the general public - politicians excluded.

#3 you are taking away a HP lane & give it to express lane. How does this benefit all?

over

(Space for comments continued on reverse)

TWO-SIDED

1

PC-S59 Continued

Please stop comparing option #3 with the 91 express lanes. They are no way alike. We have lot lead still in the fastrak lanes (after paying $) unable to exit — very sad.

Please use another sheet if you need more space for your comments.

To submit completed response sheets, please return to staff member, place in the comment box or mail by July 2, 2012 to:
Ms. Smita Deshpande
Branch Chief – Caltrans District 12
"Attn: 405 DEIR-DEIS Comment Period"
2201 Dupont Drive, Suite 200
Irvine, CA 92612

Responses may also be emailed to:
405.dedcomments.parsons@parsons.com

For more information on the I-405 Improvement Project, please contact:
Christina Byrne, Outreach Manager
(714) 560-5717
www.octa.net/405Improvement
www.facebook.com/405Improvement

PC-S60

I-405 Improvement Project
Public Hearing

Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.

Meeting Venue (please check one of the following):

- ☐ Monday, June 4, 2012 – Orange Coast Community College
- ☐ Wednesday, June 6, 2012 – Westminster Community Center
- ☐ Thursday, June 7, 2012 – Rush Park Auditorium
- ☒ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): SPRAGUE, ROGER	
Organization:	
Address (Optional): P.O. BOX 26853, SANTA ANA 92799	
Phone Number:	Email address:

Comments: Alternative #2 is the clear winner and first choice. It's like "buy 1 get 1 free." It will provide the most benefit to the most people for the longest Time.

Alternative #1 is the second choice, because Alternative #3 is easily the worst. Alternative #3 is a plan that only a beaurocrat could support. It is the most expensive, most complicated, and provides the least

1

(Space for comments continued on reverse)

Caltrans OCTA

TWO-SIDED

PC-S60 Continued

benefit for the fewest people.

I drive on the 405 each direction 5 or 6 days a week. In rush hour traffic, I can tell you with certainty that – absent a traffic collision or other incident – the existing express lanes are never jammed and they do not need to be expanded beyond the current level of 1 lane in each direction

2

You cannot compare this 405 corridor with the 91 corridor thru Santa Ana Canyon (which I also drive 2-3 times per month). The need to provide Express Lane Ingress & Exit points dooms the 405 plan. Each access portal is a guaranteed traffic choke point. If they have taught us nothing else, our experience with limited access "Diamond Lanes" taught us that. No right-minded person who uses the 405 freeway would want to drive on it under Alternative # 3.

3

Please use another sheet if you need more space for your comments.

To submit completed response sheets, please return to staff member, place in the comment box or mail by July 2, 2012 to:
Ms. Smita Deshpande
Branch Chief – Caltrans District 12
"Attn: 405 DEIR-DEIS Comment Period"
2201 Dupont Drive, Suite 200
Irvine, CA 92612

Responses may also be emailed to:
405.dedcomments.parsons@parsons.com

For more information on the I-405 Improvement Project, please contact:
Christina Byrne, Outreach Manager
(714) 560-5717
www.octa.net/405Improvement
www.facebook.com/405Improvement

PC-S61

From: staar987@aol.com
Sent: Tuesday, July 17, 2012 10:43 AM
To: Parsons, 405.dedcomments
Subject: Against

My household is against any of the Alternatives for the 405 freeway projects. It is ridiculous to seize properties, or parts of properties, for a project that isn't needed. Not to mention that the people and companies that are loosing property can't even access the raised toll lanes. I personally drive to and from Irvine to Costa Mesa or Fountain Valley (Irvine being my place of work) at least 5 days a week. This will not alleviate traffic. It will make it worse for those of us that take the HOV lanes now. We won't be able to use the new toll lanes since they will not have access to Costa Mesa, nor would I EVER pay a toll to use this. My family and my in-laws live off of the Fairview exit. We've already endured freeway widening, rebuilding of the Fairview on-ramp (which is annoying enough since we can't exit Harbor), and the widening of the Fairview bridge over the freeway. } 1

Aside from all the issues I have with the proposed Alternative 3 for Costa Mesa, I live in Fountain Valley off of the Brookhurst exit. I have read the proposed "fixes" for this area and I don't think that they are necessary either. There are many companies that are located directly on the freeway (including the Hyundai National Headquarters) that will have to be torn down due to freeway widening.

It is not worth it to spend money that you don't currently have for these things that are just going to cause more harm then good. What are you doing to do for the companies and residents that are inconvenienced or lose property to you if you go through with any of these ideas? I think that this is more of a way to try to put a bandaid over a larger problem. Why not look into some sort of public transit? Trains/Metro? Yes I realize these are expensive and potentially intrusive also, but it would have the added benefit of getting cars off the road and easing comutes. } 2

Thank you for taking the time to read my opinion,
Sarah Stack

PC-S62

From: Karla Stagman [karlastagman@ca.rr.com]
Sent: Friday, June 29, 2012 8:06 AM
To: Parsons, 405.dedcomments
Subject: no on alt 3

Good morning,

I oppose alternative 3. I also do not want a bridge over the Santa Ana River, possibly affecting the quality of life for our children at Moon Park. } 1

Thank you,
Karla Stagman
3361 Alabama Circle
Costa Mesa 92626

PC-S63

From: Karla Stagman [karlastagman@ca.rr.com]
Sent: Tuesday, June 19, 2012 9:38 AM
To: Parsons, 405.dedcomments
Subject: no on expansion

I live at 3361 Alabama Circle in Costa Mesa, CA.

I do not support alternative 3 on the expansion plan. } 1

Karla Stagman

PC-S64

-----Original Message-----
From: Karla Stagman [mailto:karlastagman@ca.rr.com]
Sent: Wednesday, June 06, 2012 3:55 PM
To: Christina Byrne
Subject: no on alternative 3 for Costa Mesa

Hello Christina,

I attended the meeting on Tuesday and wanted to let you know that I do not want alternative 3 to pass.

I actually wish no freeway construction occurs so close to our house. I have two young children and worry about the noise, pollution, air quality and overall impact this will have on them and their health. Studies have shown living near the freeway is bad for your heart. There are increased respiratory health problems in children who live near freeways. According to experts, freeway pollution extends further than previously thought. } 1

Why can't they just expand the 405 further north? Ours is already wider at Harbor. } 2

Thank you,
Karla Stagman
3361 Alabama Circle
Costa Mesa, CA 92626

PC-S65

From: Bruce Stava [Bruce.Stava@fbol.com]
Sent: Thursday, June 21, 2012 9:04 AM
To: Parsons, 405.dedcomments
Cc: ckbs76@aol.com
Subject: Sound wall changes in Seal Beach

My name is Bruce Stava and I live at 4849 Candleberry Ave. in Seal Beach, and I am writing to vigorously protest your proposed changes to the sound wall involving expansion into the CPE neighborhood. My wife suffers from severe asthma and would immediately suffer greatly from any changes to the existing wall format- in addition the increased pollution, noise and reduction of our neighborhood is completely unacceptable to us. 1
Please enter my name as completely opposed to your ill-thought-out proposal.

Bruce Stava
Program Manager
First Brokerage America LLC

(714) 375-7040
(714) 375-7052 (fax)

PC-S66

From: Ckbs76 [ckbs76@aol.com]
Sent: Saturday, June 23, 2012 6:56 PM
To: Parsons, 405.dedcomments
Subject: Re: Sound wall changes in Seal Beach

Smita Deshpande
Caltrans District 12

My name is Cynthia Stava and I live at 4849 Candleberry Ave. in Seal Beach. I'm writing to let you know that I'm extremely upset and frankly nervous about the proposal to expand the 405 fwy sound wall 10 feet in College Park East. Not only do to I suffer from severe asthma but other lung issues as well. I am literally on the border of what constitute dangerous levels of ozone and other toxic chemicals emitted by vehicles on the 405 fwy. Any further widening of the 405 fwy in my direction will directly affect my already compromised lung issues. 1

I implore you to rethink this expansion. LA county is not expanding their side of the county line, why must we? We are already perilously close to the freeway, I and other neighbors are deeply concerned about this proposition. 2

Sincerely,

Cynthia Stava
562 547 3383

PC-S67

June 25, 2012

Supervisor John Moorlach
333 W. Santa Ana Blvd.
Santa Ana, Ca. 92701

Re: Reasons not to tear down soundwall on 405 "Improvement" project

1. unnecessary
2. will not help traffic flow now or in future
3. disruptive
4. creates pollution
5. Unbelievably expensive
6. what happens at junction of 405 and 605?
7. what about LA county
8. lowers property values 1

Mary Stebbins
4372 Birchwood Av.
Seal Beach, Ca. 90740

resident since 1972

PC-S67 Continued

Reasons NOT to tear down
the sound wall

1. Unnecessary
2. won't help eliminate more traffic
3. disruptive
4. Much too expensive
5. Increase in air quality
6. decline in property value

1

Mary Stebbins
4372 Birchwood Aq.
S. B. 90740
resident since 1972

PC-S68

From: Mary Stebbins [mailto:mstebbins75@gmail.com]
Sent: Tuesday, June 26, 2012 8:25 PM
To: Christina Byrne
Subject: 405 improvement project

Do not tear down our sound wall
1. unnecessary
2. will not help traffic flow
3. disruptive
4. creates more polllution
5. unbeliveably expensive
6.what happens at junction of 405 and 605?
7. what about LA county
8. lowers property values

1

Mary Stebbins, 4372 Birchwood, Seal Beach
MSTEBBINS75 @GMAIL.COM

PC-S69

June 25, 2012

Ms. Smita Deshpande
Branch Chief - Cal Trans District 12
attn: 405 DEIR/DEIS Comment Period
2201 Dupont Dr.
Suite 300
Irvine Ca. 92612

Re: Reasons not to tear down Sound wall
on "405 Improvement Project"

1. Unnecessary
2. will not help traffic flow now or in future
3. disruptive
4. creates pollution
5. unbelievably expensive
6. What happens at junction of 405 & 605
7. What about LA County
8. lowers property values

1

Mary Stebbins
4372 Birchwood Ln.
Seal Beach, Ca. 90740
resident since 1972

PC-S69 Continued

LEAVE OUR WALL ALONE!

OCTA wants to tear down our Soundwall and move it up to 10 feet closer to our homes to expand the 405!!

If they move the wall as proposed in at least 2 of their alternatives:

- There will be some unknown period where there is NO WALL while they rebuild
- We lose parking on one side of Almond and safety for our kids, runners, bikers, and dog walkers that enjoy the larger street
- There will still be a bottle neck at the 605 because LA County is NOT expanding the 405 on their side of the county line
- We will have increased noise and pollution and the related health concerns
- All our house values will likely go down – especially during the period of the rebuild

They can make exceptions but they have to hear from us!!! PLEASE MAKE YOUR CONCERNS HEARD –

LEAVE OUR WALL ALONE!

Comments may be mailed to Smita Deshpande, Caltrans District 12 at 2201 Dupont Drive, Suite 200, Irvine CA, 92612 or by e-mailed to **405.dedcomments.parsons@parsons.com.** always returned

Comments must be postmarked by July 2.

Research for yourself at: http://www.sealbeachca.gov/ServiceUpdates.aspx?id=1418

1. Unnecessary: won't improve traffic flow
2. Costly
3. disruptive

Mary Stebbins
4372 Birchwood
Seal Beach, Ca. 90740

1

PC-S70

From: Stelung, Daniel [Daniel.Stelung@Mattel.com]
Sent: Monday, June 25, 2012 1:01 PM
To: Parsons, 405.dedcomments
Subject: San Diego Freeway (I-405) Improvement Project

Ladies and Gentleman,

I know the 405 situation very well since I'm in a vanpool for the last 15 years going from OC to LAX and back. The traffic situation was never good but it got even worse in the last few years.
I can only suggest to build a train, similar to the fwy 105, that will go in parallel to the 405. This is the only way to reduce the number of cars in the 405 fwy.
If we spend our resources in increasing the number of lanes in the fwy it will only last for a couple of years and then what? We have to reduce the number of cars in the fwy! 1

The only other option if we can't build a train is to build alternative2.

Build Alternative 2: Add Two General Purpose Lanes in Each Direction

1. Alternative 2 would add one general purpose freeway lane in each direction on I-405 from Euclid Street to the I-605 interchange (as in Alternative 1), plus add a second general purpose lane in the northbound direction from Brookhurst Street to the SR-22/7th Street interchange and a second general purpose lane in the southbound direction from the Seal Beach Boulevard on-ramp to Brookhurst Street.

Best Regards
Daniel Stelung

PC-S71

From: Johanna D. [mailto:jsteph1111@hotmail.com]
Sent: Wednesday, June 06, 2012 10:43 AM
To: Christina Byrne
Subject: Opposed to I405 Widening

Please register my opposition to the I 405 widening project. 1
Thank you,
Johanna Stephenson
2038 Calvert Ave
Costa Mesa 92626

PC-S72

From: Steve Steponovich [ssteponovich@socal.rr.com]
Sent: Wednesday, June 06, 2012 2:43 PM
To: Parsons, 405.dedcomments
Cc: cbyrne@octa.net
Subject: Rossmoor question

Hello I have been reviewing the info provided and see that there is mention of the need to rebuild 17 bridge overpasses if a build alternative is chosen.

Every Build Alternative would require demolishing and rebuilding 17 bridges to widen I-405.

As you know the valley view bridge is nearing completion and the seal beach bridge is about to be demolished 1

So the question is, if a build alternative is chosen will either or both of those 2 bridges have to be torn down again and rebuilt to accommodate any of the lane additions contemplated by this project

thank you

Stephen Steponovich, Esq.
3352 Huntley Drive
Rossmoor, CA 90720
562-431-7439 Telephone
562-598-0209 Fax

PC-S73

From: Steve Steponovich [ssteponovich@socal.rr.com]
Sent: Thursday, June 07, 2012 2:12 PM
To: Parsons, 405.dedcomments
Subject: Alternatives: I vote for No Build or at least delay it until 2020

Alternatives:

Baseline Alternative (No Build)

- No additional lanes or interchange improvements

---

you have already disrupted my area, Rossmoor, in the last year and it is only to be twice as bad when u demolish the seal beach bridge, scheduling more construction shortly after the WCC is scheduled to be completed is lunacy. If the 405 must be widened, at least give us 5 years of relief from the constant construction, begin the project in 2020, not 2015 as planned. 1

thank you

Stephen Steponovich, Esq.
3352 Huntley Drive
Rossmoor, CA 90720
562-431-7439 Telephone
562-598-0209 Fax

Stephen A. Steponovich, Esq.
Attorney At Law
5942 Edinger, Suite 113, PMB 297
Huntington Beach, CA 92649
562-431-7439 Telephone
562-598-0209 Fax
Email: SSteponovich@socal.rr.com

PC-S74

From: Steve Steponovich [ssteponovich@socal.rr.com]
Sent: Monday, July 16, 2012 10:19 AM
To: Parsons, 405.dedcomments
Subject: Rossmoor Homeowners Association Comments and Recommendations on the EIS for the Proposed 405 Freeway Expansion

The RHA's response is right on point that your EIR fails to address the serious bottle neck that will occur at the LA CO line and it's impact on all of Rossmoor and it's residents, again I urge to choose the NO BUILD option, the bottle neck and impact on the Rossmoor community cannot be over stated and to simply ignore that is negligence and actionable. 1

Stephen Steponovich, Esq.
3352 Huntley Drive
Rossmoor, CA 90720
562-431-7439 Telephone
562-598-0209 Fax

Stephen A. Steponovich, Esq.
Attorney At Law
5942 Edinger, Suite 113, PMB 297
Huntington Beach, CA 92649
562-431-7439 Telephone
562-598-0209 Fax
Email: SSteponovich@socal.rr.com

PC-S75

Barbara Steve
4233 Banyan ave.
Seal Beach CA 90740-2806

July 10, 2012

Smita Deshpande
Caltrans District 12
2201 Dupont Drive Suite 200
Irvine CA 92612

SUBJECT: WIDENING THE 405 BETWEEN THE 22 AND 605

Dear Smita Deshpande,

If the 405 must be widened PLEASE DO NOT MOVE THE WALL at College Park East in Seal Beach. 1

Added lanes will increase both noise and air pollution and moving the wall could have a negative impact on the value of our home. 2

If the wall must be moved could they possibly construct the new wall before removing the existing wall. This would help minimize the negative effect of moving the wall. 3

Anything that can be done to help this situation would be greatly appreciated

Respectfully,
Barbara Steve

Barbara Steve

PC-S76

Bruce Steve
4233 Banyan ave.
Seal Beach CA 90740-2806
(562) 430-6013

July 10, 2012

Smita Deshpande
Caltrans District 12
2201 Dupont Drive Suite 200
Irvine CA 92612

SUBJECT: 405 EXPANSION BETWEEN 22 AND 605

Dear Smita Deshpande,

I realize that something must be done to improve the traffic flow on the 405 Freeway. However, I cannot see how widening the 405 North, to the Los Angeles county line, will solve the problem when Los Angeles county is not widening the 405 when entering their county. The 405 between the 22 and 605 is already wider than both North and South of those points. 1

My concern may be somewhat selfish. If the sound wall adjacent to College Park East is moved it will cause a number of problems.

1. Property values, in College Park East, will undoubtedly drop significantly.
2. Added lanes will increase the Air Pollution.
3. Added lanes will cause additional noise.

2

If additional lanes must be added PLEASE DON'T MOVE THE WALL IF YOU CAN POSSIBLY AVOID IT!!

Thank you in advance for your consideration.

Respectfully,

Bruce W. Steve

PC-S77

I-405 Improvement Project
Public Hearing
Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.

Meeting Venue (please check one of the following):

- ☐ Monday, June 4, 2012 – Orange Coast Community College
- ☐ Thursday, June 7, 2012 – Rush Park Auditorium
- ☐ Wednesday, June 6, 2012 – Westminster Community Center
- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Rodriguez Steve	
Organization: Labor Local 652	
Address(Optional): 5112 Skylark DR Huntington	
Phone Number: 714 764-2077	Email address:

Comments: The 405 Freeway from the 73 to the 405 Freeway is the busiest in the Nation

1

(Space for comments continued on reverse)

Caltrans

OCTA

PC-S78

July 1, 2012

OCTA Board Member
550 S. Main St
PO Box 14184 Orange, CA 92863 TEL: (714) 560-6282

Subject: I-405 widening impacting the College Park East Community in the City Seal Beach (Between the SR -73 and I-605)

Dear Board Member:

I am a resident of the College Park East community in Seal Beach, California. **I am asking for your vote on Alternative 1** for the I-405 Freeway Improvement project. This alternative will have the most limited community and environmental impacts compared to any other alternative. My community believes this alternative is the best choice because: 1

1. Alternative 1 does not encroach 10 feet into Almond St. which has an existing sound wall that protects the community. If this wall is torn down and a new wall is built for widening the I-405, it will make Almond a very narrow and probably one way street. In case you were not aware, Almond Street is a dedicated tsunami escape route and the only community access route out from the College Park community. Almond Street needs to be wide enough for bikeways and to serve as an escape route for possible floods or tsunamis. 2
2. Alternatives 2 and 3 will encroach 10 feet into Almond St and will also impact to existing parks at Astor Street and at Orleander Street. Like many parks in our community, children play and mothers and senior citizens walk along Almond Street every day. An alternative that encroaches into our community will expose families and children to more vehicle exhaust which causes **respiratory problems, lung disease and/or lung cancer.** The closer the freeway is to our community, the more exposed to toxins our residents are. 3
3. **Funding is only available for Alternative 1.** Alternatives 2 and 3 have a funding gap which will require OCTA to issue bonds and take more of the County's tax dollars. The community and residents do not favor this irresponsible tax-waste scenario. 4
4. Both alternatives 2 and 3 are proposing 10 lanes in each direction in Orange County. This lane configuration that is being proposed by OCTA makes no sense. This creates a classic bottleneck scenario considering the fact that the I-405 in Los Angeles contains only 6 lanes. 5
5. **The MTA Los Angeles and Caltrans do not have the capital funds to widen the I-405 freeway in Los Angeles County and will not have it until at least 50 years.** 6

Looking forward to your response and support,

Doreen Stevens

Doreen Stevens
4880 Candleberry Ave
Seal Beach, CA 90740
doreenstevens@earthlink.net 562-596-0811

PC-S79

July 1, 2012

Honorable Supervisor John Moorlach
Washington, D.C. Office
2300 Raybum House Office Building
Washington, DC 20515
(202) 225-2415 Fax (202) 225-0145

District Office
101 Main Street, Suite 380
Huntington Beach, CA 92648
(714) 960-6483 (310) 377-9493 Fax (714)960-7806

Subject: I- 405 widening impacting College Park East Community Seal Beach

Dear Honorable John Moorlach,

I live Seal Beach, California in a community called College Park East. The Orange County Transportation Authority (OCTA) is planning to widen the I-405 freeway. The proposed expansion of the freeway plans to encroach into my community by 10 feet for nearly 1 mile. Project Report details can be found in the following web address: www.dot.ca.gov/dist12/405/index.htm. As a constituent of yours, I ask for your support and engagement on this decision which can have long-lasting detrimental impacts to this community. 1

Are you aware of the negative implications the freeway expansion could have on College Park East? Was the idea of implementing a toll road voted out? Our community is united and will not tolerate the potential impacts. Several negative consequences are possible including increased noise levels, harsh toxins, and disturbing a natural disaster escape route. Residents will be exposed to higher noise levels, more than 5,000 community members which include seniors, young mothers and children will be subject to increased pollution from nearby traffic and our community will never be the same. The street being impacted is called Almond Street which is a designated tsunami escape route. Taking part of the street will make this escape route more vulnerable in case of heavy floods and/or tsunami event. The College park East Community is opposing the encroachment of Almond Street and is against potential severe impacts to the community. 2 3

One alternative to consider is for OCTA to acquire property on the opposite side of the I-405 freeway where the U.S. Naval Weapons Station exists. This is on the south side of the freeway where a cabbage field currently exists. Please, **I am asking you to direct the Secretary of the Navy to sell 10 feet wide and 1 mile of this land to the OCTA in order to protect the College Park East Community and minimize the health impacts to our neighborhood.** 4

Thanking you gratefully in advance,

Doreen Stevens

Doreen Stevens
4880 Candleberry Ave
Seal Beach, CA 90740
doreenstevens@earthlink.net
562-596-0811

PC-S80

From: Stockwell Lloyd [lloydkstock@gmail.com]
Sent: Thursday, June 14, 2012 4:25 PM
To: Parsons, 405.dedcomments
Subject: 405 Freeway widening

I am totally opposed to any widening of the 405 freeway that moves the sound wall closer to homes regardless of what city it is in. Also since LA County is not going to widen the 405 in the Long Beach area it is foolish to widen the 405 in Orange County which will create a funnel effect at the county line. 1
Lloyd Stockwell
4340 Guava Ave.
Seal Beach, CA 90740

PC-S81

From: Melinda Stone [mail@melindastone.net]
Sent: Monday, July 16, 2012 10:10 PM
To: Parsons, 405.dedcomments
Subject: input

The more free lanes the better. Failing that, toll is better than nothing. Best ultimate solution is to free up dollars from other things to go towards highways and freeways. Two prime examples are Jerry Brown's high speed boondagle disaster and the excessive gravy train of unsustainable public employee pensions. This state has lost its compass and won't get it back in my lifetime; I'm planning my escape to saner states. 1

Melinda Stone, a soon to be ex-Californian

PC-S82

I-405 Improvement Project
Public Hearing
Comment Sheet

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- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Anthony Storno	
Organization: Local 582	
Address(Optional): 7417 Western Bay Dr	
Phone Number: 714 585 9532	Email address:

Comments: Work need's to be Done To Improve the Abitiy to Drive to and from work!! It will also improve the time a Emergence Traffic for a accident involved!

1

(Space for comments continued on reverse)

PC-S83

mailto:Smita.Deshpande@dot.ca.gov

SmitaDeshpande
Branch Chief – Caltrans District 12
"Attn: 405 DEIR/DEIS Comment Period"
2201 Dupont Drive, Suite 200
Irvine, CA 92612

To CalTrans:

This letter is in response to the three construction options prepared for consideration to "improve the San Diego Freeway (I-405) [sic] between SR-73 and I-605."

In consideration of Alternative #3, it will severely impact homes and businesses in Costa Mesa, especially between Harbor Blvd. and Bear Street. To this date, there has been no model or rendering of Alternate #3 in the Fairview Road-Bear Street area. 1

Why was rebuilding the Fairview Bridge unconsidered the ten years ago when planning began? We are not living in a spendthrift time! How can you just tear down a three year old bridge? 2

HOT lanes are convenient, but not essential to transportation needs between Seal Beach and San Juan Capistrano (Los Angeles and San Diego counties, actually!).

If our lives demand more and more roads and HOT lanes, filling our lives and spaces with asphalt and concrete, we need to stop and look at how we manage our lives. 3

Please, do not adopt Alternate#2 and Alternate #3.

Corinne Stover
1224 Conway Avenue
Costa Mesa, CA 92626

PC-S84

From: The Stovers [calcs1224@gmail.com]
Sent: Friday, June 29, 2012 5:44 PM
To: Parsons, 405.dedcomments
Subject: Request for map

6/29/2012
Please print the map/rendering of the Alternate 3 section I-405, from the Santa Ana River to the 55 freeway, showing the connections to SR-73. 1
Or, please give the page references for that section in the EIR Report at the Mesa Verde Library.
Thank you,
Corinne Stover
Calcs1224@gmail.com

PC-S85

"Stover, Louise" <LStover@volt.com>
07/16/2012 10:45 PM

To <Smita.Deshpande@dot.ca.gov>
cc
Subject Attn: 405 DEIR/DEIS Comments

Dear Ms. Deshpande ~

This letter is in response to the three construction options prepared for consideration to "improve the San Diego Freeway (I-405) [sic] between SR-73 and I-605."

Alternative #3 is hands down the worst option. It does not benefit the residents or businesses of Costa Mesa, Fountain Valley, or Huntington Beach. Current congestion on the I-405 clearly result from the bottleneck at the bridge over the Santa Ana River. Tackling that issue is worthwhile. Alternative #3, on the other hand, seems designed to benefit only the investors in the toll road. 1

Not more than five years ago our impoverished state government spent several million dollars rebuilding the bridge at Fairview. How now can anyone in good conscience, when there is so much greater need in so many other civic areas, write off that expenditure and tear that new bridge down? It is ridiculous to even consider such wastefulness in such hard times. 2

Thank you for the opportunity to share my views.

Louise Stover
Costa Mesa, CA

PC-S86

From: Stover, Louise [mailto:LStover@volt.com]
Sent: Monday, July 16, 2012 10:49 PM
To: Christina Byrne
Subject: 405 DEIR/DEIS Comments

Dear OCTA Board ~

This letter is in response to the three construction options prepared for consideration to "improve the San Diego Freeway (I-405) [sic] between SR-73 and I-605."

Alternative #3 is hands down the worst option. It does not benefit the residents or businesses of Costa Mesa, Fountain Valley, or Huntington Beach. Current congestion on the I-405 clearly result from the bottleneck at the bridge over the Santa Ana River. Tackling that issue is worthwhile. Alternative #3, on the other hand, seems designed to benefit only the investors in the toll road. 1

Not more than five years ago our impoverished state government spent several million dollars rebuilding the bridge at Fairview. How now can anyone in good conscience, when there is so much greater need in so many other civic areas, write off that expenditure and tear that new bridge down? It is ridiculous to even consider such wastefulness in such hard times. 2

Thank you for the opportunity to share my views.

Louise Stover
Costa Mesa, CA

PC-S87

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

Subject: State Route 405 (I-405; San Diego Freeway) between SR-73 and I-605 and Draft EIR/EIS

I am concerned about the impacts the State Route 405 improvement project will have on our community. I am especially concerned about Alternative 3 which will widen the San Diego Freeway in the City of Costa Mesa and convert an existing car pool lane to a toll lane.

Alternative 3 would require that the Fairview/I 405 interchange be demolished and rebuilt, even though it was just rebuilt three years ago. Residences and public parks near the I- 405 will be adversely affected both during construction and upon completion of the project. Problems include air pollution, noise, and degradation of the visual quality of our neighborhoods. Ramp closures at Harbor, Fairview, and South Coast will not only inconvenience residents, but impair access to the many businesses which contribute to our local and regional economy. 1

In addition,

Please include these comments in the public/administrative record for this project and the project EIR/EIS. Thank you for the opportunity to comment.

Yours truly,

Vivian Strabala
(Name)

1705 Minorca Place Costa Mesa 92626
(Address) (City)

_____ Please keep me informed about future hearings and future steps in the review process for the I- 405 project.

PC-S88

From: Susan Stratton [chuckandsue@verizon.net]
Sent: Wednesday, June 20, 2012 9:18 PM
To: Parsons, 405.dedcomments
Subject: "the wall"

We are residents of College Park East in Seal Beach. We understand you are contemplating moving the wall up to 10 feet to expand the freeway.

LEAVE OUR WALL ALONE!! We'll lose parking on one side of Almond, no longer will it be safe for walkers, bikers, runners, dogs being walked, and there will be increased noise and pollution in our neighborhood.

Please DO NOT DO THIS!!!!!!!!

Charles and Susan Stratton, residents

1

PC-S89

From: Scott Stubble [mailto:scott_stubble@yahoo.com]
Sent: Wednesday, June 06, 2012 1:56 PM
To: Christina Byrne
Subject:

I am writing to express my support of Alternative #2 for the 405 expansion project. Alternative #3 would be, in my opinion, disastrous for Costa Mesa and I am firmly against this option or option #1.

Scott Stubble
3314 Florida Circle
Costa Mesa CA 92626
916-502-3481

1

PC-S90

From: Bob Stwalley [BStwalley@octa.net]
Sent: Wednesday, July 11, 2012 9:54 AM
To: Parsons, 405.dedcomments
Subject: The Three Alternatives for the 405

Hi,

Put me down for either of the 1st two options, but NOT for the one that includes the toll lanes. Toll lanes should not be on freeways. It is elitist.

Sincerely,

Robert Stwalley
8550-C Lake Knoll Ave., Garden Grove, CA 92844

1

PC-S91

July 17, 2012

Ms. Smita Deshpande
Branch Chief – Caltrans District 12
"Attn: 405 DEIR-EIS Comment Period"
2201 Dupont Drive, Suite 200
Irvine, CA 92612

Dear Ms. Deshpande:

I would like to submit my comments in regard to the I-405 DEIR/DEIS. I have issues with traffic congestion, air pollution, relocation of the College Park East sound wall, reliability and consistency of OCTA/ Caltrans predictions and toll road strategy.

Seal Beach is a small city, located between the San Gabriel River and two military bases. We have only one north-south arterial, Seal Beach Blvd. My neighborhood, College Park East, is located immediately adjacent to the I-405: on the north side, between Seal Beach Blvd. and Valley View St.. We are also located between the intersections of the I-405 with the I-605 and SR-22. Traffic congestion is already a problem in this area, as traffic backs up on the northbound and southbound I-405 during the morning and evening commute hours (and sometimes in-between). An incident on any one section of freeway can cause problems not only on that freeway, but also on the other two. When such an incident occurs, traffic may spill out onto Seal Beach Blvd., in an effort by drivers to detour around the problem. This can result in paralysis for us in Seal Beach. This has happened to me twice in the last year or so, where an incident caused me one hour to return home on surface streets from a distance of 3-4 miles away. As a result, I am very concerned about any proposal that would increase the level of congestion on the northbound I-405. When Seal Beach Blvd. becomes congested, residents north of the freeway will have difficulty reaching the city's downtown. Residents of Leisure World will have difficulty reaching the hospital or doctors. Our business districts will be affected by the increase of congestion on the boulevard. Student travel will also be affected, as will school buses. Additionally, Lampson Ave., which is not an arterial, has become a detour route and will continue to a detour to bypass congestion in the SR-22- I-405 overlap, affecting the residents of College Park East.

1

Slow moving and idling cars that result from increased traffic congestion will expose residents near to the freeway to increased air pollution. This includes residents of College Park East, College Park West, Leisure World, Rossmoor and Los Alamitos. It affects residents in their homes, our parks (Almond Park, Bluebell Park, Seal Beach Tennis Center and Edison Park) and in our schools in Rossmoor (where many Seal Beach children go to school). The very old and very young are more susceptible to diesel particulate matter and this will affect many of the citizens of Seal Beach. All three of these alternatives bring traffic up to the county line and leave it congested here to

2

PC-S91 Continued

adversely affect our residents. It is irresponsible to rush into doing this project, because of visions of dollars, at the expense of the local citizens. 2

In November, 2004, SCAG released results of an HOV study which concluded that HOV lanes going to 3+ occupants should be a last resort. They recommended more HOV lanes being built for 2+ drivers and HOV to HOV connectors. The West Coast Connectors (WCC) project follows this recommendation; it will attempt to ease transitions between the I-405 and the SR-22 and the I-405 and the I-605. This would eliminate some of the weaving that occurs when carpool drivers have to exit and weave across lanes to transition and then weave back across as they enter the new freeway. We are presently in the construction phase of this project, anxiously waiting for its benefits to materialize. 3

I recognize that something needs to happen to try to increase traffic flow in our area and reduce congestion. In 2006, the voters extended measure M, which specified the addition of one general purpose lane in each direction on the I-405(Alternative # 1). I believe that going beyond that will not yield uncongested roads, until an equivalent or better widening occurs on the Los Angeles County side of the county line. In the area of the overlap of the I-405 and SR-22 freeways, we presently have six general purpose lanes and one HOV lane in each direction. Alternative 2 would add two general purpose lanes, bringing the total to 8 general purpose lanes and 2 HOV lanes (once the WCC project is completed). On the northbound I-405, these lanes will approach Los Angeles County which has 4 general purpose lanes and 1 HOV lane which continue northward into Los Angeles County. I-605 and 7th St. traffic will exit off, but these are not the bulk of the northbound traffic. While SR-22 was recently redone congestion still exists at the I-5-SR-57 exit to the eastbound 22. I believe a similar situation could likely occur here. 4

Alternative 3 is stated to have the best result in regard to throughput and travel time. However, while cars in the toll lanes are moving, orchestrated by congestion management pricing, the general purpose lanes actually have increased congestion, almost as bad as the no-build option (volume to capacity ratios listed in Table 3.1.6-12). Local drivers who would be in the general purpose lanes (most not making such a long trip) suffering through even worse congestion. . The Express Lanes even operate at a LOS of D in the I-405 overlap and LOS F at the county line. The question becomes, will drivers really pay in mass to drive in these lanes which still suffer from some congestion?

Alternative 3 would only add one general purpose lane in the overlap of the I-405 and SR-22 freeways. However, it would force all cars who did not wish to pay a toll, out of the two HOV lanes. This alternative would result in 7 general purpose lanes and 2 express lanes. Once the WCC project is complete, we will have 6 general purpose lanes and two HOV lanes: eight lanes free for drivers to travel. In Alt. 3, the free travel lanes will be reduced to 7. This alternative does not increase capacity for free travel in our area – there is actually a reduction in the number of free travel lanes. It only increases capacity for those who choose to pay. Because the WCC project is paid for mostly with Federal taxes, grants and stimulus funds, I do not feel that it is proper at all for OCTA to confiscate these lanes and their connectors and try to charge taxpayers again for their use 5

PC-S91 Continued

in Alternative 3. They are not building any HOV lanes or connectors in our area with Alternative 3 funds, but would give them to single-occupant drivers who choose to pay. This is not what they were built for. Measure M adds a lane, but OCTA takes away what WCC has given us. This is not right. Traffic congestion will not be relieved. We should not jump into this alternative just because of the potential of revenue. 5

And what if OCTA's projections from Alternative 3 are not as forecast? Revenue forecasts have not been correct for other toll roads. Tolls collected would be much less than predicted and we would not get the promised revenue stream, while we would still have the increased congestion of the general purpose lanes. And what about the traffic estimates? The I-405 Project Study Report/Project Development Support of July, 2008, predicted much better traffic flow for Alternatives 1 and 2 in 2030 peak hours (Fig. 7-10) than this DEIR/DEIS document does for them in 2020 (Fig 7-10). Why are the traffic predictions so much higher now, showing all other Alternatives other than Alt. 3 operating at LOS F at almost all locations? 6

Are we not supposed to be reducing greenhouse gases? While 2+ carpool lanes were found to carry almost double the number of people per lane compared to the general purpose lanes, Alternative 3 would increase the number of people per lane in the general purpose lanes, while the HOV lanes would become mostly single-occupant vehicles. Yes 3+ vehicles could generally carpool for free, but most carpools would be traveling during peak hours and would be charged half-price, as in the 91-express model. A similar charge would be put on low-emissions vehicles. The intent of all of this seems much more revenue producing than try to reduce greenhouse gases. 7

I am familiar with the SR-91 and its Express Lanes, which would serve as a model for Alternative 3. When the eastbound 91-express lanes end at the Riverside County line, there is a weaving of cars that occurs at the express travelers need to move right if they are single occupant drivers to vacate the diamond lanes in Riverside County. At the same time, carpoolers merge left, to get into the diamond lanes. This weaving causes congestion. I believe a similar condition would result as the Express Lanes of Alternative 3 reach the Los Angeles County line. Express travelers would have the choice to either enter the diamond lane in Los Angeles County, or a general purpose lane next to it. However 2+ cars in the general purpose lanes in the northbound lanes would immediately begin to merge left to get into Los Angeles County's diamond lanes. This weaving would cause congestion right at the point where the southbound I-605 traffic is entering the northbound I-405. Additionally, when alternative 3 approaches the Orange County /Los Angeles County Line, the Express Lanes will split, one going to the I-605 connector, while the other continues northbound on the I-405. There could be a bottleneck occurring at this point, if more drivers are trying to merge into the left Express lane, continuing into Los Angeles County, than are going north onto the I-605 connector. 8

The sound wall that forms College Park East's southern border will be moved in Alternative 2 and Alternative 3. This will cause a number of changes to the neighborhood. Moving the wall will result in a narrowing of Almond Avenue, which is an important access street. Approximately 180 residents must use this street to leave 9

PC-S91 Continued

their homes. Narrowing of the street will result in a loss of parking on one side of the street and will result in safety concerns and a problem for residents on street sweeper day, with nowhere to park. In addition, electric lines will be moved closer to residents' homes, as will fire hydrants. I spoke with some who would like to sell their homes but know that they will take a large loss on them because of OCTA's plans. These low sales prices will then likely act to lower all the property values in College Parl East. 9 10

We are also told that, because of latent demand, traffic will be pulled off our arterials as freeway capacity is increased. I do not believe that is the case with Alternative 3. Because the general purpose lanes are so congested, I believe that it is more likely that in this alternative, cars would actually leave to drive on the arterials. Drivers who presently bypass the freeway may well not choose to pay. My son worked in Newport Beach for a while and drove PCH to work and back. My husband and I have traveled PCH to Hoag and medical appointments in Newport Beach. We would have no plans to change to the freeway or toll road.

I have a major problem with Alternative 3 taking over HOV lanes that have been paid for with the taxpayers money, to act as revenue producers. My husband was a 2+ carpooler for 15 years, using the carpool lanes in Los Angeles County. He states that the HOV lanes do work to incentive carpooling. They are very popular on the 405. The WCC project adds another HOV lane in the 22-405 overlap. We should give these connectors a chance to work. 11

It may not be in OCTA's ability to control what LA County does, but it is certainly in their ability to work with them. While OCTAs FAQs for the Public Hearing indicate there is some planning occurring in LA County (they reference SCAG 2012 RTP). Nowhere in this document are there any plans for work on the area of the I-405 in Long Beach. There is only SCAGs concept of toll roads on all freeways. Los Angeles County is concentrating much more on mass transit projects. Orange County should do so too. It is irresponsible to our residents for transit officials to say that their only responsibility is to move cars through Orange County, showing more concern to revenue streams than to its residents. 12

Sincerely,

Schelly Sustarsic

Schelly Sustarsic
4288 Candleberry Ave.
Seal Beach, CA 90740

PC-S92

From: B Sutton [bsc4@hotmail.com]
Sent: Tuesday, July 03, 2012 6:39 AM
To: Parsons, 405.dedcomments

Caltrans,
I vote against Alternative 3 for the I 405 Improvement Project. This suggested plan is too expensive and ill-conceived.
Thank you. 1

PC-S93

From: Ben Svensson [BSvensson@paramountcity.com]
Sent: Thursday, July 12, 2012 11:04 AM
To: Parsons, 405.dedcomments
Subject: No toll!!

Add four lanes: one in each direction from Euclid to the 605, plus a southbound lane from the Seal Beach Boulevard on-ramp to Brookhurst Street and a northbound lane from Brookhurst to the 22 Freeway/7th street interchange. 1

PC-S94

From: Tonia Svensson [tsvensson@moog.com]
Sent: Wednesday, July 11, 2012 11:07 AM
To: Parsons, 405.dedcomments
Subject: 405 Widening - Public Comment

I would like to add my voice to the 405 Widening Plans discussion.

I have been driving on the 405 almost daily for 26 years. Monday through Friday I commute to and from work starting from the 405S/22 at Valley View up to the 405N at Western.

As we all know, this is a heavily congested route. My experience is that there are not a significant number of commuters using the car pool lane relevant to the total number of users. I think the most equitable solution is to add two lanes in each direction. NO TOLL ROADS. Our existing taxes and vehicle license fees should cover these expenses. 1

Sincerely,

Tonia Svensson
Garden Grove, CA

Tonia K. Svensson
Configuration Manager
Torrance Operations
Moog Inc., Aircraft Group
Tel: 310-618-6653
Cell: 310-422-0646
tsvensson@moog.com

PC-S95

July 1, 2012

OCTA Board Member
550 S.Main St
PO BOX 14184 Orange CA 92863 TEL: (714) 560 6282

Dear Mr.

I am a resident of the City of Seal Beach College Park East Community. I am asking you to vote for Alternative 1 for the I-405 Freeway Improvement project. This alternative will have the most limited community and environmental impacts compared to any other alternative. The community believes this alternative is the most best choice because: 1

1. Alternative 1 does not encroach 10 feet into Almond Avenue which has an existing soundwall that protects the community. If this wall is torn down and a new wall is built for widening the I-405, it will make Almond a one way street. In case you were not aware, Almond Street is a dedicated Tsunami escape route and the only community access route out from the College Park Community. Almond Street needs to be wide and two way configuration is needed in order to serve as an escape route due to floods and/or Tsunamis. 2

2. Alternative 1 also impacts to existing parks will at Astor Street and at Orleander Street. Like many of parks in our community, children play and senior citizens walk along Almond Street every day. Mothers and their children walk use these parks every day. An alternative that encroaches into our community will create expose families and children to more vehicle exhaust which causes respiratory problems, lung disease and/or lung cancer. The closer the freeway is closer to our community, the more exposed to vehicle exhaust and harmful toxics. 3

3. Funding is only available for Alternative 1.
Alternative 2 has a funding gap which will require OCTA to issue bonds and take more of the County's tax dollars. The community and residents do not favor this irresponsible tax-waste scenario. 4

Sincerely,

Tamara Sverev
3610 Teaberry Circle
Seal Beach, CA 90740
562-308-8728

PC-S96

I-405 Improvement Project
Public Hearing
Comment Sheet

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- ☐ Wednesday, June 6, 2012 – Westminster Community Center
- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Jeffrey M. Swain
Organization: Labor Local 652
Address(Optional): 10623 Larch Ave. Bloomington CA 92316
Phone Number: (909) 877-4476
Email address:

Comments: Traffic is increasing and only getting worse.
Employment in the construction trade is at an all time low, causing many families to lose homes and cause many more problems. 1

(Space for comments continued on reverse)

PC-S97

I-405 Improvement Project
Public Hearing
Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.

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- ☐ Wednesday, June 6, 2012 – Westminster Community Center
- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Bobby Shen
Organization: Pan Pacific
Address(Optional): 17911 Mitchel S Irvine Ca
Phone Number: 949 412 1733
Email address: Bobbyshen@yahoo.com

Comments: It will be great because I can get to and from work a lot faster. 1

(Space for comments continued on reverse)

PC-S98

From: Jackie Sweeney [jackiecr30@yahoo.com]
Sent: Friday, June 08, 2012 1:50 PM
To: Parsons, 405.dedcomments
Subject: Alternative 3

We are strongly opposed to alternative 3. Jacqueline Sweeney
Robert Sweeney Susan Browne
We live right at the 405 and already way to much noise and exhaust. Please consider what it will do to the people who live by this freeway. 1

PC-S99

I-405 Improvement Project

Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (EIR/EIS). Comments must be received by Caltrans no later than July 17, 2012.

Name (First and Last): Bruce Switzky
Organization:
Address (Optional): 3671 Bluebell Street Seal Beach, CA 90740
Phone Number: 562-431-4981
Email address:

Comments: Our Preference is the No Build alternative. We want the least amount of disruption to where we live which is College Park East. 1
Alternative #1 is our second choice. One additional lane in each direction would still impact the bridges and play havoc on the freeway traffic in the short term. The cost is high and the traffic lanes decrease on the 605 freeway which creates back up problems due. 2

(Space for comments continued on reverse)

Caltrans OCTA

PC-S99 Continued

to merging into fewer lanes of traffic. Since both L.A. and Orange County are not able to fund together, we will wind up with more gridlock. 2

We would rather see a light rail system to ease traffic off of the freeway system. This could be a long term solution for decreasing pollution and easing congestion on the heavily traveled 405 freeway. 3

Also we do not want the sound wall along College Park East moved even one inch. The Weapons Station does not want to lose any land and College Park East does not want any traffic closer to our homes. We do not want the additional noise and the additional pollution or the additional cost. 4

We do not want the projects of Alternatives #2 or #3 under any conditions. 5

Please use another sheet if you need more space for your comments.

Submit completed response sheets, by mail by July 17, 2012 to:
Ms. Smita Deshpande
Branch Chief – Caltrans District 12
"Attn: 405 DEIR-DEIS Comment Period"
2201 Dupont Drive, Suite 200
Irvine, CA 92612

Responses may also be emailed to:
405.dedcomments.parsons@parsons.com

For more information on the I-405 Improvement Project, please contact:
Christina Byrne, Outreach Manager
(714) 560-5717
www.octa.net/405Improvement
www.facebook.com/405Improvement

RESPONSE TO PUBLIC COMMENTS (PC)-S

Response to Comment Letter PC-S1

Comment PC-S1-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-S2

Comment PC-S2-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-S3

Comment PC-S3-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. The project is not anticipated to require full acquisition of any residential properties. Please see Common Responses – Preferred Alternative Identification and Opposition to Tolling.

Response to Comment Letter PC-S4

Comment PC-S4-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-S5

Comment PC-S5-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred

Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Response to Comment Letter PC-S6

Comment PC-S6-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-S7

Comment PC-S7-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Comment PC-S7-2

Please see Response to Comment PC-S7-1.

Comment PC-S7-3

Please see Common Response – Opposition to Tolling.

Response to Comment Letter PC-S8

Comment PC-S8-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Comment PC-S8-2

Please see Response to Comment PC-S8-1.

Comment PC-S8-3

The priority of the design team was to minimize the residential impacts, including ROW. OCTA, Caltrans, and FHWA have worked extensively with the Navy to move I-405 toward and into the Navy property to avoid impacting the residential areas on the northbound side of I-405. Please see Common Response – Shifting Improvements away from Residential Properties onto NAVWPNSTA Seal Beach Property.

Comment PC-S8-4

Please see Response to Comment PC-S8-1.

Response to Comment Letter PC-S9

Comment PC-S9-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Response to Comment Letter PC-S10

Comment PC-S10-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-S11

Comment PC-S11-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred

Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Comment PC-S11-2

Please see Response to Comment PC-S11-1.

Comment PC-S11-3

Please see Response to Comment PC-S11-1.

Response to Comment Letter PC-S12

Comment PC-S12-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-S13

Comment PC-S13-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Comment PC-S13-2

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Comment PC-S13-3

Please see Response to Comment PC-S13-1.

Comment PC-S13-4

Please see Common Response – Measure M.

Response to Comment Letter PC-S14

Comment PC-S14-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-S15

Comment PC-S15-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Response to Comment Letter PC-S16

Comment PC-S16-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Please see Common Response – Measure M.

Comment PC-S16-2

Please see Common Response – Preferred Alternative Identification.

Comment PC-S16-3

With respect to a potential bottleneck at the Los Angeles county line, please see Common Response – Traffic Flow at the Orange County/Los Angeles County Line.

Alternatives M3, M9, M12, and M13 (see Section 2.2.7 and Figure 2-8), evaluated as part of the I-405 MIS (2003-2006), included project components similar to what you are recommending within your comment. These alternatives were not considered viable alternatives for further consideration because they do not fulfill the project purpose and are substantially more expensive than the Preferred Alternative (see discussion of Alternatives M3, M9, M12, and M13 in Section 2.7). Please also see Common Response – Elimination of LRT and BRT Alternatives.

Comment PC-S16-4

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Comment PC-S16-5

Chapters 3 and 4 of the EIR/EIS that was prepared for this project discloses all anticipated impacts to the human, physical, and natural environments as a result of the project and measures aimed at reducing those impacts.

Comment PC-S16-6

Please see Response to Comment PC-S16-4.

Comment PC-S16-7

Please see Responses to Comments PC-S16-2 and PC-S16-3.

Comment PC-S16-8

As stated in Section 2.2.4, No Build (No Action) Alternative, of the Draft EIR/EIS, the No Build Alternative is not considered a viable alternative because it would not achieve the project's purpose.

Response to Comment Letter PC-S17

Comment PC-S17-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Comment PC-S17-2

Please see Response to Comment PC-S13-2.

Comment PC-S17-3

Please see Response to Comment PC-S13-3

Comment PC-S17-4

Please see Response to Comment PC-S13-4.

Response to Comment Letter PC-S18

Comment PC-S18-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Comment PC-S18-2

As described in Section 3.2.6 of the Draft EIR/EIS, emissions will be reduced under all of the build alternatives compared to the future No Build Alternative, and no permanent adverse project-related air quality effects were identified. Air quality Measures AQ-1 through AQ-14, described in Section 3.2.6, will avoid and/or minimize all construction-related air quality effects. Please see Common Response – Air Quality.

Comment PC-S18-3

All reasonable and feasible noise abatement will be constructed, as described in Section 3.2.7 of the Final EIR/EIS and final Noise Abatement Decision Report. Project-related construction and operational noise effects were analyzed in detail in the project Noise Study Report. As described in Section 3.2.7, project-related noise levels associated with the build alternatives would be less than the future No Build Alternative. Please see Common Response – Noise/Noise Analysis.

Response to Comment Letter PC-S19

Comment PC-S19-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Major transit improvements were considered for the project corridor. These alternatives were not considered viable alternatives for further consideration because they do not fulfill the project purpose and are substantially more expensive than the Preferred Alternative (see discussion of Alternatives M3, M9, M12, and M13 in Section 2.2.7, Alternatives Considered but Eliminated from Further Discussion). Please also see Common Response – Elimination of LRT and BRT Alternatives.

With respect to a potential bottleneck at the Los Angeles County line, please see Common Response – Traffic Flow at the Orange County/Los Angeles County Line.

Comment PC-S19-2

We acknowledge your comment about toll roads. The population and employment forecasts used for traffic forecasting for the I-405 Improvement Project are approved by SCAG. A comparison of pre-recession traffic data (year 2005) to forecast volumes shows annual growth rates of 1.0 to 1.5 percent from 2005 to 2040 and annual rates of 1.1 percent or less from 2020 to 2040.

Comment PC-S19-3

Tables 3.2.6-6 and 3.2.6-7 in the EIR/EIS show that emissions for the build alternatives are generally less than the existing and future no-build conditions. This decrease is due to higher vehicle speeds, which generally result in lower emission rates; therefore, the project would result in a beneficial effect related to regional operational emissions. Please see Common Response – Air Quality.

Comment PC-S19-4

The aesthetics treatment for the project will be finalized during the design phase. The plastic "art" made reference to was implemented as part of different freeway corridor projects, such as the I-5 improvements in Santa Ana. Input from project stakeholders, including respective aesthetics committees from the cities, would be solicited during the start of the design phase.

Comment PC-S19-5

Alternatives M3, M9, M12, and M13 (see Section 2.2.7, Alternatives Considered but Eliminated from Further Discussion, and Figure 2-8 of the Draft EIR/EIS) included project components similar to what you are recommending within your comment. These alternatives were not considered viable alternatives for further consideration because they do not fulfill the project purpose and are substantially more expensive than the Preferred Alternative (see discussion of Alternatives M3, M9, M12, and M13 in Section 2.2.7). Please also see Common Response – Elimination of LRT and BRT Alternatives.

Response to Comment Letter PC-S20

Comment PC-S20-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Response to Comment Letter PC-S21

Comment PC-S21-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Comment PC-S21-2

Analysis of the traffic performance of the transition areas is presented in the Draft EIR/EIS and summarized in Table 3.1.6-17.

Comment PC-S21-3

We acknowledge your comment regarding vehicle sizes. Regarding the change in occupancy requirement to three persons per vehicle for free use of the Express Lanes in Alternative 3, please see Common Response – Opposition to Tolling.

Comment PC-S21-4

Please see Response to Comment PC-S21-1.

Response to Comment Letter PC-S22

Comment PC-S22-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Responses – Preferred Alternative Identification and Opposition to Tolling.

Response to Comment Letter PC-S23

Comment PC-S23-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred

Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Comment PC-S23-2

A Supplemental Traffic Study has been prepared and a Supplemental Draft EIR/EIS prepared and circulated covering potential traffic impacts in Los Angeles County, including potential impacts to the SR-22/Studebaker interchange referenced in the comment, as well as along 7th Street, I-405, and I-605 in Los Angeles County. The analysis and measures presented in the Supplemental Draft EIR/EIS are included in Section 3.1.6 of the Final EIR/EIS.

With respect to a potential bottleneck at the Los Angeles County line and the city of Long Beach, please see Common Response – Traffic Flow at the Orange County/Los Angeles County Line. Analysis of Katella Avenue at I-605 is included in Section 3.1.6 of the Draft EIR/EIS.

With respect to coordination among the agencies with responsibility for transportation and traffic on both sides of the Orange/Los Angeles County line, please see Common Response – Coordination between Caltrans Districts 7 and 12, OCTA, Los Angeles Metro, Gateway City Council of Governments, and City of Long Beach.

Comment PC-S23-3

With respect to relocation of soundwalls and acquisition of ROW, Caltrans and OCTA will consider the balance between the benefits of freeway improvement and the need to acquire private property.

With respect to potential impacts of the project in Long Beach, a Supplemental Traffic Study has been prepared and a Supplemental Draft EIR/EIS prepared and circulated covering potential traffic impacts in Los Angeles County. The analysis and measures presented in the Supplemental Draft EIR/EIS are included in Section 3.1.6 of the Final EIR/EIS.

Comment PC-S23-4

We acknowledge the opposition to tolling. The project is considered a Major Project by FHWA, and a Draft Financial Plan must be submitted to FHWA prior to approval of the Final EIR/EIS. The Draft Financial Plan must identify full funding for the project.

Response to Comment Letter PC-S24

Comment PC-S24-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in

your comment when the Final EIR/EIS is available for review. Please see Common Responses – Preferred Alternative Identification and Replacement of Fairview Road Overcrossing/Truncation of Tolled Express Lanes.

Response to Comment Letter PC-S25

Comment PC-S25-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Respuesta a la Carta De Comentario PC-S26

Comentario PC-S26-1

Las agencias de Caltrans y Orange County Transportation Authroity les gustaría agradecerle por haber participado en el proceso ambiental para el proyecto de ampliación de la autopista de San Diego (I-405). Su comentario fue considerado durante el proceso de selección de la "Alternative Preferida", como esta escrito en el reporte llamando en ingles "I-405 Improvement Project Final EIR/EIS." Se le notificará en la dirección proveida en su Cometario cuando el reporte "Final EIR/EIS" va a estar disponible para revisarlo.

Response to Comment Letter Translation PC-S26

Comment PC-S26-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-S27

Comment PC-S27-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

All of the arterial intersection configurations are shown in the project 11- by 17-inch project layout plans in Draft EIR/EIS Appendix P. The layout plans indicate the existing conditions as a

light gray shade and the project improvements in heavy black linework. Any existing ramps to be removed would be identified as a hatch pattern.

Response to Comment Letter PC-S28

Comment PC-S28-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-S29

Comment PC-S29-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

The design of the arterial interchanges shown in the Draft EIR/EIS represents the optimized design that has been reviewed by Caltrans including, but not limited to, the ADA, Design, Traffic Operations, and Environmental branches. Impacts to pedestrians and bicyclists have been minimized as much as possible by assuring that the ADA pedestrian accessibility standards are adhered to, as well as maintaining existing arterials with Class II Bikeways designation. Furthermore, proposed bikeways respective to each city within the project limits are also included in the design per the OCTA Commuter Bikeways Strategic Plan (OCTA CBSP).

In summary, the design shown in the Draft EIR/EIS with bicycle features includes the existing arterials with Class II designation, namely Fairview Road, Ward Street, Slater Avenue, Bushard Street, Edwards Street, and Seal Beach Boulevard. The same features are also shown for the arterials with proposed Class II Bikeways, including Newland Street, Edinger Avenue, McFadden Avenue, Westminster Boulevard, Bolsa Chica Road, and the Heil Pedestrian Overcrossing. Pedestrian features are also included in the design, such as meeting the minimum required sidewalk widths, cross slopes, and longitudinal grades.

At locations where the requirements set forth in the HDM are not possible for a specific location, a process with Caltrans that requests an approval for an exception to the standard would be documented and is supported with a location map and justification for not meeting the minimum requirement.

Deputy Directive DD-64-R1, Complete Streets-Integrating the Transportation System, released by Caltrans in 2008, has been supplemented with new standards from the HDM (May 2012) that require new minimum requirements for bicycle facilities with permitted Class II Bikeways. The process to include the requirements from the May 2012 HDM revision is in progress.

Comment PC-S29-2

The new HDM requirement, 403.6(1) Turning Traffic, points to two locations in the design that are proposed for requesting an exception to the requirement. To address this new requirement, a design revision is being made to separate the bikeway from the roadway at several locations including eastbound Talbert Avenue to southbound I-405 on-ramp; eastbound Edinger Avenue to southbound I-405 on-ramp; eastbound Bolsa Avenue to southbound I-405 on-ramp; eastbound Westminster Boulevard to southbound I-405 on-ramp; northbound Beach Boulevard to northbound I-405 on-ramp; and southbound Beach Boulevard to Center Avenue. The second requirement under 403.6(1), related to providing a minimum 4-ft right-turn width for bicycle use between the right-turn and through lane at Class II Bikeways facilities, is satisfied for all pertinent locations where Class II Bikeways are designated, as shown in the design. No exceptions to this requirement are needed.

The design of at-grade intersections at interchanges, as referenced under HDM Index 403.6(2), has prioritized safety and adheres to the permissive standard to the best extent possible with review by Caltrans' Design, Traffic Operations, and ADA branches.

HDM Index 502.2, which indicates that local road interchanges ramp termini should be perpendicular to the local road, is a permissive standard that has been implemented to the best extent possible. The project has made improvements at most interchanges to the existing conditions. Where ramps terminate at a signalized or tee intersection, the angle where it connects to the local street meets the minimum requirement of exceeding 75 degrees as required in the HDM.

Thank you for your suggestions on the arterial interchanges for which you have provided feedback. Please see below for additional background to the design shown in the Draft EIR/EIS.

Comment PC-S29-3

Harbor Boulevard currently is not designated a Class II Bikeway and is not proposed as such under the City of Costa Mesa and the OCTA CBSP; therefore, HDM standard 403.6(1) is not applicable. The configuration of this southbound on-ramp was recently reconfigured and is proposed to be maintained. The pedestrian crossings would be signalized to match the existing conditions.

Comment PC-S29-4

Ellis Avenue is not designated a Class II Bikeway and is not proposed as such under the City of Fountain Valley and the OCTA CBSP; therefore, HDM standard 403.6(1) is not applicable. However, pedestrian accessibility has been maintained with a continuous sidewalk along the new southbound on-ramp. The crosswalk at the intersection of the southbound ramps/Ellis Avenue/ Euclid Street/OCSD driveway entrance would include pedestrian signals in combination with the traffic signals. OCTA CBSP 2.6.3 references facilities with Class II designation as indicated in Figures 2.3 and 2.4.

Comment PC-S29-5

Euclid Street is not designated a Class II Bikeway and is not proposed as such under the City of Fountain Valley and the OCTA CBSP; therefore, HDM standard 403.6(1) is not applicable. The City is currently implementing a project that extends the sidewalk from the intersection with the Newhope/northbound ramps to the OCSD driveway along northbound Euclid Street. The project proposes to maintain this sidewalk. The project also proposes a new crosswalk at the north side of the intersection of the southbound ramps/Ellis Avenue/Euclid Street/OCSD driveway entrance for additional pedestrian accessibility.

Comment PC-S29-6

Brookhurst Street is not designated a Class II Bikeway and is not proposed as such under the City of Fountain Valley and the OCTA CBSP; therefore, HDM standard 403.6(1) is not applicable. Both southbound Brookhurst Street to southbound I-405 and northbound Brookhurst Street to northbound I-405 are proposed as slip on-ramps to provide a better-performing interchange. The project includes improvements to the existing condition by providing striped crosswalks at both loop on-ramps angled perpendicular to traffic for improved visibility. Pedestrian accessibility is also considered by meeting ADA requirements. Southbound Brookhurst Street to northbound I-405 is also designed under the same conditions as the two loop on-ramps.

Pedestrian signals at crossings are proposed in combination with the traffic signals at the off-ramp termini, which are improvements to the existing condition. OCTA CBSP 2.6.3 references facilities with Class II designation, as indicated in Figures 2.3 and 2.4.

Comment PC-S29-7

Warner Avenue is not designated a Class II Bikeway and is not proposed as such under the City of Fountain Valley and the OCTA CBSP; therefore, HDM standard 403.6(1) is not applicable. Westbound Warner Avenue to the northbound I-405 ramp and eastbound Warner Avenue to the southbound I-405 ramp terminate perpendicular to the arterial and meets Caltrans design

standards. Signalization of the ramps is not proposed based on traffic analysis. The project improves pedestrian accessibility by providing striped crosswalks that are perpendicular to traffic for improved visibility.

Pedestrian signals at the ramp crossing are not proposed. OCTA CBSP 2.6.3 references facilities with Class II designation, as indicated in Figures 2.3 and 2.4.

Comment PC-S29-8

Magnolia Street is proposed for Class II Bikeway designation from I-405 to its intersection at Warner Avenue under the City of Huntington Beach and the OCTA CBSP. The Final EIR/EIS will provide bike lanes within this reach and will adhere to both the Caltrans HDM 403.6(1) requirement and the OCTA CBSP 2.6.3.

Southbound Magnolia Street to northbound I-405 is designed to avoid impacting several commercial properties between the freeway and the on-ramp. The design is an improvement from the existing condition by providing a striped crosswalk that is angled perpendicular to traffic for improved visibility.

Pedestrian signals are proposed in combination with the traffic signals at both loop entrance ramps.

Comment PC-S29-9

The project proposes to replace the Heil Avenue Pedestrian Overcrossing. Per the OCTA CBSP bikeways map Section 3, a Class II Bikeway is proposed within the project limits. The design accommodates pedestrians and bicyclists with switchback ramps that allow bicyclists to maneuver the turns. Proper signage would be proposed during the design phase of the project.

Comment PC-S29-10

Beach Boulevard is not designated a Class II Bikeway and is not proposed as such under the cities of Huntington Beach/Westminster and the OCTA CBSP; therefore, HDM standard 403.6(1) is not applicable. However, to accommodate bike use, the design has been revised at the northbound Beach Boulevard to northbound I-405 on-ramp and geometry for southbound Beach Boulevard to westbound Center Avenue to separate the bike lane from the roadway at ramp intersections.

The geometry at southbound Beach Boulevard to northbound I-405 is not duplicated at the Brookhurst Street and Magnolia Street interchanges for reasons aforementioned.

Comment PC-S29-11

Edinger Avenue is proposed for Class II Bikeway designation under the City of Huntington Beach and the OCTA CBSP. A bike lane is proposed from the start of the project limits throughout Edinger Avenue. The Final EIR/EIS will include a callout note on the layout plans. Although sidewalks on both sides of the bridge are provided, pedestrian access is maintained to match existing conditions by allowing access only from the north side of Edinger Avenue. Appropriate signage prohibiting pedestrian access along the south side of Edinger Avenue will be provided with a sign panel and barricade during final design phase.

As described in Response to Comment PC-S29-2, a design exception is requested at the location approaching the southbound on-ramp.

Comment PC-S29-12

Caltrans and OCTA acknowledge your comment.

Comment PC-S29-13

The project improves and accommodates pedestrian accessibility at the southbound Goldenwest Street to southbound I-405 on-ramp by providing a striped crosswalk that is perpendicular to traffic for improved visibility. A pedestrian signal at this ramp crossing is not proposed due to interchange operations.

Comment PC-S29-14

Westminster Boulevard is proposed for Class II Bikeway designation under the City of Westminster and the OCTA CBSP.

Pedestrian signals at ramp crossings are not proposed due to interchange operations.

Comment PC-S29-15

Bolsa Chica Road is proposed for Class II Bikeway designation under the City of Westminster and the OCTA CBSP.

Pedestrian accessibility is prohibited along the southbound direction of Bolsa Chica Road, including Valley View Street to the north. Providing crosswalks to this side of the arterial would not be required and would avoid confusion.

Comment PC-S29-16

Seal Beach Boulevard is currently designated for Class II Bikeway under the City of Seal Beach and the OCTA CBSP and will be maintained for the project with additional improvements that

meet Caltrans HDM requirements. The design does not preclude the potential to add crosswalks in the future.

Comment PC-S29-17

The design of the project complies with the HDM requirements. At any locations where the HDM is not adhered to, design exceptions are requested and approved through Caltrans. Please see Response to Comment PC-S29-1.

Comment PC-S29-18

With respect to low-income and minority populations, environmental justice is covered in the Draft EIR/EIS in Section 3.1.4.3. No protected populations were found to be disproportionately adversely affected by any of the proposed build alternatives. Furthermore, the permanent condition created following construction of the project will increase the provision of bike lanes and pedestrian facilities as described on page 3.1.6-103 of the Draft EIR/EIS.

Comment PC-S29-19

With respect to temporary construction impacts to bikes and pedestrians resulting from closures or constraints, these items would be addressed within the Final TMP. As described in Section 2.1.6 of the Draft EIR/EIS, the Final TMP will be prepared during the PS&E phase, which will require minimization and mitigation of construction-related effects on traffic and circulation/pedestrian and bicyclists by applying a variety of techniques, including public information, motorist information, incident management, construction strategies, demand management, alternate route, and other strategies to improve public safety during construction. During construction, the Final TMP would require that existing levels of pedestrian and bicycle access be maintained and, at a minimum, on one side of the street at all times through the construction limits. The TMP will be developed in cooperation with the corridor cities, emergency service providers, OCTA (as the transit provider), school districts, project stakeholders, and others. The commenter is urged to work through these groups to develop effective treatments for temporary construction impacts to bike and pedestrian facilities. If a formal advisory group is developed among these groups to expedite development of the TMP, consideration will be given to inclusion of bike and pedestrian representatives.

During the course of project construction, the Traffic Management Team will observe traffic/pedestrian conditions and make recommendations to the Resident Engineer concerning any changes that need to be made with respect to traffic management. The TMP Coordinator will work closely with the Traffic Management Team to develop timely recommendations to address traffic-related effects on traffic and circulation/pedestrians and bicyclists, including coordination with schools, in developing alternative routes, as necessary.

Response to Comment Letter PC-S30

Comment PC-S30-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Please see Common Responses – Measure M Fundingand Opposition to Tolling.

Response to Comment Letter PC-S31

Comment PC-S31-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Responses – Preferred Alternative Identification, Replacement of Fairview Road Overcrossing/Truncation of Tolled Express Lanes, and Opposition to Tolling.

Response to Comment Letter PC-S32

Comment PC-S32-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Only Alternative 3 would require replacement of the Fairview Road Overcrossing. Caltrans/OCTA have considered design options to avoid replacement of the Fairview Road Overcrossing under Alternative 3. Please see Common Response – Replacement of Fairview Road Overcrossing/Truncation of Tolled Express Lanes.

Comment PC-S32-2

Thank you for your comment.

Response to Comment Letter PC-S33

Comment PC-S33-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

With respect to the I-605 southbound GP connector to I-405 southbound, Alternatives 1 and 2, as presented in the Draft EIR/EIS, would provide two full lanes from I-605 southbound onto southbound I-405. Alternative 3, as shown in the Draft EIR/EIS, would provide a single lane; however, this may be reconsidered during final design. Changes to the two-lane condition on I-605 southbound feeding the connector to I-405 southbound are not part of the proposed project.

Response to Comment Letter PC-S34

Comment PC-S34-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-S35

Comment PC-S35-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Comment PC-S35-2

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Response to Comment Letter PC-S36

Comment PC-S36-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-S37

Comment PC-S37-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Opposition to Tolling.

Comment PC-S37-2

Regarding the change in occupancy requirement to three persons per vehicle in the Express Lanes of Alternative 3, please see Common Response – Opposition to Tolling. Part-time HOV lanes have not been considered for this project.

Response to Comment Letter PC-S38

Comment PC-S38-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Comment PC-S38-2

Reasonable and feasible soundwalls will be constructed, if not objected to by the benefited residences, as described in Section 3.2.7 of the Final EIR/EIS and final Noise Abatement Decision Report. Caltrans and FHWA do not provided sound proofing of private houses if traffic noise impacts can be abated at the outdoor use areas. Please see Common Response – Noise/Noise Analysis.

Response to Comment Letter PC-S39

Comment PC-S39-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Alternatives M3, M9, M10, M11, M12, and M13 (see Section 2.2.7 and Figure 2-8), evaluated as part of the I-405 MIS (2003-2006), included project components similar to what you are recommending within your comment. These alternatives were not considered viable alternatives for further consideration because they do not fulfill the project purpose and are substantially more expensive than the Preferred Alternative (see discussion of Alternatives M3, M9, M10, M11, M12, and M13 in Section 2.7). Please also see Common Response – Elimination of LRT and BRT Alternatives.

Comment PC-S39-2

During freeway and local street construction, it is known that inconveniences to the community and traveling public are evident. The project mitigates construction impacts to traffic under a TMP that will be further developed during the design phase.

Comment PC-S39-3

With respect to a potential bottleneck at the Los Angeles county line, please see Common Response – Traffic Flow at the Orange County/Los Angeles County Line.

Comment PC-S39-4

Tables 3.2.6-6 and 3.2.6-7 show that emissions for the build alternatives are generally less than the existing and future no-build conditions. This decrease is due to higher vehicle speeds, which generally result in lower emission rates; therefore, the project would result in a beneficial effect related to regional operational emissions. Please see Common Response – Air Quality.

Comment PC-S39-5

Intermediate access points at Magnolia Street/Warner Avenue and Goldenwest Street/Bolsa Avenue will provide access between the Express Lanes in Alternative 3 and Beach Boulevard.

Comment PC-S39-6

Please see Response to Comment PC-S39-1.

Comment PC-S39-7

Regarding the change in occupancy requirement to three persons per vehicle for free use of the Express Lanes by HOVs, please see Common Response – Opposition to Tolling.

If HOVs with only two occupants choose not to use the Express Lanes, toll prices will be adjusted to attract replacement vehicles to the Express Lanes. The volume of traffic in the Express Lanes is independent of the occupancy requirement for free HOV use of the Express Lanes. Because the Express Lanes have more throughput during congested hours than the GP lanes, the GP lanes will benefit from diversion of traffic from the GP lanes to the Express Lanes.

Slow-moving congested freeway lanes have lower and unstable throughput compared to uncongested lanes. During peak periods, the GP lanes on I-405 are forecast to be heavily congested with lower throughput (approximately 1,200 vehicles per lane per hour) than the Express Lanes, whose throughput will be managed to approximately 1,700 vehicles per lane per hour. For an explanation of how this management works, see the Draft EIR/EIS, page 2-20. By providing more throughput per lane through management of the Express Lanes, traffic in the GP lanes would be reduced and congestion eased; for two conditions with the same total number of lanes and congested conditions, congestion in the GP lanes would be less if two of the lanes were managed to increase their throughput. Please see the rows of Table 3.1.6-14 labeled "Brookhurst Street to SR-22 East" for a comparison of the throughput of Alternatives 2 and 3 with the same total number of lanes.

Comment PC-S39-8

The purpose of tolling is to raise revenue to build the Express Lanes and to manage traffic to achieve higher throughput per lane than there will be during congested periods in the GP lanes. Excess toll revenues (i.e., net revenues after all operating, capital, debt service, and other expenditures) from the Express Lanes in Alternative 3 would be available for OCTA to expend on transportation improvements in the I-405 corridor consistent with the provisions of the California Streets and Highways Code Section 143 (j)(1). If Alternative 3 becomes the Preferred Alternative, the OCTA Board would adopt a policy regarding the use of net revenues.

Comment PC-S39-9

Public comments are an important part of the public review process for the EIR/EIS and are weighed by the PDT when selecting the Preferred Alternative. Please see Common Response – Preferred Alternative Identification.

Comment PC-S39-10

Please see Responses to Comments PC-S39-1 through PC-S39-9.

Response to Comment Letter PC-S40

Comment PC-S40-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Comment PC-S40-2

Please see Common Response – Preferred Alternative Identification.

Response to Comment Letter PC-S41

Comment PC-S41-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Response to Comment PC-S40-1.

Comment PC-S41-2

Please see Response to Comment PC-S40-1.

Comment PC-S41-3

Please see Response to Comment PC-S40-1.

Response to Comment Letter PC-S42

Comment PC-S42-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Response to Comment Letter PC-S43

Comment PC-S43-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Response to Comment PC-B20-1.

Comment PC-S43-2

Traffic during construction periods can be inconvenient. The Draft TMP (Community Impact Assessment, Appendix D) outlines concepts to be used to minimize disruption to traffic during construction. Appendix M of the Draft EIR/EIS provides detour plans for potential ramp closures.

Response to Comment Letter PC-S44

Comment PC-S44-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Response to Comment PC-B20-1.

Response to Comment Letter PC-S45

Comment PC-S45-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-S46

Comment PC-S46-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

The SR-91 Express Lanes are considered successful traffic management. They do not eliminate congestion in the GP lanes; they provide an option to that congestion to motorists willing to pay a toll. The tolls are set at the rates necessary to maintain high-speed operations. For an explanation of how this management works, see the Draft EIR/EIS, page 2-20. For additional information, please see Common Response – Opposition to Tolling.

Comment PC-S46-2

Please see Common Response – Preferred Alternative Identification.

Comment PC-S46-3

Existing soundwalls can only be replaced by higher soundwalls if an additional 5-dB noise reduction could be achieved. Soundwalls have a "diminishing margin of return" once the line-of-sight to major sources of traffic noise have been cut or blocked, which include, but are not limited to, tire, engine, and truck stack exhaust noise. The insertion loss for barriers does not follow a linear trend in reducing noise levels once the line-of-sight is removed from the tallest noise source, which for traffic noise is the exhaust from truck stacks, which are approximately 12 ft from ground level. The current maximum preferred height for soundwalls in California is 16 ft due to seismic issues. Please also see Common Response – Noise/Noise Analysis.

Response to Comment Letter PC-S47

Comment PC-S47-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Response to Comment Letter PC-S48

Comment PC-S48-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Response to Comment Letter PC-S49

Comment PC-S49-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-S50

Comment PC-S50-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Comment PC-S50-2

With respect to a potential bottleneck at the Los Angeles County line, please see Common Response – Traffic Flow at the Orange County/Los Angeles County Line.

Comment PC-S50-3

Under the No Build Alternative, vehicles entering I-405 northbound from Seal Beach Boulevard must merge one lane left to access I-605 and one more lane left to continue on I-405 northbound. Under all of the build alternatives, one lane change plus a lane merge downstream of the SR-22 westbound off-ramp would be required to reach I-605 and two additional lane changes to reach I-405.

Comment PC-S50-4

Traffic differences between the No Build Alternative and the build alternatives are presented in the Draft EIR/EIS in Section 3.1.6, and improvements to Seal Beach Boulevard are identified.

The additional lanes and improved performance on I-405 under the build alternatives compared to the No Build Alternative will encourage traffic currently diverting from the congested freeway to local streets to remain on the freeway.

Comment PC-S50-5

The experience on SR-91 is that motorists from all income groups use the Express Lanes.

If HOVs with only two occupants choose not to use the Express Lanes, toll prices will be adjusted to attract replacement vehicles to the Express Lanes. The volume of traffic in the Express Lanes is independent of the occupancy requirement for free HOV use of the Express Lanes. Because the Express Lanes have more throughput during congested hours than the GP lanes, the GP lanes will benefit from diversion of traffic from the GP lanes to the Express Lanes.

With respect to the limited access to and from the Express Lanes and potential impacts to local businesses, please see Common Response – Opposition to Tolling.

Toll rates would change periodically during the day to manage the volume of traffic in the Express Lanes and ensure a reliable uncongested trip.

Comment PC-S50-6

Dropping the additional GP lane in Alternatives 1 and 3 upstream of I-605 near Valley View Street as suggested in the comment would create a chokepoint at the drop location, because there would be no roadway to receive the lane's traffic. Carrying that lane to I-605 and providing a full two-lane exit at the beginning of I-605 provides a location for ending the lane that has the capacity to receive the lane's traffic. Consideration was given to dropping the second additional lane included in Alternative 2 just south of SR-22, but this was rejected due to the level of congestion such a bottleneck would create. Carrying the second lane to the SR-22 West exit ramp provides a location for ending the lane that has the capacity to receive the lane's traffic.

Rubberized asphalt is not proposed under this project. FHWA policy does not allow the use of pavement type or surface texture as a traffic noise abatement measure because it can lose its effectiveness over time. Presently, FHWA and several state transportation departments are conducting research to determine the longevity of the noise-reduction characteristics of rubberized asphalt.

With respect to suggestions for narrowed shoulders to avoid impacts to the College Park East soundwall, please see Common Response – Almond Avenue Soundwall.

Response to Comment Letter PC-S51

Comment PC-S51-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred

Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Respuesta a la Carta De Comentario PC-S52

Comentario PC-S52-1

Las agencias de Caltrans y Orange County Transportation Authroity les gustaría agradecerle por haber participado en el proceso ambiental para el proyecto de ampliación de la autopista de San Diego (I-405). Su comentario fue considerado durante el proceso de selección de la "Alternative Preferida", como esta escrito en el reporte llamando en ingles "I-405 Improvement Project Final EIR/EIS." Se le notificará en la dirección proveida en su Cometario cuando el reporte "Final EIR/EIS" va a estar disponible para revisarlo.

Response to Comment Letter Translation PC-S52

Comment PC-S52-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-S53

Comment PC-S53-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Response to Comment Letter PC-S54

Comment PC-S54-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in

your comment when the Final EIR/EIS is available for review. Please see Response to Comment PC-S50-1.

Comment PC-S54-2

Please see Response to Comment PC-S50-2.

Comment PC-S54-3

Please see Response to Comment PC-S50-3.

Comment PC-S54-4

Please see Response to Comment PC-S50-4.

Comment PC-S54-5

Please see Response to Comment PC-S50-5.

Comment PC-S54-6

Please see Response to Comment PC-S50-6.

Response to Comment Letter PC-S55

Comment PC-S55-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-S56

Comment PC-S56-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Comment PC-S56-2

Only Alternative 3 would require replacement of the Fairview Road Overcrossing. Caltrans/OCTA have considered design options to avoid replacement of the Fairview Road Overcrossing under Alternative 3. Please see Common Responses – Replacement of Fairview Road Overcrossing/Truncation of Tolled Express Lanes and Preferred Alternative Identification.

Comment PC-S56-3

Please see Response to Comment PC-S56-2.

Response to Comment Letter PC-S57

Comment PC-S57-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Comment PC-S57-2

Please see Response to Comment PC-S56-2.

Comment PC-S57-3

Please see Response to Comment PC-S56-2.

Response to Comment Letter PC-S58

Comment PC-S58-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Comment PC-S58-2

We acknowledge your comments on the costs and funding of Alternative 3. The project is considered a Major Project by FHWA, and a Draft Financial Plan must be submitted to FHWA prior to approval of the Final EIR/EIS. The Draft Financial Plan must identify full funding for the project.

Comment PC-S58-3

The Express Lanes in Alternative 3 will not be elevated as they approach SR-73. A direct connector from the median of I-405 to the median of SR-73 is included in Alternative 3, and this would require a bridge over the southbound lanes on I-405. The elevation of that bridge at its highest point would be lower than the existing bridge carrying northbound SR-73 over I-405; however, the new bridge would be longer than the existing bridge, extending farther to the west before touching down in the median of I-405. The noise evaluation presented in the Draft

EIR/EIS in Section 3.2.7, Noise, assumed the proposed direct connector and noise abatement was considered.

Comment PC-S58-4

As described in Sections 3.2.6 and 3.2.7, project-related emissions and noise levels associated with the Preferred Alternative would be less than the future No Build Alternative. Littering is against the law, and no analysis of either increase or decrease in litter was completed for the EIR/EIS. Please see Response to Comment PC-E5-1 and Common Responses – Air Quality, Health Risks, and Noise/Noise Analysis.

Comment PC-S58-5

Only Alternative 3 would require replacement of the Fairview Road Overcrossing. Caltrans/OCTA have considered design options to avoid replacement of the Fairview Road Overcrossing under Alternative 3. Please see Common Responses – Replacement of Fairview Road Overcrossing/Truncation of Tolled Express Lanes and Preferred Alternative Identification.

Comment PC-S58-6

Under Alternatives 1 and 2, the Harbor Boulevard Overcrossing would not be replaced; only Alternative 3 would require replacement of the Harbor Boulevard Overcrossing. However, a design option for Alternative 3 has been developed that would eliminate new lanes south of Euclid Street, except for the extension of the southbound auxiliary lane approaching the Harbor Boulevard exit ramp north to Euclid Street. If this design option is adopted and Alternative 3 is identified as the Preferred Alternative, the Harbor Boulevard Overcrossing would not be replaced, consistent with Alternatives 1 and 2. Please see Common Responses – Replacement of Fairview Road Overcrossing/Truncation of Tolled Express Lanes and Preferred Alternative Identification.

Comment PC-S58-7

All of the build alternatives are anticipated to reduce congestion in the I-405 corridor; none are expected to eliminate congestion in the corridor, including the portion of the corridor in Costa Mesa, as shown in Draft EIR/EIS Tables 3.1.6-4, 3.1.6-5, 3.1.6-12, and 3.1.6-13. The benefits to congestion vary among the build alternatives. The benefits to congestion of the build alternatives are summarized in the Draft EIR/EIS in Tables 3.1.6-4 through 3.1.6-8 and Tables 3.1.6-12 through 3.1.6-14.

Response to Comment Letter PC-S59

Comment PC-S59-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Response to Comment Letter PC-S60

Comment PC-S60-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Comment PC-S60-2

The current HOV lanes on I-405 do not meet federal and State performance standards as documented in the Draft EIR/EIS by reference to the *California HOV/Express Lane Business Plan* (March 31, 2009).

Comment PC-S60-3

The traffic performance anticipated at the intermediate access points to the Express Lanes in Alternative 3 is presented in the Draft EIR/EIS on page 3.1.6-98. One of the three intermediate access points is anticipated to have some congestion delay in the right-side Express Lane, while the other two are not anticipated to have any delay.

Response to Comment Letter PC-S61

Comment PC-S61-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Comment PC-S61-2

Alternatives M3, M9, M10, M11, M12, and M13 (see Section 2.2.7 and Figure 2-8), evaluated as part of the I-405 MIS (2003-2006), included project components similar to what you are recommending within your comment. These alternatives were not considered viable alternatives for further consideration because they do not fulfill the project purpose and are substantially more expensive than the Preferred Alternative (see discussion of Alternatives M3, M9, M10, M11, M12, and M13 in Section 2.7). Please also see Common Response – Elimination of LRT and BRT Alternatives.

Response to Comment Letter PC-S62

Comment PC-S62-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Response to Comment Letter PC-S63

Comment PC-S63-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Response to Comment Letter PC-S64

Comment PC-S64-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Project-related construction and operational air quality and noise effects were analyzed in detail in the project Air Quality Technical Study and Noise Study Report. As described in Sections 3.2.6 and 3.2.7 of the Draft EIR/EIS, project-related emission and noise levels associated with

the Preferred Alternative would be less than the future No Build Alternative. Please see Common Responses – Air Quality and Noise/Noise Analysis.

MSATs have the greatest potential to affect the health of residents located adjacent to the project. Although the various alternatives would place travel lanes closer to some residences, it is anticipated that MSAT exposure, including DPM, would be less than existing conditions. MSAT emissions are likely lower than existing levels in the design year as a result of EPA's and California's control programs that are projected to further reduce MSAT emissions. Please see Common Response – Health Risks.

Comment PC-S64-2

All of the build alternatives are anticipated to reduce congestion in the I-405 corridor; none are expected to eliminate congestion in the corridor, including the portion of the corridor south of Brookhurst Street in Costa Mesa, as shown in Draft EIR/EIS Tables 3.1.6-4, 3.1.6-5, 3.1.6-12, and 3.1.6-13. The benefits to congestion vary among the build alternatives. The benefits to congestion of the build alternatives are summarized in the Draft EIR/EIS in Tables 3.1.6-4 through 3.1.6-8 and Tables 3.1.6-12 through 3.1.6-14.

Response to Comment Letter PC-S65

Comment PC-S65-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Response to Comment Letter PC-S66

Comment PC-S66-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Response to Comment PC-S65-1.

Comment PC-S66-2

All of the build alternatives are anticipated to reduce congestion in the I-405 corridor; none are expected to eliminate congestion in the corridor. The benefits to congestion vary among the build alternatives. The benefits to congestion of the build alternatives are summarized in the Draft EIR/EIS in Tables 3.1.6-4 through 3.1.6-8 and Tables 3.1.6-12 through 3.1.6-14.

Response to Comment Letter PC-S67

Comment PC-S67-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Response to Comment Letter PC-S68

Comment PC-S68-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Response to Comment PC-S67-1.

Response to Comment Letter PC-S69

Comment PC-S69-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Response to Comment PC-S67-1.

Response to Comment Letter PC-S70

Comment PC-S70-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Alternatives M3, M9, M12, and M13 (see Section 2.2.7 and Figure 2-8), evaluated as part of the I-405 MIS (2003-2006), included project components similar to what you are recommending within your comment. These alternatives were not considered viable alternatives for further consideration because they do not fulfill the project purpose and are substantially more expensive than the Preferred Alternative (see discussion of Alternatives M3, M9, M12, and M13 in Section 2.7). Please also see Common Response – Elimination of LRT and BRT Alternatives.

Response to Comment Letter PC-S71

Comment PC-S71-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Response to Comment Letter PC-S72

Comment PC-S72-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Out of the 17 bridge replacements, none will be replaced that are constructed as part of the WCC Project, namely the Seal Beach Boulevard and Valley View Street overcrossings.

Response to Comment Letter PC-S73

Comment PC-S73-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Response to Comment Letter PC-S74

Comment PC-S74-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

With respect to a potential bottleneck at the Los Angeles County line, please see Common Response – Traffic Flow at the Orange County/Los Angeles County Line.

Response to Comment Letter PC-S75

Comment PC-S75-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Comment PC-S75-2

Please see Response to Comment PC-S75-1.

Comment PC-S75-3

Please see Response to Comment PC-S75-1.

Response to Comment Letter PC-S76

Comment PC-S76-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

With respect to a potential bottleneck at the Los Angeles County line, please see Common Response – Traffic Flow at the Orange County/Los Angeles County Line.

Comment PC-S76-2

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Response to Comment Letter PC-S77

Comment PC-S77-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-S78

Comment PC-S78-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Comment PC-S78-2

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Comment PC-S78-3

Please see Response to Comment PC-S78-2.

Comment PC-S78-4

Please see Common Response – Measure M.

Comment PC-S78-5

Alternative 2 has 10 lanes in each direction north of the SR-22 near Valley View Street. Alternative 3 has 9 lanes in each direction in that area. With respect to a potential bottleneck at the Los Angeles county line, please see Common Response – Traffic Flow at the Orange County/Los Angeles County Line.

Comment PC-S78-6

With respect to potential improvements to I-405 in Los Angeles County, please see Common Response – Coordination between Caltrans Districts 7 and 12, OCTA, Los Angeles Metro, COG, and the City of Long Beach.

Response to Comment Letter PC-S79

Comment PC-S79-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Comment PC-S79-2

Please see Response to Comment PC-S79-1.

Comment PC-S79-3

Please see Response to Comment PC-S79-1.

Comment PC-S79-4

The priority of the design team was to minimize the residential impacts, including ROW. OCTA, Caltrans, and FHWA have worked extensively with the Navy to move I-405 toward and into the Navy property to avoid impacting the residential areas on the northbound side of I-405. Please see Response to Comment PC-S79-1 and Common Response – Shifting Improvements away from Residential Properties onto NAVWPNSTA Seal Beach Property.

Response to Comment Letter PC-S80

Comment PC-S80-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Response to Comment Letter PC-S81

Comment PC-S81-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Traffic Flow at the Orange County/Los Angeles County Line.

Response to Comment Letter PC-S82

Comment PC-S82-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-S83

Comment PC-S83-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternative 3 would require replacement of the Fairview Road Overcrossing. Caltrans/OCTA have considered design options to avoid replacement of the Fairview Road

Overcrossing under Alternative 3. Please see Common Responses – Replacement of Fairview Road Overcrossing/Truncation of Tolled Express Lanes and Preferred Alternative Identification.

Comment PC-S83-2

Please see Response to Comment PC-S83-1.

Comment PC-S83-3

All of the build alternatives are anticipated to reduce congestion in the I-405 corridor; none are expected to eliminate congestion in the corridor. The benefits to congestion vary among the build alternatives. The benefits to congestion of the build alternatives are summarized in the Draft EIR/EIS in Tables 3.1.6-4 through 3.1.6-8 and Tables 3.1.6-12 through 3.1.6-14.

Response to Comment Letter PC-S84

Comment PC-S84-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Layout Sheets L-3A to L-2 in EIR/EIS Appendix P3: Alternative 3 Project Plans.

Response to Comment Letter PC-S85

Comment PC-S85-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Comment PC-S85-2

Only Alternative 3 would require replacement of the Fairview Road Overcrossing. Caltrans/OCTA have considered design options to avoid replacement of the Fairview Road Overcrossing under Alternative 3. Please see Common Responses – Replacement of Fairview Road Overcrossing/Truncation of Tolled Express Lanes and Preferred Alternative Identification.

Response to Comment Letter PC-S86

Comment PC-S86-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred

Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Comment PC-S86-2

Please see Response to Comment PC-S85-2.

Response to Comment Letter PC-S87

Comment PC-S87-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Response to Comment PC-B20-1.

Response to Comment Letter PC-S88

Comment PC-S88-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Response to Comment Letter PC-S89

Comment PC-S89-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Response to Comment Letter PC-S90

Comment PC-S90-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred

Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Responses – Preferred Alternative Identification and Opposition to Tolling.

Response to Comment Letter PC-S91

Comment PC-S91-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

All of the build alternatives are anticipated to reduce congestion in the I-405 corridor; none are expected to eliminate congestion in the corridor. The benefits to congestion vary among the build alternatives. The benefits to congestion of the build alternatives are summarized in the Draft EIR/EIS in Tables 3.1.6-4 through 3.1.6-8 and Tables 3.1.6-12 through 3.1.6-14.

The additional lanes and improved performance on I-405 under the build alternatives compared to the No Build Alternative will encourage traffic currently diverting from the congested freeway to local streets to remain on the freeway.

Comment PC-S91-2

A regional emissions analysis was completed based on VMT and vehicle speeds. Regional criteria pollutant and VOC emissions are presented in Tables 3.2.6-6 through 3.2.6-8 of the EIR/EIS. Differences in the anticipated 2020 and 2040 operational emission for the build alternatives are minimal. Tables 3.2.6-7 and 3.2.6-8 show that emissions for the build alternatives are generally less than the existing and future no-build conditions. This decrease is due to higher vehicle speeds, which generally result in lower emission rates; therefore, the project would result in a beneficial effect related to regional operational emissions. Please see Common Response – Air Quality.

Comment PC-S91-3

Since 2004, performance of HOV lanes has deteriorated. If HOV lanes fall below the MAP-21 performance benchmarks that relate to average operating speed, state departments of transportation (DOTs) would be required to change the operations of their HOV lanes to meet the federally required performance benchmarks. For example, if the average speed for an HOV lane fell below the MAP-21 speed-based benchmark due to high demand, changing the HOV occupancy requirement to 3+ occupants could improve the speed in the HOV lane, but it would force additional vehicles into the adjacent GP lanes. In many cases, the GP lanes are already

operating at slower speeds than the HOV lanes; therefore, the performance of the facility (HOV + GP) could easily be degraded by focusing exclusively on the performance of the HOV lane.

Comment PC-S91-4

Please see Response to Comment PC-S91-1.

Comment PC-S91-5

With respect to the issue of tolling being a form of double taxation for the Express Lanes in Alternative 3, please see Common Response – Opposition to Tolling. Under Alternative 3, HOVs would use the Express Lanes free, provided they meet the occupancy eligibility requirement. Regarding the change in occupancy requirement to three persons per vehicle, please see Common Response – Opposition to Tolling.

Comment PC-S91-6

The use of future toll revenues for bonding to raise construction funds would be limited by a coverage ratio that limits risk of inability to repay bonds due to toll revenues not meeting expectations. The traffic analysis in the PSR/PDS used a technique that limited traffic demand, which may understate traffic delay. Traffic predictions are similar; the population and employment forecasts used for traffic forecasting are approved by SCAG.

Comment PC-S91-7

As discussed in Section 4.2.7, Climate Change, Alternative 3 future GHG emissions (2020 and 2040) would be greater than the existing GHG emissions; however, the build alternatives would result in fewer GHG emissions than the No Build Alternative in 2020 and 2040. It should be noted that the GHG emission reductions shown in Tables 4-14 and 4-15 were developed using EMFAC2011 and, unlike criteria pollutants, EMFAC2011 does not make assumptions that technological enhancement in engine technology would result in reduced GHG emissions in the future; however, the model does result in fewer GHG emissions under higher speeds. Table 3.1.6-6 shows that speeds are higher under the build alternatives than under the No Build Alternative.

The GHG emissions estimates are the potential project contributions to GHGs; however, estimates could vary from actual GHG emissions. GHG emissions are dependent on other factors that are not part of the EMFAC2011 methodology, such as the fuel mix, rate of acceleration, and aerodynamics and efficiency of the vehicles.

Comment PC-S91-8

Analysis of the traffic performance of the transition areas is presented in the Draft EIR/EIS and summarized in Table 3.1.6-17.

Comment PC-S91-9

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Comment PC-S91-10

The I-405 Improvement Project may have an effect on property values, but it is not likely to be a major change because I-405 is an existing facility within Orange County. In addition, Caltrans has found no literature, studies, or evidence that property values decrease because of freeway widening near a home. Please see Common Response – Property Values.

Comment PC-S91-11

The additional lanes and improved performance on I-405 under the build alternatives compared to the No Build Alternative will encourage traffic currently diverting from the congested freeway to local streets to remain on the freeway.

Under Alternative 3, HOVs would use the Express Lanes free, provided they meet the occupancy eligibility requirement. Regarding the change in occupancy requirement to three persons per vehicle, please see Common Response – Opposition to Tolling.

Comment PC-S91-12

Alternatives with LRT and BRT are included in the Draft EIR/EIS in Section 2.2.7, Alternatives Considered but Eliminated from Consideration. That section explains each of those alternatives and why they were eliminated. For a graphic summary of those alternatives, see Figure 2-39 of the Draft EIR/EIS. Please also see Common Response – Elimination of LRT and BRT Alternatives.

Response to Comment Letter PC-S92

Comment PC-S92-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Response to Comment Letter PC-S93

Comment PC-S93-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred

Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Responses – Preferred Alternative Identification and Opposition to Tolling.

Response to Comment Letter PC-S94

Comment PC-S94-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Caltrans and OCTA acknowledge your opposition to tolling. Please see Common Response – Opposition to Tolling.

Response to Comment Letter PC-S95

Comment PC-S95-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Comment PC-S95-2

Please see Response to Comment PC-S13-2.

Comment PC-S95-3

Please see Response to Comment PC-S13-3.

Comment PC-S95-4

Please see Response to Comment PC-S13-4.

Response to Comment Letter PC-S96

Comment PC-S96-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred

Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-S97

Comment PC-S97-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-S98

Comment PC-S98-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Response to Comment Letter PC-S99

Comment PC-S99-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Comment PC-S99-2

Within Seal Beach, no bridges will require replacement or widening under any of the proposed alternatives. The bridges constructed as part of the WCC project were constructed to accommodate the I-405 Improvement Project. With respect to a potential bottleneck at the Los Angeles county line, please see Common Response – Traffic Flow at the Orange County/Los Angeles County Line.

Comment PC-S99-3

Alternatives M3, M9, M12, and M13 (see Section 2.2.7 and Figure 2-8), evaluated as part of the I-405 MIS (2003-2006), included project components similar to what you are recommending within your comment. These alternatives were not considered viable alternatives for further

consideration because they do not fulfill the project purpose and are substantially more expensive than the Preferred Alternative (see discussion of Alternatives M3, M9, M12, and M13 in Section 2.7). Please also see Common Response – Elimination of LRT and BRT Alternatives.

Comment PC-S99-4

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Comment PC-S99-5

Please see Common Response – Preferred Alternative Identification.

PUBLIC COMMENTS (PC)-T

PC-T1

From: Sam Hachidori [hachidori@cox.net]
Sent: Tuesday, July 17, 2012 10:52 AM
To: Parsons, 405.dedcomments
Subject: 405 Improvement

Hi,
Study after study shows that increased freeways lead to increased need for freeways. If you widen the 405 you will end up with a situation where more people are then using the 405 and then we will again be looking at what to do about the congestion on the 405. What about a public transportation option? 1
With the projections for population increases, plus our economic dependence on tourism, it doesn't make sense to ignore our embarrassing lack of options. As a business owner and a frequent traveler, I'm begging you to please not widen the 405, look at other options to move people around. It is good for the economy and the environment. 2
Thank you,
Kristina Tackett
Owner
Mille Fleurs
34495 Golden Lantern St
Dana Point, CA. 92629

PC-T2

I-405 Improvement Project
Public Hearing

Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.

Meeting Venue (please check one of the following):

- ☐ Monday, June 4, 2012 – Orange Coast Community College
- ☐ Wednesday, June 6, 2012 – Westminster Community Center
- ☐ Thursday, June 7, 2012 – Rush Park Auditorium
- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): FATU TALOLO
Organization: Labor Local 652
Address(Optional): 16720 BROOKHURST ST STE G270
Phone Number: (714) 678-7646 Email address:
FOUNTAIN VALLEY CA 92708

Comments: FREEWAY IS TO CONGESTED. 605 TO THE 73 would HELP THAT PROBLEM. Would bring REBREWNEW TO THE CITY and WORK. 1

(Space for comments continued on reverse)

Caltrans OCTA

PC-T3

From: Rex Tam [rex.tam@alum.calberkeley.org]
Sent: Wednesday, June 13, 2012 8:05 PM
To: Parsons, 405.dedcomments
Subject: I-405 Improvement Project Comments

1. Are all the various alternatives predicated on the same alternative being approved for the portion of the 405 going into LA county?

I am a resident of Seal Beach, and we are in the midst of an expansion (West County Connectors Project) that was to align the I-405 carpool lanes so as to alleviate bottlenecks due to misalignments. It is pointless to create the infrastructure to expand the freeway in Orange County, only to create another bottleneck in West Orange County which would again congest traffic.

2. If any of the options is selected, would it impact any of the West County Connectors Project overpasses that are being rebuilt?

At this point in time, the Seal Beach Boulevard and Valley View Street overpasses to the 405 need to be rebuilt for the West County Connectors Project. It would be wasteful of tax money to redo these overpasses which are not even yet completed. **1**

3. Alternative 3 is objectionable.

Access to the carpool lane should remain free ANYTIME people carpool (not like the 91 where a special access permit is required and are for regular carpoolers only). Carpool lanes were introduced to encourage drivers to carpool and thus reduce emissions as well as get an added incentive (i.e. carpool lanes may be faster than the general purpose lanes). Payment to use the two toll lanes does not alleviate traffic and help the environment, it just alleviates traffic for those willing to pay (oftentimes single passenger cars) and dis-incentives non-regular carpoolers. **2**

4. If up to four lanes being added is under consideration (and assuming that LA County will as well), what about thoughts of using that space to build a light rail system in that space? A lot of congestion is from south Orange County to LAX. I would love to see such an option. I currently drive 12 miles to Norwalk and take the Metro for the last 12 miles to El Segundo. **3**

PC-T4

From: Linda Tam [linda.tam@earthlink.net]
Sent: Monday, June 25, 2012 9:10 PM
To: Parsons, 405.dedcomments
Subject: COMMENTS ON I-405 IMPROVEMENT PROJECT

Hello,

I am writing to express my concerns about the project. As a Seal Beach resident, we have a 405 expansion project under way (West County Connectors Project) to align the carpool lanes so as to alleviate bottlenecks due to misalignments. It is pointless to create the infrastructure to expand the freeway in Orange County, only to create another bottleneck in West Orange County which would again congest traffic. Will all the various alternatives predicated on the same alternative being approved for the portion of the 405 going into LA county?

The West County Connectors Project is also re-building several overpasses over the 405, will any of the options impact the efforts that have been expended on the overpasses? At this point in time, the Seal Beach Boulevard and Valley View Street overpasses to the 405 need to be rebuilt for the West County Connectors Project. It would be a shameful wasteful of tax money to redo these overpasses which are not even yet completed. **1**

I stand against Alternative 3 because carpool lanes help the environment but toll lanes just divide us into haves and have-nots based on ability to pay the toll. Note also that tourists fall into the have-nots category, since it is impractical to get the transponder for a short visit to the county. Do we really want to make our roads less tourist-friendly? The freeways are a taxpayer-supported resource and should remain free. **2**

sincerely,
Linda Tam
4324 Ironwood Ave
Seal Beach, CA 90740

PC-T5

I-405 Improvement Project
Public Hearing
Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.

Meeting Venue (please check one of the following):

- ☐ Monday, June 4, 2012 – Orange Coast Community College
- ☐ Thursday, June 7, 2012 – Rush Park Auditorium
- ☐ Wednesday, June 6, 2012 – Westminster Community Center
- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Jose Luis Tapia

Organization: 2502 N Jacaranda Santa Ana CA. 92705

Address(Optional): Localesa Lobos

Phone Number: (714) 744-9574

Email address:

Comments: Nesesitamos ma caviles
Hay mucho trafico Nesesitamos
Se Haka mas trabajo

1

(Space for comments continued on reverse)

PC-T5 Translation

Comment:

We need more lanes, there is a lot of traffic, and need more jobs. 1

PC-T6

From: TARCHI1@aol.com
Sent: Tuesday, June 26, 2012 9:48 AM
To: Parsons, 405.dedcomments
Subject: (no subject)

I am 100% against any 405 lane additions. Until you can convince LA County to widen their freeway, you will have a bottle neck at the northern end. It also amazes me that there is no co-ordination with the current construction process. This lack of fore-thought completely disregards the quality of life of the residents that reside in the construction areas now and in the future. 1

J. Rocky Tarchione
Tarchi1@aol.com

PC-T7

From: Debbie Tenpenny [debbietenpenny@gmail.com]
Sent: Tuesday, June 19, 2012 4:11 AM
To: Parsons, 405.dedcomments
Subject: Noise!

I am a home owner in Seal Beach, my home is off Almond in the College Park East neighborhood. The constant pounding and work on the freeway ALL NIGHT long is severely disturbing and intruding on my sleep and quality of life. All my dual panes windows are shut and still the noise and vibration is reverberating through my house. I have been kept awake all night and must now get ready for work. Do I have any rights anymore? Do you not have to comply with noise ordinances? If this were a one time occurrence I old suck it up, but it has been going on, night after night for a month or more win no end in sight. Please advise me of my options, I'm desperate. 1

Debbie Tenpenny

PC-T8

From: Jon Theriault [jonrtheriault@gmail.com]
Sent: Saturday, June 16, 2012 7:24 AM
To: Parsons, 405.dedcomments
Subject: 405 wall

Concerns/Comments re: the proposed expansion of the 405.

Any scenario that involves tearing down and moving the soundwall in Seal Beach along Almond avenue is unacceptable

- Any period of time without any part of the wall is unacceptable in our neighborhood. The noise would be completely intolerable not only from the construction, but from the freeway. Could you sleep with nothing between your home and the 405? How do you expect our children to?
- I am confident that the noise level while there is no wall violates any number of environmental issues in the study that were glossed only looking at the final result. The final result will certainly be bad enough for us, but the rebuild is completely intolerable.
- There is absolutely no way they can build a new wall before tearing down the old (not enough room for the workers and equipment between the two structures).
- No one knows how long the wall be down because "they haven't looked at that closely yet". That answer is completely unacceptable given how long it could potentially be down.
- There will still be a backup as you approach the 605 because LA County is not do any expansion there. THAT BACK UP WILL FURTHER BOTTLENECK OUR EXITS AND CREATES FURTHER POLLUTION IN THE HOMES & COMMUNITIES BORDERING THE 405
- Our property values will likely decrease – almost certainly during the period where the wall is being rebuilt and it is non-existent, and even afterwards because we will lose the landscaping we currently enjoy, not all of the wall will be uniform as not all of it is moving, and because the noise and pollution will be that much closer to our homes. In addition, our exits will be bottlenecked by the narrowing of lanes at the county line so getting to and from our homes will be perceived as more challenging instead of an improvement. 1
- Pollution will only increase in an area that already has more than its fair share of black soot on everything.
- We will lose 1 side of parking on Almond. This may not seem like a big deal at first blush, but our street sweeping does one side of a cul de sac at a time, and several of our cul de sacs have limited to almost no curb parking. What happens when the street sweeper is coming down the side of Almond that has parking – where are those cars supposed to go? Blocks away?
- We have enjoyed that wider street now for several decades and a more narrow street will affect the safety of our children, bicyclists, roller bladers, runners, walkers, dog walkers, and the elderly who prefer to use their walkers on the road instead of the bumpy sidewalk. And that list is not all inclusive as many of our residents use Almond to access our parks.
- Measure M did not approve Alternative 2 and 3, only Alternative 1.
- The new wall will not be as good as our current one – not up to the same earthquake standards as when originally built.
- I lack faith that the builders will truly make rebuilding the wall a priority – what if something happens and we don't get our wall back for a long time or at all!
- Power outages for the entire neighborhood as power lines are relocated is unacceptable
- We are equally concerned for our neighbors in Fountain Valley who will lose jobs and revenue for

PC-T8 Continued

the city when 4 of their businesses are uprooted. I know there is talk about relocating them, but so much of a business's success is dependent on it's location – it is unlikely to be a move up for them.
• We will lose trees in Almond Park if the wall is moved at all in that area. The plan right now is to not move that part, so why do you have to move the adjacent parts????
• It seems that either Alternative 2 or 3 will create more lanes of traffic outside our neighborhood by just moving the bottleneck to the LA Count/Orange County interface on the 405. The result is we'll have MORE pollution and noise in our neighborhood as the freeway clogs right at the border, and all those extra cars have nowhere to go with no other freeways expanded. The 605 northbound has never been an issue; the majority of the traffic backup is caused by the 405 north of OC, and expanding the freeway to the border not only fails to address the issue it makes the pollution worse in this area as more cars are backed up more hours of the day on the freeway. The added pollution could be significant for all of us, especially children with asthma, and elderly people with emphysema/COPD, bronchitis, or asthma.

Proposals:
• Go with Alternative 1 as approved by the voters in Measure M
• Narrow the shoulder by a few feet where necessary to avoid moving the wall at all – bridges don't have to have a 10' foot shoulder, so having small sections with smaller shoulders should be achievable without having to make changes to the soundwall.
• Start eliminating one of the General Purpose lanes early to avoid moving the wall
• Consider light rail or some other public transportation.
• Lobby the heck out of the Navy to give a few feet where needed on their side – we don't need 10 feet all the way, just occasionally
• DO WHATEVER IT TAKES NOT TO MOVE THE WALL!!!!!!!!!!!

1 Cont.

PC-T9

To: Smitha Deshpande July 3, 2012

CalTrans District 12

2201 Dupont Drive

Suite 200

Irvine, CA, 92612

Attn: 405 DEIR/DEIS Comment Period

Subject: Seal Beach College Park East Almond Wall Impacts

We are longtime residents, 1972, of College Park East. We reside on Carnation Circle just off Almond Street which parallels the 405. There has been a lot of debate and comments regarding the potential movement of the sound wall closer to the homes in College Park East. I agree with most of the comments regarding noise, pollution, impact on property values and so on.

However, in this letter I want to note an aspect that has not received any attention, to my knowledge, at this time. Almond is the only access to our cul-de-sac as well as a number of others. During the Seal Beach bridge rebuilding discussions, the issue of emergency access for people South of the 405 became such a serious issue that the plans were revamped to include an emergency third lane during the construction. We live in a very limited access area and many of the residents are seniors. During the wall demolition and movement it is certain that there will be long periods where access is not possible on Almond. This is a serious emergency access safety issue. How is this being addressed? Simple comments to the effect that access will be provided are not adequate. We recently had relatively minor construction on Aster and Basswood where the contractor arbitrarily blocked all access by closing roads and parking heavy equipment on Basswood, Aster, and Almond as well as several other close by streets.

I believe this is matter of such serious impact that a separate study and report is required.

1

Thank you for your consideration.

Merlin & Delores Thimlar

3561 Carnation Circle

Seal Beach, CA 90740

PC-T10

From: Parmesanchz [parmesanchz@aol.com]
Sent: Sunday, July 15, 2012 3:33 PM
To: Parsons, 405.dedcomments
Subject: Opposition to Build JAlternative 3 to the I-405 Improvement Project

To Whom It May Concern:

As a Costa Mesa resident who travels the 405 northbound to get to work AND who uses the Fariview bridge very frequently, I strongly oppose the Buld Alternative #3 propsed for the Improvement project of the I-405. 1

Mary Thobe
2323 Elden Avenue
Costa Mesa, Ca 92627

PC-T11

I-405 Improvement Project
Public Hearing

Comment Sheet

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- ☐ Thursday, June 7, 2012 – Rush Park Auditorium
- ☐ Wednesday, June 6, 2012 – Westminster Community Center
- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Isaac Thomas
Organization: ~~Labor~~ Labor Local 652
Address(Optional):
Phone Number: 714-534-1016
Email address: isaactoos@aol.com

Comments: I believe this would help with the traffic congestion of the everyday driving of people of the community and others who use the I-405.
This would create jobs for the locals of Orange County and others. This would create a economic growth in Orange County for all retailers, due to more consumers spending on their products and services.
This will create jobs for many. 1

(Space for comments continued on reverse)

PC-T12

July 14, 2012

Dear Smita Deshpande,

We purchased our home in the College Park East neighborhood of Seal Beach, California 10 years ago. Although we are not one to stand in the way of progress, we are very concerned with the projects proposed for the widening of the 405 freeway. We are most concerned about how the proposed changes will impact our neighbors, our environment and our quality of life in the neighborhood we have chosen to live.

First of all, we would prefer that this project **NOT** take place at all. We fear all three alternative proposals will have a profound negative impact on the quality of life we currently enjoy. Yes, we too drive I-405 and yes, there are times we are stuck in traffic, but often times this gridlock is a result of traffic accidents. It seems that money could be spent in providing tow-trucks and better paved roads to help with gridlock resulting from traffic accidents. Also, since the widening of the 405 freeway will not continue into Los Angeles County, the traffic will be much worse then it currently is just before the 605 freeway. Are there reports that address this lack of coordination between the two counties and the gridlock that can result? We also fear a dramatic drop in our property value with this freeway widening. 1 2 3 4

We had hoped that all of this construction was for improving the transitions to and from the 405/605 freeways. Numerous accidents take place at these transitions. In our opinion, the new 7th Street overpass did nothing to improve the flow of traffic at these freeway transitions. 5

If this project must take place, we prefer "Alternative #1" along with ending the project at Valley View. As we understand it, with this plan, the sound wall bordering Almond Ave. would not have to be moved. It is extremely important to us that this wall NOT be moved for the following reasons: loss of street parking/space on Almond Ave, increased noise and air pollution in our neighborhood; loss of vegetation; and loss of parking space. 6

Before a final decision is made, please consider the profound negative effect this project will have on all the communities adjacent to the 405 freeway. We hope that numerous studies take place such as air quality, noise levels, and the gridlock resulting from traffic merging into fewer lanes.

Please consider all of our concerns before making any decisions.

Respectfully,
Thomas and Elizabeth Thomas
4572 Hazelnut Ave.
Seal Beach, California 90740

PC-T13

From: Donald & Diane Thompson [debryce1@verizon.net]
Sent: Thursday, July 12, 2012 4:51 PM
To: Parsons, 405.dedcomments
Subject: I 405 Improvement

This project is an extremely difficult challenge if not impossible and I do not support it in any way. There are over 15 street bridges and pedestrian bridges that will have to be rebuilt because their supports are all literally directly adjacent to the existing freeway. Or in other words there is not enough distance between the existing 405 right hand lane going south or north and the overpass support to add another traffic lane. Additionally there are major street overpasses (for example, Beach boulevard) that will have be rebuilt in toto because they exist in free space thus impacting travel on those major traffic thoroughfares. Further, there is next to no available surface to enable adding a lane without filling in drainage ditches or digging up existing mounds, or even, such as near the Bella Terra shopping center, building out into space for an added lane since the existing 405 ends with no adjacent empty land, only free space, actions which add to the congestion that will ensue from the activity of creating lane additions. Even further, nearly all the existing freeway on and off lanes occupy all the existing space hence adding a lane would have major impact on these lanes and their access from existing surface streets. 1

It may not seem obvious, but there is already an existing "extra" lane in each direction. Having driven the 405 in traffic congested periods it is interesting to note that the HOV lanes are frequently sparsely occupied. It would seem more reasonable to "create" an extra lane by eliminating the HOV designation and permitting any and all vehicles to use the entire number of lanes, which would in effect amount to 5 lanes in each direction. 2

Not living adjacent to the existing freeway I cannot honestly comment on the impact a lane addition would be to the housing that parallels the 405. I have noted that the great majority of the housing developments are located such that it would appear to require demolition of the existing sound walls and moving them further away from their present location. I have no knowledge of how close the homes are to these sound walls but I suspect that relocating these sound walls would be major impact on the existing residences. 3

I would like to suggest that the commission, or whoever is contemplating this change, investigate the possibility of adding lanes by elevating the HOV lane. There appears to be sufficient space in the center of 405 to introduce the supports for such an elevated roadway such as was done for the I 110. Bottom line to my comment, the present plan of adding a lane is a dream without any possibility of success. 4

Don Thompson

PC-T14

-----Original Message-----
From: Donald & Diane Thompson [mailto:debryce1@verizon.net]
Sent: Thursday, June 14, 2012 10:19 PM
To: Christina Byrne
Subject: Re: Attend Tonight's I-405 Improvement Project Public Hearing

Cristina:
I've had some medical problems so I couldn't make the Public Hearing. Do you know if consideration has been given to all the over passes that have to be rebuilt? I drive that route quite often and recently have looked at the overpasses and nearly all of them have supports which are within 5 or less feet of the freeway that passes by them, on both the South and North sides of the 405. Has anyone given thought to making the existing HOV lanes (north and south) available to all drivers? During periods of congestion there are often less than two or three cars per 1/4 mile in the HOV lane. 1 2

Don Thompson

PS: Congratulations on the Valley View bridge. A job well done.

PC-T15

June 28, 2012

To Whom It May Concern

Being a 46 year resident of College Park East, I firmly object to moving the sound wall to expand the 405 —

In the long run, it is not going to do anything positive to the flow of traffic on the 405 — but it will be a great detriment to all of College Park East, especially those owners on Almond — 1

Please leave our wall alone.

Joan D. Thompson
4733 Fir Ave
Seal Beach, CA

562 430-9282

PC-T16

From: Lois Thompson [troylois@yahoo.com]
Sent: Saturday, June 16, 2012 7:47 PM
To: Parsons, 405.dedcomments
Subject: I-405 Improvement Comments

Hello, We attended the public hearing held at the Fountain Valley Senior Center on 6/14/12. The information was presented well and the need for the improvements are well documented. We approve of the improvements and were especially happy at the SB 405 Brookhurst exit. Removing the "Yield" lane and adding a light for turning N/S on Brookhurst is brilliant! Do we really have to wait until 2015 for the improvements to begin? 1

Thank you for the opportunity to view the project info.

Troy & Lois Thompson
9791 La Amapola Ave
Fountain Valley, CA 92708
949-910-9506
troylois@yahoo.com

PC-T17

-----Original Message-----
From: S. P. THORNTON [mailto:spthornton@gmail.com]
Sent: Friday, July 20, 2012 4:48 PM
To: john.moorlach@ocgov.com; Audra.Adams@ocgov.com; PatBates@ocgov.com; Bill.Campbell@ocgov.com; dhansen@surfcity-hb.org; CFikes@surfcity-hb.org; Janet.Nguyen@ocgov.com; fvcrandall@yahoo.com; lorri@lorrigalloway.com; pglaab@cityoflagunaniguel.org; mpulido@santa-ana.org; pherzog@lakeforestca.gov; jamante@tustinca.org; Wendy Knowles; fvproud@fountainvalley.org; citycouncil@cityoforange.org; mayor@garden-grove.org
Subject: No 405 Toll

Do not add toll lanes on the 405. This is one issue the voters of Orange County will remember! 1

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PC-T18

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

Subject: State Route 405 (I-405; San Diego Freeway) between SR-73 and I-605 and Draft EIR/EIS

I am concerned about the impacts the State Route 405 improvement project will have on our community. I am especially concerned about Alternative 3 which will widen the San Diego Freeway in the City of Costa Mesa and convert an existing car pool lane to a toll lane.

Alternative 3 would require that the Fairview/I 405 interchange be demolished and rebuilt, even though it was just rebuilt three years ago. Residences and public parks near the I- 405 will be adversely affected both during construction and upon completion of the project. Problems include air pollution, noise, and degradation of the visual quality of our neighborhoods. Ramp closures at Harbor, Fairview, and South Coast will not only inconvenience residents, but impair access to the many businesses which contribute to our local and regional economy. 1

In addition,

Alternative 3 is unacceptable. 2

Please include these comments in the public/administrative record for this project and the project EIR/EIS. Thank you for the opportunity to comment.

Yours truly,

Greg Thunell
(Name)

990 GROVE PL COSTA MESA, CA 92627
(Address) (City)

✓ Please keep me informed about future hearings and future steps in the review process for the I- 405 project.

PC-T19

From: Yasmine Tifrit [yazzystar@gmail.com]
Sent: Friday, June 15, 2012 1:22 PM
To: Parsons, 405.dedcomments
Subject: Proposed expansion of the 405

Concerns/Comments re: the proposed expansion of the 405.

Any scenario that involves tearing down and moving the soundwall in Seal Beach along Almond avenue is unacceptable

• Any period of time without any part of the wall is unacceptable in our neighborhood. The noise would be completely intolerable not only from the construction, but from the freeway. Could you sleep with nothing between your home and the 405? How do you expect our children to?
• I am confident that the noise level while there is no wall violates any number of environmental issues in the study that were glossed only looking at the final result. The final result will certainly be bad enough for us, but the rebuild is completely intolerable.
• There is absolutely no way they can build a new wall before tearing down the old (not enough room for the workers and equipment between the two structures).
• No one knows how long the wall be down because "they haven't looked at that closely yet". That answer is completely unacceptable given how long it could potentially be down.
• There will still be a backup as you approach the 605 because LA County is not do any expansion there. THAT BACK UP WILL FURTHER BOTTLENECK OUR EXITS AND CREATES FURTHER POLLUTION IN THE HOMES & COMMUNITIES BORDERING THE 405
• Our property values will likely decrease – almost certainly during the period where the wall is being rebuilt and it is non-existent, and even afterwards because we will lose the landscaping we currently enjoy, not all of the wall will be uniform as not all of it is moving, and because the noise and pollution will be that much closer to our homes. In addition, our exits will be bottlenecked by the narrowing of lanes at the county line so getting to and from our homes will be perceived as more challenging instead of an improvement.
• Pollution will only increase in an area that already has more than its fair share of black soot on everything.
• We will lose 1 side of parking on Almond. This may not seem like a big deal at first blush, but our street sweeping does one side of a cul de sac at a time, and several of our cul de sacs have limited to almost no curb parking. What happens when the street sweeper is coming down the side of Almond that has parking – where are those cars supposed to go? Blocks away?
• We have enjoyed that wider street now for several decades and a more narrow street will affect the safety of our children, bicyclists, roller bladers, runners, walkers, dog walkers, and the elderly who prefer to use their walkers on the road instead of the bumpy sidewalk. And that list is not all inclusive as many of our residents use Almond to access our parks.
• Measure M did not approve Alternative 2 and 3, only Alternative 1.
• The new wall will not be as good as our current one – not up to the same earthquake standards as when originally built.
• I lack faith that the builders will truly make rebuilding the wall a priority – what if something happens and we don't get our wall back for a long time or at all!
• Power outages for the entire neighborhood as power lines are relocated is unacceptable
• We are equally concerned for our neighbors in Fountain Valley who will lose jobs and revenue for the city when 4 of their businesses are uprooted. I know there is talk about relocating them, but so much of a business's success is dependent on it's location – it is unlikely to be a move up for them.
• We will lose trees in Almond Park if the wall is moved at all in that area. The plan right now is to not move that part, so why do you have to move the adjacent parts????
• It seems that either Alternative 2 or 3 will create more lanes of traffic outside our neighborhood by just moving the bottleneck to the LA Count/Orange County interface on the 405. The result is we'll have MORE pollution and noise in our neighborhood as the freeway clogs right at the border, and all those extra cars have nowhere to go with no other

1

PC-T19 Continued

freeways expanded. The 605 northbound has never been an issue; the majority of the traffic backup is caused by the 405 north of OC, and expanding the freeway to the border not only fails to address the issue it makes the pollution worse in this area as more cars are backed up more hours of the day on the freeway. The added pollution could be significant for all of us, especially children with asthma, and elderly people with emphysema/COPD, bronchitis, or asthma.

Proposals:
• Go with Alternative 1 as approved by the voters in Measure M
• Narrow the shoulder by a few feet where necessary to avoid moving the wall at all – bridges don't have to have a 10' foot shoulder, so having small sections with smaller shoulders should be achievable without having to make changes to the soundwall.
• Start eliminating one of the General Purpose lanes early to avoid moving the wall
• Consider light rail or some other public transportation.
• Lobby the heck out of the Navy to give a few feet where needed on their side – we don't need 10 feet all the way, just occasionally
• DO WHATEVER IT TAKES NOT TO MOVE THE WALL!!!!!!!!!!

1 Cont.

PC-T20

I-405 Improvement Project
Public Hearing
Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.

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- ☐ Monday, June 4, 2012 – Orange Coast Community College
- ☒ Thursday, June 7, 2012 – Rush Park Auditorium
- ☐ Wednesday, June 6, 2012 – Westminster Community Center
- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): JEFF TILSON
Organization:
Address(Optional): 4157 BANYAN AVE, SEAL BEACH
Phone Number: 562-310-3086
Email address:

Comments: I understand the need for freeway expansion, however, I am NOT in favor of moving the freeway wall on Almond St in College Park East. The freeway is already loud enough and we need the space on Almond St. to ensure safety for our kids, walkers, & bicyclists in our neighborhood.

Please consider an alternative as the "new" wall will decrease home prices & everyone has

1

(Space for comments continued on reverse)

Caltrans OCTA

PC-T20 Continued

already taken a hit in our home values over the last few years.

LEAVE OUR WALL ALONE!

1

Please use another sheet if you need more space for your comments.

To submit completed comment sheets, please return to staff member, place in the comment box or mail by July 2, 2012 to:
Ms. Smita Deshpande
Branch Chief – Caltrans District 12
"Attn: 405 DEIR-DEIS Comment Period"
2201 Dupont Drive, Suite 200
Irvine, CA 92612

Responses may also be emailed to:
405.dedcomments.parsons@parsons.com

For more information on the I-405 Improvement Project, please contact:
Christina Byrne, Outreach Manager
(714) 560-5717
www.octa.net/405Improvement
www.facebook.com/405Improvement

PC-T21

I-405 Improvement Project
Public Hearing
Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.

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- ☐ Monday, June 4, 2012 – Orange Coast Community College
- ☐ Thursday, June 7, 2012 – Rush Park Auditorium
- ☐ Wednesday, June 6, 2012 – Westminster Community Center
- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): JOSE TINOCO	
Organization: Labor Local 652	
Address(Optional): 1210 N. ELAINE DR. SANTA ANA CA 92703	
Phone Number: 714.554.0769	Email address:

Comments:

EMPLEO EN COMERCIO DE CONSTRUCCIÓN
EL TRAFICO ESTA AUMENTANDO Y SOLO EMPEORA
HAN AGOTADO SUS BENEFICIOS DEL DESEMPLEO

1

(Space for comments continued on reverse)

PC-T21 Translation

Comment:

Jobs in the construction industry. Traffic is increasing and only worsening. They have depleted their unemployment benefits. 1

PC-T22

I-405 Improvement Project
Public Hearing
Comment Sheet

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- ☐ Monday, June 4, 2012 – Orange Coast Community College
- ☐ Thursday, June 7, 2012 – Rush Park Auditorium
- ☐ Wednesday, June 6, 2012 – Westminster Community Center
- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Jose Luis Tirado
Organization: Labor Local 65
Address(Optional): 1602 E 14th Santa Ana Ca 92701
Phone Number: 714-240-6933
Email address:

Comments: The Freeway 405 is a Desaster we need to Make it wider.
The Bridges arent up to Code
Traffic is increasing and only getting worse
This project would create Jobs and revenue for the City and County

1

(Space for comments continued on reverse)

Caltrans OCTA

PC-T23

I-405 Improvement Project
Public Hearing
Comment Sheet

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- ☐ Wednesday, June 6, 2012 – Westminster Community Center
- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Bert W. Tolbert
Organization:
Address(Optional): 22551 Chaparro Dr. Saugus, 91350
Phone Number: (661) 297-5671
Email address:

Comments: too much traffic

1

(Space for comments continued on reverse)

Caltrans OCTA

PC-T24

From: Jean Toole [mailto:tooleshk@pacbell.net]
Sent: Wednesday, June 06, 2012 5:19 PM
To: Christina Byrne
Subject: 405 Freeway Construction Alternatives

We do NOT want Alternative #3 for the 405 freeway expansion. This is extremely detrimental to the City of Costa Mesa. 1

Jean and Michael Toole

1333 Conway Avenue

Costa Mesa, Ca 92626

PC-T25

From: Jean Toole [tooleshk@pacbell.net]
Sent: Sunday, July 15, 2012 5:05 PM
To: Nguyen, Janet
Subject: Opposition to Alternative #3 of the I-405 Proposed Expansion

We would like to voice my opposition to Alternative #3 of the I-405 proposed expansion. As residents in the Halecrest neighborhood we feel that alternative is NOT a vialble option to improve traffic. We know the 73 Toll Road has always struggled to attract commuters because the toll is too expensive and we don't believe alternative #3 will have any different outcome. As a household of two drivers, we would never qualify to use a tollroad, right outside our "door" for free...we would be forced to pay if we wanted to drive on a "public" freeway!! 1

Also, moving the freeway lanes closer into our neighborhood will adversely impact our quality of life....increased noise and car exhaust will become a continual way of life of us to contend with in our neighborhood and other surrounding neighborhoods. The potential decreased in property values is also a concern, in a time when homeowners are already suffering decreased value. 2 3

It will not be easy for commuters to exit this tollroad...what is the impact for businesses and potential decreased revenue for our city? 4

We see no benefit to us as freeway travelers, homeowners, and citizens of Costa Mesa.

Thank you for the opportunity to express our concerns and opposition.

Michael and Jean Toole
1333 Conway Avenue
Costa Mesa, California 92626

PC-T26

From: Shaun T [shaunboy55@yahoo.com]
Sent: Friday, June 15, 2012 11:13 AM
To: Parsons, 405.dedcomments
Subject: The proposed expansion of the 405.

Any scenario that involves tearing down and moving the soundwall in Seal Beach along Almond avenue is unacceptable

• Any period of time without any part of the wall is unacceptable in our neighborhood. The noise would be completely intolerable not only from the construction, but from the freeway. Could you sleep with nothing between your home and the 405? How do you expect our children to?
• I am confident that the noise level while there is no wall violates any number of environmental issues in the study that were glossed only looking at the final result. The final result will certainly be bad enough for us, but the rebuild is completely intolerable.
• There is absolutely no way they can build a new wall before tearing down the old (not enough room for the workers and equipment between the two structures).
• No one knows how long the wall be down because "they haven't looked at that closely yet". That answer is completely unacceptable given how long it could potentially be down.
• There will still be a backup as you approach the 605 because LA County is not do any expansion there. THAT BACK UP WILL FURTHER BOTTLENECK OUR EXITS AND CREATES FURTHER POLLUTION IN THE HOMES & COMMUNITIES BORDERING THE 405
• Our property values will likely decrease – almost certainly during the period where the wall is being rebuilt and it is non-existent, and even afterwards because we will lose the landscaping we currently enjoy, not all of the wall will be uniform as not all of it is moving, and because the noise and pollution will be that much closer to our homes. In addition, our exits will be bottlenecked by the narrowing of lanes at the county line so getting to and from our homes will be perceived as more challenging instead of an improvement.
• Pollution will only increase in an area that already has more than its fair share of black soot on everything.
• We will lose 1 side of parking on Almond. This may not seem like a big deal at first blush, but our street sweeping does one side of a cul de sac at a time, and several of our cul de sacs have limited to almost no curb parking. What happens when the street sweeper is coming down the side of Almond that has parking – where are those cars supposed to go? Blocks away?
• We have enjoyed that wider street now for several decades and a more narrow street will affect the safety of our children, bicyclists, roller bladers, runners, walkers, dog walkers, and the elderly who prefer to use their walkers on the road instead of the bumpy sidewalk. And that list is not all inclusive as many of our residents use Almond to access our parks.
• Measure M did not approve Alternative 2 and 3, only Alternative 1.
• The new wall will not be as good as our current one – not up to the same earthquake standards as when originally built.
• I lack faith that the builders will truly make rebuilding the wall a priority – what if something happens and we don't get our wall back for a long time or at all!
• Power outages for the entire neighborhood as power lines are relocated is unacceptable
• We are equally concerned for our neighbors in Fountain Valley who will lose jobs and revenue for the city when 4 of their businesses are uprooted. I know there is talk about relocating them, but so much of a business's success is dependent on it's location – it is unlikely to be a move up for them.
• We will lose trees in Almond Park if the wall is moved at all in that area. The plan right now is to not move that part, so why do you have to move the adjacent parts????
• It seems that either Alternative 2 or 3 will create more lanes of traffic outside our neighborhood by just moving the bottleneck to the LA Count/Orange County interface on the 405. The result is we'll have MORE 1

PC-T26 Continued

pollution and noise in our neighborhood as the freeway clogs right at the border, and all those extra cars have nowhere to go with no other freeways expanded. The 605 northbound has never been an issue; the majority of the traffic backup is caused by the 405 north of OC, and expanding the freeway to the border not only fails to address the issue it makes the pollution worse in this area as more cars are backed up more hours of the day on the freeway. The added pollution could be significant for all of us, especially children with asthma, and elderly people with emphysema/COPD, bronchitis, or asthma.

Proposals:
• Go with Alternative 1 as approved by the voters in Measure M
• Narrow the shoulder by a few feet where necessary to avoid moving the wall at all – bridges don't have to have a 10' foot shoulder, so having small sections with smaller shoulders should be achievable without having to make changes to the soundwall.
• Start eliminating one of the General Purpose lanes early to avoid moving the wall
• Consider light rail or some other public transportation.
• Lobby the heck out of the Navy to give a few feet where needed on their side – we don't need 10 feet all the way, just occasionally
• DO WHATEVER IT TAKES NOT TO MOVE THE WALL!!!!!!!!!!!

1 Cont.

Thank you for taking the time to listen to my concerns.

Shaun Torbati
College Park East Resident

PC-T27

From: STACI TORBATI [chefstaci3@gmail.com]
Sent: Friday, June 15, 2012 9:20 AM
To: Parsons, 405.dedcomments
Subject: Concerns/Comments re: the proposed expansion of the 405

To Whom It May Concern:

Any scenario that involves tearing down and moving the soundwall in Seal Beach along Almond avenue is unacceptable

• Any period of time without any part of the wall is unacceptable in our neighborhood. The noise would be completely intolerable not only from the construction, but from the freeway. Could you sleep with nothing between your home and the 405? How do you expect our children to?
• I am confident that the noise level while there is no wall violates any number of environmental issues in the study that were glossed only looking at the final result. The final result will certainly be bad enough for us, but the rebuild is completely intolerable.
• There is absolutely no way they can build a new wall before tearing down the old (not enough room for the workers and equipment between the two structures).
• No one knows how long the wall be down because "they haven't looked at that closely yet". That answer is completely unacceptable given how long it could potentially be down.
• There will still be a backup as you approach the 605 because LA County is not do any expansion there. THAT BACK UP WILL FURTHER BOTTLENECK OUR EXITS AND CREATES FURTHER POLLUTION IN THE HOMES & COMMUNITIES BORDERING THE 405
• Our property values will likely decrease – almost certainly during the period where the wall is being rebuilt and it is non-existent, and even afterwards because we will lose the landscaping we currently enjoy, not all of the wall will be uniform as not all of it is moving, and because the noise and pollution will be that much closer to our homes. In addition, our exits will be bottlenecked by the narrowing of lanes at the county line so getting to and from our homes will be perceived as more challenging instead of an improvement.
• Pollution will only increase in an area that already has more than its fair share of black soot on everything.
• We will lose 1 side of parking on Almond. This may not seem like a big deal at first blush, but our street sweeping does one side of a cul de sac at a time, and several of our cul de sacs have limited to almost no curb parking. What happens when the street sweeper is coming down the side of Almond that has parking – where are those cars supposed to go? Blocks away?
• We have enjoyed that wider street now for several decades and a more narrow street will affect the safety of our children, bicyclists, roller bladers, runners, walkers, dog walkers, and the elderly who prefer to use their walkers on the road instead of the bumpy sidewalk. And that list is not all inclusive as many of our residents use Almond to access our parks.
• Measure M did not approve Alternative 2 and 3, only Alternative 1.
• The new wall will not be as good as our current one – not up to the same earthquake standards as when originally built.
• I lack faith that the builders will truly make rebuilding the wall a priority – what if something happens and we don't get our wall back for a long time or at all!
• Power outages for the entire neighborhood as power lines are relocated is unacceptable
• We are equally concerned for our neighbors in Fountain Valley who will lose jobs and revenue for the city when 4 of their businesses are uprooted. I know there is talk about relocating them, but so much of a business's success is dependent on it's location – it is unlikely to be a move up for them.
• We will lose trees in Almond Park if the wall is moved at all in that area. The plan right now is to not move that part, so why do you have to move the adjacent parts????

1

PC-T27 Continued

• It seems that either Alternative 2 or 3 will create more lanes of traffic outside our neighborhood by just moving the bottleneck to the LA Count/Orange County interface on the 405. The result is we'll have MORE pollution and noise in our neighborhood as the freeway clogs right at the border, and all those extra cars have nowhere to go with no other freeways expanded. The 605 northbound has never been an issue; the majority of the traffic backup is caused by the 405 north of OC, and expanding the freeway to the border not only fails to address the issue it makes the pollution worse in this area as more cars are backed up more hours of the day on the freeway. The added pollution could be significant for all of us, especially children with asthma, and elderly people with emphysema/COPD, bronchitis, or asthma.

Proposals:
• Go with Alternative 1 as approved by the voters in Measure M
• Narrow the shoulder by a few feet where necessary to avoid moving the wall at all – bridges don't have to have a 10' foot shoulder, so having small sections with smaller shoulders should be achievable without having to make changes to the soundwall.
• Start eliminating one of the General Purpose lanes early to avoid moving the wall
• Consider light rail or some other public transportation.
• Lobby the heck out of the Navy to give a few feet where needed on their side – we don't need 10 feet all the way, just occasionally
• DO WHATEVER IT TAKES NOT TO MOVE THE WALL!!!!!!!!!!!

1 Cont.

Thank You for your time.

Staci Torbati
College Park East Resident

PC-T28

I-405 Improvement Project
Public Hearing

Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.

Meeting Venue (please check one of the following):

- ☐ Monday, June 4, 2012 – Orange Coast Community College
- ☐ Thursday, June 7, 2012 – Rush Park Auditorium
- ☐ Wednesday, June 6, 2012 – Westminster Community Center
- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): CARLOS TORRES	
Organization:	
Address(Optional):	
Phone Number:	Email address:

Comments: IMPROVEMENT ON THE 405 WOULD BE REALLY GREAT. ALL FOR IT! 1

(Space for comments continued on reverse)

PC-T29

I-405 Improvement Project
Public Hearing
Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.

Meeting Venue (please check one of the following):

- ☐ Monday, June 4, 2012 – Orange Coast Community College
- ☐ Thursday, June 7, 2012 – Rush Park Auditorium
- ☐ Wednesday, June 6, 2012 – Westminster Community Center
- ☑ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Luis Torres
Organization: Labor Local 652
Address (Optional): 4041 W. El Rancho Ave FB Orange Ca 92868
Phone Number: (626) 255-6986
Email address: lupestorres77@gmail.com

Comments: I strongly believe improving our freeway 405 will help our traffic and help give Jobs to our states communities. By improving the 405 we will reduce road rage. 1

(Space for comments continued on reverse)

Caltrans OCTA

PC-T30

I-405 Improvement Project
Public Hearing
Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.

Meeting Venue (please check one of the following):

- ☐ Monday, June 4, 2012 – Orange Coast Community College
- ☐ Thursday, June 7, 2012 – Rush Park Auditorium
- ☐ Wednesday, June 6, 2012 – Westminster Community Center
- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Hector Toscano
Organization: Labor Local 652
Address (Optional): 1980 Hibiscus St Corona Ca. 92882
Phone Number: 714) 299-8368
Email address:

Comments: if They are not working They can't help Keep The economy going 1

(Space for comments continued on reverse)

Caltrans OCTA

PC-T31

I-405 Improvement Project
Public Hearing
Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.

Meeting Venue (please check one of the following):

- ☐ Monday, June 4, 2012 – Orange Coast Community College
- ☐ Thursday, June 7, 2012 – Rush Park Auditorium
- ☐ Wednesday, June 6, 2012 – Westminster Community Center
- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Khoi Tran	
Organization:	
Address(Optional):	
Phone Number: 714 589 6019	Email address: khoi76@msn.com

Comments: - Employment is at an all time low
- Help increase the flow of traffic during rush hrs.
- Improvement project will help create job

1

(Space for comments continued on reverse)

PC-T32

From: Danielle [daniellet27@gmail.com]
Sent: Friday, June 29, 2012 2:23 PM
To: Parsons, 405.dedcomments
Subject: State Route 405 between SR-73 and I-605

In November of 2010 I started a commute from Aliso Viejo to Rancho Dominguez. These comments are based on the
numerous frustrating hours I've spent in traffic in both directions.

I'd like to see the option of 2 general purpose lanes in both directions. Based on my 38 mile commute I don't see a need
for any carpool lanes that require 2 or even 3+ people. There are portions of my commute where half of the people that
should use the carpool lane are in the GP lanes. I'm sure this has to do with the way the carpool lanes back up at every exit into the GP lanes.
Needless to say, there are so many more solo commuters on this stretch of interstate. 1

Adding more GP lanes is the best option - this is California after all, and one thing we don't do well is carpool!

Thank you for taking the time to hear the public's opinion on this matter.
I look forward to hearing the final decision.
Regards,
Danielle Triana

PC-T33

July 15th, 2012

Yvonne Troutman
3810 Daisy Circle
Seal Beach, CA 90740

Ms. Smita Deshpande, Branch Chief
CalTrans District 12

Attn: 405 DEIR/DEIS, Comment Period
2201 Dupont Drive, Ste. 200
Irvine, CA 92612

Dear Ms. Despande:

As a resident of College Park East, Seal Beach I wish to comment on the controversial project to expand the 405. My concerns:

1. Decreased peace and quiet 1
2. Increased carbon and noise pollution 2
3. Impact on quality of life 3
4. Impact on property values 4

Any sane, intelligent person is aware of the inadequacy of the 405 at this point in time therefore trying to dismantle an expansion is a fool's errand. 5

But, I do feel strongly that when choices are being considered and voted on, the imperative goal should be minimum impact on real human beings, not abstract taxpayers and homeowners.

I am therefore asking for the most limited expansion possible by leaving the wall intact, in other words, only a one-lane expansion. Anything more would be devastating to this area.

Yours sincerely,

Yvonne Troutman

Yvonne Troutman

PC-T34

From: William Tuggle [mailto:tug34@verizon.net]
Sent: Friday, June 29, 2012 5:41 PM
To: Christina Byrne
Subject: June 6 Meeting at Westminster

Hi Christina,

I attended the June 6 meeting on the Draft EIR/EIS. I was actually pretty happy until one of the attendees stood up and talked authoritatively about the noise level. He contended that for some reason the replacement sound walls were going to be limited in height. I went back and read in great detail the Draft EIR/EIS on your website and determined that he was mistaken. But after reviewing the document I became concerned about the potential noise increase. If I can resolve my concerns about the noise I will be happy.

After reading the document, I determined the following:

A baseline versus build analysis must be performed to determine if noise impact.

Such a analysis was conducted and determined that there was a noise impact.

Since there is a noise impact, mitigation measures must be incorporated into the project unless such measures are not feasible.

Appendix N was unreadable. You need a PHD in something to understand.

After reading the document, it is not possible to determine how much of the additional noise is mitigated.

After the meeting I talked to the sound guy outside. We looked at where I lived and determined that after the mitigation efforts were completed, the noise level at my house would be greater. This bothered me, I recognize that for the good of the public interest the project should proceed, but, why should I and other residents living in the corridor bear the total negative burdens of the project? For the next 5 years or so, I get to be negatively impacted by the bridge construction disruption, construction noise and then are faced with years of increased 1

PC-T34 Continued

traffic noise. If mitigation efforts are planned to be implemented, why is the noise level at my house not at least the same as it was before the project?

My comments are as follows:

You need to demonstrate to the public the noise impact. I can not tell from reading a report whether I can live with the noise level increase or not. I need to experience it.

In the aggregate you should be able to answer the question are the residents living in the corridor going be faced with more noise after mitigation efforts than is now experienced?

If the answer to this question is yes, how much additional cost would be required to mitigate the noise to the level currently experienced by residents living in the corridor?

What is feasible can be subjective. The cost data requested above should be provided so that increasing the mitigation efforts beyond what is assumed in the document can at least be debated? 1

Regards,

Bill Tuggle

On Jun 28, 2010, at 8:35 AM, Christina Byrne wrote:

Mr. Tuggle,
There are a number of engineering steps that are being considered to minimize right-of-way impacts, these include;

Design to standards and consider:

- Building to the right-of-way line
- Only building required auxiliary lanes
- Reducing carpool lane buffer
- Moving the centerline of the freeway

Adjust design and seek possible exceptions to standards to reduce:

- Shoulder width
- Carpool lane width
- General purpose lane width

In addition to preparing engineering plans for all of the alternatives being considered, OCTA and Caltrans is preparing the environmental document for the project. The environmental documents will disclose all of the environmental impacts to the public, including the potential right-of-way impacts. This is a time consuming effort because we will be looking at 13 other environmental topics in addition to right-of-way and trying to avoid, minimize, or mitigate as many potential impacts as we can.

The draft environmental documents will be circulated to the public and the public will have the opportunity to learn about the impacts and provide comments and input on the project. Our target is to have the draft environmental documents available in late 2011. Again, we appreciate your interest and look forward to your input when the draft environmental document is available.

We are not trying to deceive the public in any way. Unfortunately, the environmental process has very specific steps that must be followed and they take time.

Please let me know if you would like any additional information.

Christina Byrne
Community Relations Officer
OCTA
550 S. Main Street
Orange, CA 92863
714.560.5717
714.560.5795 FAX

From: William Tuggle [mailto:tug34@verizon.net]
Sent: Wednesday, June 09, 2010 9:42 PM
To: Christina Byrne
Subject: Re: Meeting at Westminster follow up

Hi again Christina,

I decided to take two drives on the 405 freeway south from Bolsa Chica to Springdale to asses for myself what the addition of two lanes would do to this stretch of the freeway. On my first drive, I drove in the car pool lane and determined that there is no room for expansion here, the car pool lane already runs right next to the concrete center divider. I then drove this stretch again, but drove in the far right lane and determined that there is no way two lanes could be added without requiring the sound wall to be moved assuming that a shoulder would be still be required for emergency purposes. Also, I could easily identify 3 homes that would have to be destroyed under the two lane alternative. Milan street would also definitely be negatively impacted. If I can do this, your agency has to already know that this area as well as others under the two lane alternative are going to be negatively impacted. I recognize that you may not be able to identify every house that will be lost due to right of way issues but it is clear to me that you could identify stretches of the freeway where homeowners are at risk pending completion of the study. 2

I can only conclude that your agency does not want to do this because it wants to reduce the amount of time homeowners have to resist the plans.

Sorry for being such a pain, but I live in an area that is very likely going to be negatively impacted due to the project if it goes forward. If you lived in such an area, I doubt that you would care very much for the process either.

Bill

On 6/9/10 3:31 PM, "William Tuggle" <tug34@verizon.net> wrote:

Hi Christina,

Thanks for your response to my questions. The information provided is helpful. That being said, I struggle to understand why potential right of way impacts are not currently available. How alternatives can be developed that don't somewhat identify these potential right of way impacts is beyond me. It would seem that you would have to have some kind of idea about these potential problem areas to develop funding alternatives. Waiting until the environmental 3

PC-T34 Continued

phase is complete to identify these potential right of way impacts does not seem reasonable to me. More mature information could be provided at this time, but it seems to me that this would be to late in the process for homeowners to do anything about it. I can only conclude that this might be your agencies plan. 3

Thanks again for the response, I really appreciate your effort. Also I don't envy your job, dealing with potentially unhappy homeowners can't be fun.

Regards,

Bill

On 6/9/10 1:49 PM, "Christina Byrne" <cbyrne@octa.net> wrote:

Mr. Tuggle,
Thank you for your kind remarks regarding our meeting last night.

Attached you will find materials from the series of public meetings we had last Fall on the I-405 Improvement Project to launch the beginning of the environmental phase. Hopefully they can address most of your questions. In regards to the Mayor's comments, several years ago the initial freeway proposal proposed a more significant widening that would impact numerous residents in Westminster. The City was strongly opposed to this proposal and the alternatives were modified to stay generally within existing right of way.

Information regarding right-of-way impacts, including potential property acquisitions, will be included in the Draft environmental document and will be circulated to the public. However, it is only during the final design phase, after approval of the Final EIR/EIS, that the properties to be acquired would be finally determined. We understand how residents are frustrated because this process is very long.

The next formal opportunity for public comment is Late 2011 when the draft environmental document will be available.

The I-405 Improvement Project environmental phase must be complete before the project moves forward to design, right of way and construction.

Alternatives:

Baseline Alternative (No Build)

- No additional lanes or interchange improvements

Build Alternative 1: Add One General-Purpose Lane in Each Direction

- Adds a single general-purpose freeway lane in each direction of the I-405 freeway from Euclid Street to the I-605 interchange
- Interchange improvements for some interchanges within the project limits

Build Alternative 2: Add Two General-Purpose Lanes in Each Direction

- Adds two general-purpose lanes in each direction
- Two lanes in each direction will extend from Euclid Street to the I-605 Interchange

Build Alternative 3: Express Facility Alternative

- Adds one toll lane to the existing carpool lane that will be managed together (Federal Highway Administration tolling authority required)
- Adds a general-purpose lane in each direction north of Euclid Street to I-605

Build Alternative 4: Localized Improvements

- Adds one additional general-purpose lane at various locations and improves various interchanges between Euclid Street and I-605 on I-405

The Transportation Systems Management (TSM)/Transportation Demand Management (TDM)/Mass Transit Alternative

- Involves low-cost operational improvements and not major capital projects

The first two build alternatives came out of the I-405 Major Investment Study and were approved by the OCTA Board of Directors in 2005. Following the MIS, OCTA and Caltrans conducted a Project Study Report, which concluded in 2008 and brought forward two alternatives for public consideration. (Alternatives 1 and 2 – listed above). A revised project cost estimate of $1.2 to $1.7 million was also included in the PSR. The second two build alternatives were added in January 2009 by the Board in light of the current economic climate and a decrease in available funds.

Currently, all of these build alternatives are generally within the right-of-way. During the EIR/EIS, environmental and preliminary engineering analyses will be completed to identify the alternative that will meet the existing and future transportation needs for the corridor.

PC-T34 Continued

Schedule:

Notice of Preparation/Notice of Intent Sept. 2009
Scoping Meetings Sept./Oct. 2009
Draft Environmental Document Late 2011
Final Environmental Document Mid 2012
Notice of Determination (NOD)/Record of Decision (ROD) Late 2012

Christina Byrne
Community Relations Officer
OCTA
550 S. Main Street
Orange, CA 92863
714.560.5717
714.560.5795 FAX

From: William Tuggle [mailto:tug34@verizon.net]
Sent: Tuesday, June 08, 2010 10:35 PM
To: Christina Byrne
Subject: Meeting at Westminster

Hi Christina,

Just wanted you to know that I thought that the project boards, the technical staff, the presentation and the Q &A at the end of the presentation helped me gain a very good understanding of the project that is going to be started shortly. I am not sure that this format would work with a significantly larger audience, but it seemed to work well for the size of the audience at Westminster. The main impact to me is going to be traffic disruption. 4

Unfortunately, my main concern was not the project that was reviewed at the meeting, but the I-405 project that requires more study. The presenter said that he did not know the impacts of the study, yet Mayor Rice said that there were problems with the studies. If we don't know the impact, how can there be problems?

What I would like to know is the impact to the homes and roads running from where Bolsa Chica and the 405 intersect south to where Milan St starts and runs parallel to the 405 through the end of Quincy circle which also runs parallel to the 405 freeway. I understand that there may be noise issues that you are monitoring. My main concern is not the noise, but potential impacts to property owners resulting from either the reduction of lot size or the loss of homes to the project. Also I would like to know the potential impact to any city streets, specifically Milan Street resulting from the project. What can you tell me about these questions/concerns? 5

I understand that depending on which option is picked the impact could be different?

Regards,

Bill Tuggle

PC-T35

From: Roger Tyler [mariloutyler@yahoo.com]
Sent: Tuesday, July 17, 2012 8:33 AM
To: Parsons, 405.dedcomments
Subject: Noise analyis etc.

Reviewing the noise analysis results in several questions regarding your assumptions.

1) it is assumed that the primary noise sources are at 6 feet or less from the road surface. However i've notice that the exhaust stacks of diesel and other tractors are significant higher and in some areas are higher than existing sound walls. Since these vehicles travel in the outboard lanes closest to residences and generate the most low frequency noise which are perceived by body and structural vibrations rather that heard (A-weighting sharply attenuates these frequencies) , what is being done to reduce this effects?

2) In the calculations and measurements, the data acquired seems to represent a relatively small sample in terms of weather conditions and traffic density, as measurement were made under "summer" environments with reduced traffic flows due to schools breaks and reduced truck traffic. The areas along the 405 are often subject to low cloud and inshore breeze affects which tend to reflect sound into neighborhoods and transmit it farther inland. How is this being accounted for?

Also, since the measurements were made with major vegetation (trees and shrubs) and exposed dirt areas in place between and adjacent to existing residences, how is this effect factored into these analyses. Since these attenuators and absorbers will be removed as part of this construction, and replaced with hard concrete surfaces, where is this effect considered? What provisions are being incorporated into all the new constructions, center dividers , walls, bridges etc. to absorb and dissipate the noise instead of just block or reflect it?

3) Where is the source considered to be for the "line source" analysis, at the center divider or the most outer most traffic lane? How are you accounted that in some ares you are moving noise sources between 12 to 30 feet closer the residential and business structures? Also, most of the analyses assume that buildings will absorb the traffic noise, what consideration has been made to the fact that at lot of these structures will reflect and deflect the noise sources. How are noise walls to be placed to reduce or eliminate this affect? How are the noise wall installations being selected so that they do not contribute to such and beam noise into ares that were not affected before?

4) How are the sound walls to be adjusted based upon the present freeway configuration. Are sound wall heights to be based upon installed height above the ground level where installed or based upon the actual height of the center of the freeway? Note, in some areas of Huntington Beach and Westminster the prersent freeway median is higher that the adjacent sound walls or residential walls. **1**

Reviewing Options 1 through 3

1) Re Option 3 with the "fastrak lanes" present selected locations of egress/ingress are located right adjacent to some of the major interchanges funneling traffic from the adjacent cities onto the freeways. These ideas are unsafe , as they are already bottleneck areas for existing merging traffic and will be a major accident source due to traffic attempting to merge at significantly different speeds. **2**

2) I did not notice a build plan sequence or schedule for the intersection rebuilds and bridge replacements, How is the interaction effect on municipal street traffic going to be mitigated during the construction phase, to avoid major jams on local surface streets? **3**

Roger Tyler , resident of city of Westminster.

RESPONSE TO PUBLIC COMMENTS (PC)-T

Response to Comment Letter PC-T1

Comment PC-T1-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Alternatives with LRT and BRT are included in the Draft EIR/EIS in Section 2.2.7, Alternatives Considered but Eliminated from Consideration. That section explains each of those alternatives and why they were eliminated. For a graphic summary of those alternatives, see Figure 2-39 of the Draft EIR/EIS. Please see Common Response – Elimination of LRT and BRT Alternatives.

Comment PC-T1-2

Please see Response to Comment PC-T1-1.

Response to Comment Letter PC-T2

Comment PC-T2-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-T3

Comment PC-T3-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

There are no improvements proposed that would go into Los Angeles County, except for signing and striping associated with transitions between the Express Lanes in Alternative 3 and the HOV lanes in Los Angeles County. With respect to a potential bottleneck at the Los Angeles County line, please see Common Response – Traffic Flow at the Orange County/Los Angeles County Line.

No structures constructed as part of the WCC Project will be replaced as part of this project. The structures were designed to accommodate the additional lanes proposed for the I-405 Improvement Project.

Comment PC-T3-2

Please see Common Response – Opposition to Tolling.

Comment PC-T3-3

Alternatives M3, M9, M10, M11, M12, and M13 (see Section 2.2.7 and Figure 2-8), evaluated as part of the I-405 MIS (2003-2006), included project components similar to what you are recommending within your comment. These alternatives were not considered viable alternatives for further consideration because they do not fulfill the project purpose and are substantially more expensive than the Preferred Alternative (see discussion of Alternatives M3, M9, M10, M11, M12, and M13 in Section 2.7). Please also see Common Response – Elimination of LRT and BRT Alternatives.

Response to Comment Letter PC-T4

Comment PC-T4-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Response to Comment PC-T3-1.

Comment PC-T4-2

Please see Common Response – Opposition to Tolling.

Under Alternative 3, HOVs would use the Express Lanes free, provided they meet the occupancy eligibility requirement. Regarding the change in occupancy requirement to three persons per vehicle, please see Common Response – Opposition to Tolling.

The experience on SR-91 is that motorists from all income groups use the Express Lanes.

Respuesta a la Carta De Comentario PC-T5

Comentario PC-T5-1

Las agencias de Caltrans y Orange County Transportation Authroity les gustaría agradecerle por haber participado en el proceso ambiental para el proyecto de ampliación de la autopista de San Diego (I-405). Su comentario fue considerado durante el proceso de selección de la “Alternative

Preferida", como esta escrito en el reporte llamando en ingles "I-405 Improvement Project Final EIR/EIS." Se le notificará en la dirección proveida en su Cometario cuando el reporte "Final EIR/EIS" va a estar disponible para revisarlo.

Response to Comment Letter Translation PC-T5

Comment PC-T5-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-T6

Comment PC-T6-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

With respect to a potential bottleneck at the Los Angeles county line, please see Common Response – Traffic Flow at the Orange County/Los Angeles County Line.

There has been extensive coordination between the current WCC Project and the proposed I-405 Improvement Project. For example, no structures constructed as part of the WCC Project will be replaced as part of this project. The structures were designed to accommodate the additional lanes proposed for the I-405 Improvement Project. All new mainline freeway pavement would be added on outside of the freeway, thereby simplifying construction of the proposed new lanes. Additional improvements will be added at local street interchanges as part of the I-405 Improvement Project to accommodate additional traffic expected during the lifetime of the proposed project. These additional improvements would add to the improvements as part of the WCC Project.

Response to Comment Letter PC-T7

Comment PC-T7-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

It appears that this comment pertains to the WCC Project; therefore, please direct your comment to the OCTA Community Relations Office (550 South Main Street, Orange, CA, 714-560-5376).

Response to Comment Letter PC-T8

Comment PC-T8-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Please see Responses to Comments PC-A17-1 through PC-A17-12.

Response to Comment Letter PC-T9

Comment PC-T9-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Response to Comment Letter PC-T10

Comment PC-T10-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternative 3 would require replacement of the Fairview Road Overcrossing. Caltrans/OCTA have considered design options to avoid replacement of the Fairview Road Overcrossing under Alternative 3. Please see Common Responses – Replacement of Fairview Road Overcrossing/Truncation of Tolled Express Lanes and Preferred Alternative Identification.

Response to Comment Letter PC-T11

Comment PC-T11-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-T12

Comment PC-T12-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Comment PC-T12-2

Some of the traffic congestion on I-405 within the project area is nonrecurring congestion, such as that caused by traffic accidents; however, as the analysis of existing traffic conditions presented in the Draft EIR/EIS shows (see Tables 3.1.6-4, 3.1.6-5, 3.1.6-6, 3.1.6-7, and 3.1.6-8), there is recurring (daily) congestion that is the result of traffic demand for the freeway exceeding its capacity. All of the build alternatives are anticipated to reduce congestion in the I-405 corridor; none are expected to eliminate congestion in the corridor. The anticipated performance of I-405 with and without the build alternatives is summarized in the Draft EIR/EIS in Tables 3.1.6-4 through 3.1.6-8 and 3.1.6-12 through 3.1.6-14.

With respect to a potential bottleneck at the Los Angeles county line, please see Common Response – Traffic Flow at the Orange County/Los Angeles County Line.

Comment PC-T12-3

Coordination occurs regularly between Caltrans Districts 7 and 12, OCTA, Los Angeles Metro, COG, and the City of Long Beach regarding projects that cross county lines. Please see Common Responses – Coordination between Caltrans Districts 7 and 12, OCTA, Los Angeles Metro, COG, and the City of Long Beach and Traffic Flow at the Orange County/Los Angeles County Line.

Comment PC-T12-4

The I-405 Improvement Project may have an effect on property values, but it is not likely to be a major change because I-405 is an existing facility within Orange County. In addition, Caltrans has found no literature, studies, or evidence that property values decrease because of freeway widening near a home. Please see Common Response – Property Values**.**

Comment PC-T12-5

The new 7th Street overpass referenced in the comment is not part of the I-405 Improvement Project; it is part of the WCC Project.

Comment PC-T12-6

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Response to Comment Letter PC-T13

Comment PC-T13-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Comment PC-T13-2

The HOV lanes on I-405 within the project limits are operating in a degraded condition during peak hours. Tables 3.1.6-5 and 3.1.6-13 indicate that this degraded condition will continue to deteriorate.

Comment PC-T13-3

Moving soundwalls will involve demolishing the existing soundwall, adding the new lanes, and building a new soundwall. Depending on the distance of the various construction activities to the residences, there would be different levels of construction-related noise and vibration impacts. Construction noise and vibration impacts are temporary.

Once details of the construction activities become available, calculations will be conducted to determine the noise and vibration impacts from various construction phases and the appropriate mitigation measures. Noise and vibration measurements will be conducted during construction to confirm the effectiveness of the mitigation measures. Detailed noise and vibration mitigation

measures and monitoring procedures will be specified in the Noise and Vibration Construction Mitigation and Monitoring Plan.

Please also see Common Response – Noise/Noise Analysis for additional information regarding policies and procedures used in the traffic noise analysis.

Comment PC-T13-4

An elevated freeway alternative in the center of I-405 was eliminated early in the project development process during the MIS. Please see Common Response – Preferred Alternative Identification.

Response to Comment Letter PC-T14

Comment PC-T14-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

The clearance on each direction of I-405 under the existing bridges is shoulders that are requirements from Caltrans for refuge areas in case of emergency and enforcement. In most cases, the existing shoulder widths at the bridges are substandard. The project will include full standard shoulders as part of the necessary replacements of the overcrossings.

Comment PC-T14-2

The HOV lanes on I-405 within the project limits are operating in a degraded condition during peak hours. Tables 3.1.6-5 and 3.1.6-13 indicate that this degraded condition will continue to deteriorate.

Response to Comment Letter PC-T15

Comment PC-T15-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Response to Comment Letter PC-T16

Comment PC-T16-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-T17

Comment PC-T17-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Opposition to Tolling.

Response to Comment Letter PC-T18

Comment PC-T18-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Please see Response to Comment PC-B20-1.

Comment PC-T18-2

Please see Common Response – Preferred Alternative Identification.

Response to Comment Letter PC-T19

Comment PC-T19-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Please see Responses to Comments PC-A17-1 through PC-A17-12.

Response to Comment Letter PC-T20

Comment PC-T20-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Respuesta a la Carta De Comentario PC-T21

Comentario PC-T21-1

Las agencias de Caltrans y Orange County Transportation Authroity les gustaría agradecerle por haber participado en el proceso ambiental para el proyecto de ampliación de la autopista de San Diego (I-405). Su comentario fue considerado durante el proceso de selección de la “Alternative Preferida”, como esta escrito en el reporte llamando en ingles “I-405 Improvement Project Final EIR/EIS.” Se le notificará en la dirección proveida en su Cometario cuando el reporte “Final EIR/EIS” va a estar disponible para revisarlo.

Response to Comment Letter Translation PC-T21

Comment PC-T21-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-T22

Comment PC-T22-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-T23

Comment PC-T23-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-T24

Comment PC-T24-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Response to Comment Letter PC-T25

Comment PC-T25-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Responses – Preferred Alternative Identification and Opposition to Tolling.

Comment PC-T25-2

All reasonable and feasible noise abatement will be constructed, as described in Section 3.2.7 of the Final EIR/EIS and final Noise Abatement Decision Report. Air quality Measures AQ-1 through AQ-14, described in Section 3.2.6, will avoid and/or minimize all construction-related air quality effects. As described in Section 3.2.6, air emissions will be reduced under all of the build alternatives compared to the future No Build Alternative, and no permanent adverse project-related air quality effects were identified. Please see Common Responses – Noise/Noise Analysis and Air Quality.

MSATs have the greatest potential to affect the health of residents located adjacent to the project. Although the various alternatives would place travel lanes closer to some residences, it is anticipated that MSAT exposure, including DPM, would be less than existing conditions. MSAT emissions are likely lower than existing levels in the design year as a result of EPA's and

California's control programs that are projected to further reduce MSAT emissions. Please see Common Response – Health Risks.

Comment PC-T25-3

The I-405 Improvement Project may have an effect on property values, but it is not likely to be a major change because I-405 is an existing facility within Orange County. In addition, Caltrans has found no literature, studies, or evidence that property values decrease because of freeway widening near a home. Please see Common Response – Property Values.

Comment PC-T25-4

Please see Common Response – Impacts to Businesses.

Response to Comment Letter PC-T26

Comment PC-T26-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Please see Responses to Comments PC-A17-1 through PC-A17-12.

Response to Comment Letter PC-T27

Comment PC-T27-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Please see Responses to Comments PC-A17-1 through PC-A17-12.

Response to Comment Letter PC-T28

Comment PC-T28-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-T29

Comment PC-T29-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-T30

Comment PC-T30-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-T31

Comment PC-T31-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-T32

Comment PC-T32-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

We acknowledge your support of Alternative 2. The HOV lanes on I-405 within the project limits are operating in a degraded condition during peak hours. Tables 3.1.6-5 and 3.1.6-13 indicate that this degraded condition will continue to deteriorate.

Response to Comment Letter PC-T33

Comment PC-T33-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Future traffic noise levels are predicted for free-flowing conditions, and soundwalls are recommended to provide noise abatement for the highest possible traffic noise that can be produced by the freeway. Please see Common Response – Noise/Noise Analysis**.**

Comment PC-T33-2

Reasonable and feasible soundwalls will be constructed, if they are not objected to by the benefitted residences, as described in Section 3.2.7 of the Final EIR/EIS and final Noise Abatement Decision Report. Air quality Measures AQ-1 through AQ-14, described in Section 3.2.6, will avoid and/or minimize all construction-related air quality effects. As described in Section 3.2.6, air emissions will be reduced under all of the build alternatives compared to the future No Build Alternative, and no permanent adverse project-related air quality effects were identified. Please see Common Responses – Noise/Noise Analysis and Air Quality.

Comment PC-T33-3

Project effects on the quality of life are dependent on perspective. For example, the substantial reduction in travel times reported for the build alternative would be an improvement in the quality of life for the 455,000 and 512,000 average annual daily traffic between SR-22 and I-605, in 2020 and 2040, respectively. The project cannot satisfy all of the residents in Orange County, but as described in Response to Comment PC-G33-2, Caltrans and OCTA have made an honest effort to reduce impacts to quality of life based on the public comments received from the cities and residents in the corridor cities. It should also be noted that adding capacity does not induce travel, but it does draw trips diverted by congestion back to the freeway.

Comment PC-T33-4

The I-405 Improvement Project may have an effect on property values, but it is not likely to be a major change because I-405 is an existing facility within Orange County. In addition, Caltrans

has found no literature, studies, or evidence that property values decrease because of freeway widening near a home. Please see Common Response – Property Values.

Comment PC-T33-5

Thank you for your comment.

Response to Comment Letter PC-T34

Comment PC-T34-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Soundwalls are evaluated for acoustic feasibility in accordance with State and federal guidelines, which include Caltrans' Traffic Noise Analysis Protocol and the NAC of Federal Title 23, Part 772 of the CFR, titled "Procedures for Abatement of Highway Traffic Noise and Construction Noise" (23 CFR 772).

Traffic noise impacts are evaluated under federal NEPA and state CEQA requirements. In accordance to the federal guidelines, the highest hourly average future traffic noise levels must be predicted and compared to the traffic NAC. If the predicted future noise levels approach or exceed the criteria, then noise abatement measures must be evaluated. Under the state CEQA requirements, the predicted future traffic noise levels are compared to the existing noise levels to determine if there would be an impact. If the future noise levels at an area are higher by 5 dB, then that area is considered impacted and noise mitigation measures need to be evaluated.

Once the need for the soundwalls is identified, then they are evaluated to determine if they are both feasible and reasonable and, if they are, then they have been recommended as part of the project. A soundwall is considered feasible when a 5-dB noise reduction can be archieved. Reasonableness included several factors, but the main ones are cost effectiveness and view point of the benefited residences.

There are two types of noise barriers "replacement in-kind" as part of the design features for this project. The first in-kind replacement occurs when an existing soundwall must be removed, relocated, and replaced in-kind along the project alignment where space is needed for the proposed project's additional lanes and required safety features. The second in-kind replacement is needed where parts of an existing overpass embankment that blocks traffic noise in the existing setting has to be removed.

For this project, there were instances where traffic noise levels will increase and increasing the height of an existing soundwall is not proposed. In accordance with Caltrans' Traffic Noise Analysis Protocol, existing soundwalls could only be replaced by higher soundwalls if an additional 5-dB noise reduction can be achieved. Soundwalls have a "diminishing margin of return" once the line-of-sight to major sources of traffic noise have been cut or blocked; major sources include, but are not limited to, tire, engine, and truck stack exhaust noise. The insertion loss for barriers does not follow a linear trend in reducing noise levels once the line-of-sight is removed from the tallest noise source, which for traffic noise is the exhaust from truck stacks, which are approximately 12 ft from ground level. Most of the time, increasing the height of a 10- or 12-ft-high soundwall to the maximum height of 16 ft would not provide an additional 5-dB noise reduction. This is the main reason why the heights of some existing soundwalls were not increased or were replaced in-kind at a new location at the original soundwall heights. Before a reasonableness determination can be made, feasibility – providing 5 dB of traffic noise reduction – must be achieved for at least one frequent outdoor use area. Residences behind existing soundwalls for which feasibility could not be attained by raising the existing soundwall are not counted as benefitted residences, and construction costs for raising the soundwall are not calculated.

A Noise Study Report has been prepared for the project in accordance with the Caltrans template, which its use is mandatory. Appendix N is a summary of the data from the Noise Study Report. Perhaps it would be easier to review the Noise Study Report, which is more comprehensive and has extensive explanations.

Figures and tables in the Noise Study Report clearly show the existing, no build, and build noise levels for various acoustically representative locations along the proposed project. There will be slight traffic noise increases in some areas along the proposed project. The Noise Study Report shows the estimated noise increases for each area.

During the final design, once details of the construction activities are determined, a construction noise and vibration measurement and mitigation plan will be prepared, which will outline the appropriate mitigation measures to eliminate or minimize construction noise and vibration impacts. Noise and vibration monitoring will be conducted during construction to verify the effectiveness of the mitigation measures and to consider additional mitigation measures if noise or vibration limits exceed the specified limits.

Comment PC-T34-2

Please refer to the Appendix for Layouts L-20 and L-21. Note that the proposed concrete barrier in the median was shifted to balance the lanes on either side of I-405 to avoid impacting the homes and at the same time provide two additional lanes in each direction.

Comment PC-T34-3

The potential ROW impacts are disclosed in Section 3.1.4.2 of the Final EIR/EIS and identified in the Layout Plans (Final EIR/EIS Appendix P). Costs have also been estimated and included in the total project costs.

Comment PC-T34-4

We appreciate the comment. The "traffic disruption" referred to in the comment refers to construction disruption from the WCC Project, not the I-405 Improvement Project.

Comment PC-T34-5

Impacts to streets, such as Milan Street, within this reach of I-405 will be minimally impacted. The project balanced the lanes required with avoidance of impacting residential properties between Bolsa Chica Road and Springdale Street.

Response to Comment Letter PC-T35

Comment PC-T35-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

FHWA's TNM 2.5 was used for the traffic noise computations. TNM 2.5 inputs are based on a three-dimensional grid created for the study area to be modeled. All roadway, barrier, terrain lines, and receiver points are defined by their x, y, and z coordinates. Roadways, terrain lines, and barriers are coded into TNM 2.5 as line segments defined by key points. Three noise source heights of zero, 5, and 12 ft were used in the traffic noise analysis for tire, engine, and truck stack exhaust, respectively. TNM has a module to check for line-of-sight. This module was used for all of the recommended soundwalls to identify the minimum soundwall height that is needed to cut line-of-sight to the top of the truck stacks.

It is true that wind, temperature gradients, and humidity could affect sound propagation at distances of 400 ft or more from roadways. The noise measurement locations, as well as the areas where predicted traffic noise levels were analyzed, were within a band close enough to the

source where these factors are not significant. The wind turbulence from the freeway traffic would be large enough to disrupt the laminar winds that would affect the speed and path of sound from the adjacent freeway. Soundwalls are effective for areas that are adjacent to the freeway; however, soundwalls are not as effective for areas that are set back from the freeway by several building rows.

Noise measurements are conducted at acoustically representative sites to determine the existing peak-hour traffic noise levels and calibrate the computer model. TNM 2.5 was used to compare measured traffic noise levels to modeled noise levels at field measurement locations to validate the accuracy of the model. Traffic volumes were counted during each measurement period and were input into the model. Weather conditions during the noise measurements are also input into the model during validation. Modeled and corresponding measured sound levels were then compared to determine the accuracy of the model and if additional calibration of the model was necessary.

Once the traffic model is calibrated, the future traffic volumes that would generate the highest noise levels are used to predict the traffic noise impacts. If the predicted future worst-case hourly noise levels are approaching or exceeding NAC, then noise barriers are considered as possible abatement. It needs to be emphasized that the existing measured noise levels are not used for determining the future traffic noise impacts.

Effects of dense vegetation that can influence noise propagation characteristics were also coded in the model for the purpose of calibration, as well as estimating existing and future no-build traffic noise levels; however, they were deleted from the model in the future build condition if it was determined that they would be eliminated as a result of the proposed project. This is the required procedure to calibrate the model for the existing field conditions and then use the model to predict the future traffic noise levels with the project in place.

Line sources were modeled for each traffic lane. Within the existing project corridor, there is always one carpool lane and four GP travel lanes. The four GP lanes were further classified as two “inner” and two “outer” lanes. Two line sources were used for the GP lanes with one for the “inner” and one for the “outer” lanes. Line sources that represent two travel lanes are placed between the center lines of the lanes. Most other travel lanes throughout the project were modeled as a single line source. For each of the build alternatives, each of the travel lanes that would be added by the project was added to the model as additional line sources.

The propagation path between the source and receiver is modeled in TNM 2.5 by specifying special terrain features, rows of houses or building structures, and existing walls. Propagation of noise can be further specified by selecting ground types such as hard soil, loose soil, pavement,

lawn, and field grass. All other natural obstructions, such as cuts and fills that could affect the future predicted noise levels, were also included in the input files.

Project drawings that include elevations of various traffic lanes, as well as the topographical data that show elevations at the ROW line and frequent outdoor use areas, were used to prepare TNM input data. Soundwall heights from the ground level were determined using the model to achieve feasible noise reduction at receiver locations.

Comment PC-T35-2

Operations of the intermediate access areas are evaluated in the Draft EIR/EIS on page 3.1.6-98. Each intermediate access area has a different design that will be finalized during final design of the project.

Please see Common Response – Comparison of Tolled Express Lane Operation of SR-91 versus I-405.

Comment PC-T35-3

A conceptual TMP has been developed for the maintenance of traffic during construction. The details of the TMP will be finalized during final design. The TMP is discussed in Section 3.1.6 of the Draft EIR/EIS, principally on page 3.1.6-107.

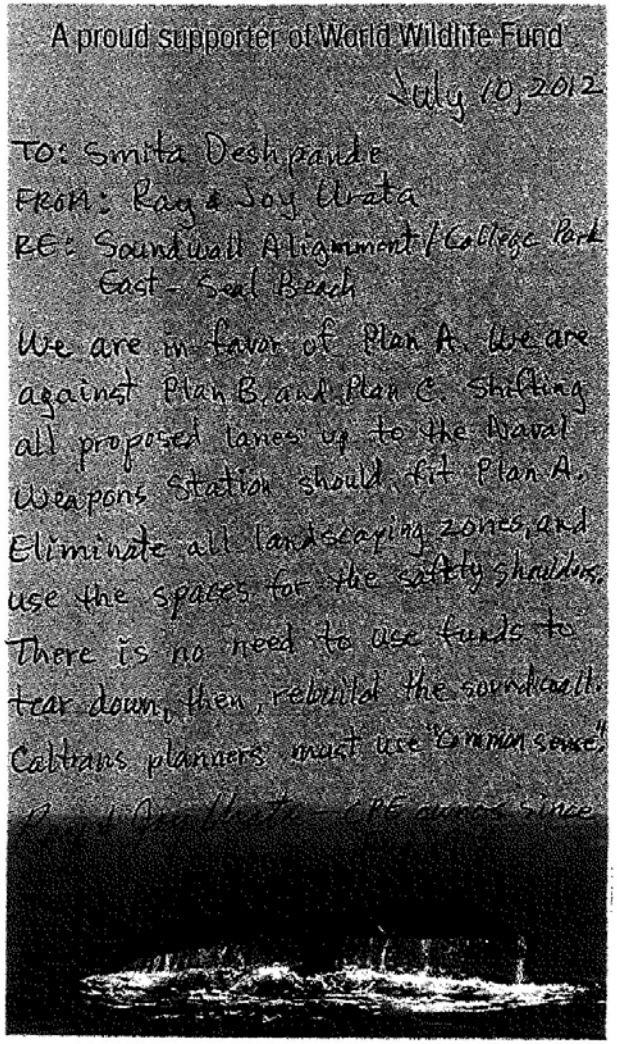
PUBLIC COMMENTS (PC)-U

PC-U1

From: janet Underwood [janetunderwood1@verizon.net]
Sent: Tuesday, June 26, 2012 12:04 AM
To: Parsons, 405.dedcomments
Subject: 405 22 605 the effect on my life

I have been very patient and nonverbal regarding the changes that have been going on behind my backyard. But, I feel compelled to express my opinions due to this email. Obviously, I cannot sleep, and have therefore obtained a prescription from my doctor for sleeping aides. I have had my carpet cleaned many times and of course, washed down my front patio and backyard. I will continue this operation until the project is complete. I am supportive of anything that will be a positive influence on Long Beach :-). 1

PC-U2


A proud supporter of World Wildlife Fund

July 10, 2012

TO: Smita Deshpande
FROM: Ray & Joy Urata
RE: Soundwall Alignment / College Park East - Seal Beach

We are in favor of Plan A. We are against Plan B and Plan C. Shifting all proposed lanes up to the Naval Weapons Station should fit Plan A. Eliminate all landscaping zones and use the spaces for the safety shoulders. 1

There is no need to use funds to tear down, then, rebuild the soundwall. Caltrans planners must use "common sense." 2

RESPONSE TO PUBLIC COMMENTS (PC)-U

Response to Comment Letter PC-U1

Comment PC-U1-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-U2

Comment PC-U2-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Comment PC-U2-2

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

PUBLIC COMMENTS (PC)-V

PC-V1

I-405 Improvement Project
Public Hearing
Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.

Meeting Venue (please check one of the following):

- ☐ Monday, June 4, 2012 – Orange Coast Community College
- ☐ Thursday, June 7, 2012 – Rush Park Auditorium
- ☐ Wednesday, June 6, 2012 – Westminster Community Center
- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): JESUS VACA
Organization: Labo-Local 652
Address(Optional): 611 E Borchard Ave Santa Ana CA 92707
Phone Number: 714) 542-1535
Email address:

Comments: I strongly Relive that This is a Great Project This will reduce Gongestion increase Mobility and improve trip reliability 1

(Space for comments continued on reverse)

PC-V2

I-405 Improvement Project
Public Hearing
Comment Sheet

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- ☐ Wednesday, June 6, 2012 – Westminster Community Center
- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Jose Valencia
Organization: Plumbers Local 582
Address(Optional): 7200 Auburn Rock Rd. Riverside Ca. 92508
Phone Number: 951) 789-8776
Email address:

Comments: I commute from The Inland Empire To Orange Co. & This will decrease my commute on traffic from one place to the other 1

(Space for comments continued on reverse)

PC-V3

I-405 Improvement Project
Public Hearing
Comment Sheet

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- ☐ Wednesday, June 6, 2012 – Westminster Community Center
- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Ramon VALCARCEL
Organization: LOCAL 582
Address(Optional):
Phone Number: 949-559-5457
Email address: dadnow2002@yahoo.com

Comments: Keep traffic flowing 1

(Space for comments continued on reverse)

PC-V4

I-405 Improvement Project
Public Hearing
Comment Sheet

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- ☐ Wednesday, June 6, 2012 – Westminster Community Center
- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): JONATHAN VAQUEZ
Organization:
Address(Optional):
Phone Number:
Email address:

Comments: HELP SHITTY DRIVER GET OFF THE ROAD 1

(Space for comments continued on reverse)

PC-V5

I-405 Improvement Project
Public Hearing
Comment Sheet

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- ☐ Wednesday, June 6, 2012 – Westminster Community Center
- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): PAUL VARTDONINOS
Organization:
Address(Optional): 8070 CORNWALL COURT UNIT #76 RANCHO CUCAMONGA, CA 91739
Phone Number: (714) 397-7038
Email address: LISA.PAULINE.YAHOO.COM

Comments: The freeway will help easy construction on the 405 Fwy. And also bring some good Paying jobs while the freeway is being built. 1

(Space for comments continued on reverse)

PC-V6

I-405 Improvement Project
Public Hearing
Comment Sheet

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- ☐ Monday, June 4, 2012 – Orange Coast Community College
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- ☐ Wednesday, June 6, 2012 – Westminster Community Center
- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Rafael Valencia
Organization: Labor Local 652
Address(Optional): 1136 W Civic Center DR #318 Santa ana CA
Phone Number: (714) 835 85 48
Email address:

Comments: Por trafico y se necesita mas carriles. Se necesita para que la gente trabaje. 1

(Space for comments continued on reverse)

PC-V6 Translation

Comments:

Because of traffic more lanes are needed. It is needed so more people can work. 1

PC-V7

I-405 Improvement Project
Public Hearing

Comment Sheet

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- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Victor Valencia	
Organization: Labor Local 652	
Address(Optional):	
Phone Number: 714 720 8494	Email address:

Comments: el Frigui Asidentes
Mucho Trafico
se Necesita Mas Lineas para que corra Ma.
Rapido Mucha Gente Necesita 1

(Space for comments continued on reverse)

Caltrans OCTA

PC-V7 Translation

Comment:

Accidents in the freeway, a lot of traffic. More lanes are needed for traffic to flow faster. A lot of people need it . 1

PC-V8

From: Carol Vanderree [aevccv@ca.rr.com]
Sent: Tuesday, July 10, 2012 11:55 AM
To: Parsons, 405.dedcomments
Subject: Opposition to proposal #3

To whom it may concern,

Costa Mesa has relatively recently been disrupted with freeway construction that was very costly to the taxpayers. Such little foresight to now destroy what was built to re-engineer the road.

This is an abuse of the taxpayers' money. Just because there are funds available now does not mean that they should be spent, especially on a plan as extensive and expensive as option #3. Besides which, it will not relieve the problem which is too many cars on the road. No matter how much you reconstruct and redesign the area where the 55, 405 and 73 meet, there will always be congestion. 1

Option #1 is the most minimally invasive of the plans and would give a modicum of relief. Plan #3 will not give the bang for the buck and is irresponsible.

I have lived in Costa Mesa for over 35 years and am very disappointed with OCTA for favoring plan #3. Please act responsibly and implement the most fiscally responsible plan, #1.

Carol Vanderree
3075 Loren Lane
Costa Mesa, CA 92626

PC-V9

I-405 Improvement Project
Public Hearing

Comment Sheet

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- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Antonio Vargas
Organization: Labor Local 652
Address(Optional): 829 Sandia Ave La Puente Ca. 91746
Phone Number: 626-917-7203
Email address:

Comments: Employment in the Construction trade is an all time low

they have exhausted their unemployment benefits 1

(Space for comments continued on reverse)

PC-V10

I-405 Improvement Project
Public Hearing
Comment Sheet

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- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Francisco Velazquez

Organization:

Address(Optional):

Phone Number: (213) [illegible] | Email address: f.velazquez7@yah[illegible]

Comments: I travel that freeway often, please widen the 405 freeway. It would make the ride home much faster. 1

(Space for comments continued on reverse)

PC-V11

I-405 Improvement Project
Public Hearing
Comment Sheet

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Name (First and Last): NANCY VELAZQUEZ

Organization: IRONWORKERS

Address(Optional):

Phone Number: | Email address:

Comments: THIS PROJECT WILL HELP ME SPEND LESS TIME IN TRAFFIC MORE TIME WITH FAMILY. 1

(Space for comments continued on reverse)

PC-V12

From: Ray Vella [ray@rayvellarealtor.com]
Sent: Tuesday, June 19, 2012 11:06 AM
To: Parsons, 405.dedcomments
Subject: My comments regarding the 405 Freeway

Dear Smita

My wife Jeanette and myself are residents in College Park East and live on the corner of Iris Cr. and Almond Ave. It appears to us that the freeway expansion is eminent but our main concern for all of College Park East is the Sound Wall. We are very concerned that if the sound wall is moved how long will the existing sound wall be "down" before the new sound wall is rebuilt? The main concerns we have is safety, security from vandalism and crime, and health issues. We urge you to consider these very important issues and offer the residents some solutions that we can all agree on. We urge you to keep the wall up at all costs but to consider our concerns if the sound wall is moved. 1

Thank you,
Ray and Jeanette Vella

PC-V13

From: Cherie Verderber [cverderber@socal.rr.com]
Sent: Wednesday, July 11, 2012 2:49 PM
To: Parsons, 405.dedcomments
Subject: 405, Beach to MacArthur

Importance: High

I have traveled the Northbound 405 freeway during 5 p.m. rush hour for many years between the John Wayne Airport (MacArthur Blvd. exit in Irvine, CA) and Brookhurst Street exit in Fountain Valley, CA) and this is the most congested stretch of the 405 freeway. I have taken side streets to avoid this area it is so frustrating. During 8 am rush hour the southbound 405 is terrible from Beach Blvd. to the MacArthur Blvd. exit Irvine. A majority of the Orange County residents work in Irvine. It has grown to be the hub of the county business world. If anything is widened it should be in these sections. (Option 1 general purpose lane each direction on the 405, from the 73 to the 605 would cover these areas, but it should be 2 general purpose lanes. Option 2 doesn't cover these congested areas.) 1

Option 3: How does a toll express lane "work in conjunction with a car pool lane?" Drivers would be confused because the requirements for the toll express lane are different from the car pool lane and the two lanes would be next to each other on the left side of the road. The toll would have to be on the far left, because the car poolers couldn't drive in the toll lane. The cost of getting a toll road transponder for daily drivers who want to arrive at work on time, is too expensive. A car pool lane is more fair, and should only require 2 people in the car, not 3. It is two difficult for a driver to always have 3 people in the car. 2

Cherie Verderber

PC-V14

I-405 Improvement Project
Public Hearing
Comment Sheet

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- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Ashton Vergo
Organization:
Address(Optional):
Phone Number: Email address:

Comments: I believe this project would be great. will really free up alot of traffic going both ways on the I-405. Please improve this freeway thank you. 1

(Space for comments continued on reverse)

PC-V15

I-405 Improvement Project
Public Hearing
Comment Sheet

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- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): RUBEN VILLAREAL
Organization: U.A. 582
Address(Optional): 10101 S. CLIFFREY CIRCLE ANAHEIM CA 92805
Phone Number: (714) 635-8569
Email address: UCFLCommissioner@yahoo.com

Comments:

(Space for comments continued on reverse)

PC-V16

OCTA BOARD:

PLEASE DO NOT BRING DOWN THE FREEWAY SOUND WALL IN SEAL BEACH.

WE ARE VERY INTERESTED IN KEEPING THE WALL TO PROTECT OUR HOMES AND LIVES FROM THE DANGERS AND NUISANCE OF NOISE, POLLUTION, AND OTHER NEIGHBORHOOD INVASION. 1

THE BENEFITS TO CONGESTION OFFERED BY ~~THE~~ TOLL LANES IS NOT CLEAR. INGRESS, EGRESS, AND THE TERMINATION OF THE LANE AT THE L.A. COUNTY LINE WILL CREATE ADDITIONAL TRAFFIC RELATED RISK FOR OUR HOMES AND LIVES. 2

SINCERELY,

DICK VINCENT
3540 OLEANDER ST.
SEAL BEACH, CA

PC-V17

my husband and I worked so hard and saved for 25 years to be able to afford to live in College Park east with our Children and many foster children.
We are deliriously happy there and we live 3 hases in from almond park so you can see how dramatically you will affect our lives and our children and our dreams if you take down our Sound wall.
Please please dont touch our wall. please.

1

Shannon Vincent
(562) 431-4608

PC-V18

July 14, 2012

Dear Ms. Smita Deshpande, Branch Chief –

This letter is written to provide comments and questions from two residential home owners in the College Park East community of Seal Beach which the I-405 Improvement Project will greatly impact.

Which alternatives would most benefit College Park East?

*1. "No Build" would be best.
*2. Ending the project at Valley View would be second best.
*3. Alternative #1 is acceptable because the Almond Avenue Sound Wall would not be moved. Retaining this wall would greatly lessen air pollution, improve noise quality and increase safety for the whole community. Parking along Almond would not be eliminated on one side of the street. There is already limited parking for guests on week-ends, on street cleaning and trash pick-up days because Almond borders cul-de-sacs. It took years for the vegetation to cover the wall as it now stands and makes the current wall more attractive and healthy. Property values would not be as adversely effected. Our quality of life would not be as greatly effected. 1

Other considerations:

*4 Why would OCTA and Cal Trans create the parking lot that will result since Los Angeles County has no plans to add lanes in the next 10-15 years or at all? Additional noise and pollution need to be considered. 2
*5 Why create Toll Lanes since Measure M did not provide for them? Toll roads can be used only by people who can afford them, have three or more occupants per car, and may not be adequately used during peak periods. 3
*6 Is there a way to alleviate problems getting on the northbound 405 from Seal Beach Boulevard? Basically drivers entering at Seal Beach Boulevard will have to go over two lanes to exit Seventh Street and two more lanes to exit the 605 thereby going over four lanes to continue on the 405. 4

Carefully consider the following suggestions:

*7 Why not end the 405 Improvement Project at Valley View Street and use the existing seven lanes of 405 between Valley View Street and the LA County line in any manner desired for the optimum traffic flow? 5
*8 If either Alternative 2 or 3 is chosen, end either one or both of the new lanes at Valley View so that they only have to take away one or no lanes at the county line instead of two lanes. 6
*9 Use rubberized asphalt on the 405 between Valley View and the LA County line to minimize noise. 7

PC-V18 Continued

*10 Why not consider a center line movement, a four foot shoulder and 405 realignment so that the Almond Avenue Sound Wall will not need to be moved into College Park East? 8

*11 Renegotiate with the U. S. Navy regarding moving ten or so feet into their space. Claiming danger to people by moving into their blast perimeter is ridiculous. They are storing not testing munitions. 9

*12 Above all, do not move the Almond Avenue Sound Wall for reasons above and other unlisted reasons. 10

Yours truly,

Clif and Jane Vineyard
3521 Fern Circle
Seal Beach, CA 90740

PC-V19

From: traci vitug [tvitug27@gmail.com]
Sent: Friday, June 15, 2012 10:51 AM
To: Parsons, 405.dedcomments
Subject: 405 Expansion/CPE Wall

PLEASE HEAR THE RESIDENTS OF COLLEGE PARK EAST!!!!!

Any scenario that involves tearing down and moving the soundwall in Seal Beach along Almond avenue is unacceptable

• Any period of time without any part of the wall is unacceptable in our neighborhood. The noise would be completely intolerable not only from the construction, but from the freeway. Could you sleep with nothing between your home and the 405? How do you expect our children to?
• I am confident that the noise level while there is no wall violates any number of environmental issues in the study that were glossed only looking at the final result. The final result will certainly be bad enough for us, but the rebuild is completely intolerable.
• There is absolutely no way they can build a new wall before tearing down the old (not enough room for the workers and equipment between the two structures).
• No one knows how long the wall be down because "they haven't looked at that closely yet". That answer is completely unacceptable given how long it could potentially be down.
• There will still be a backup as you approach the 605 because LA County is not do any expansion there. THAT BACK UP WILL FURTHER BOTTLENECK OUR EXITS AND CREATES FURTHER POLLUTION IN THE HOMES & COMMUNITIES BORDERING THE 405
• Our property values will likely decrease – almost certainly during the period where the wall is being rebuilt and it is non-existent, and even afterwards because we will lose the landscaping we currently enjoy, not all of the wall will be uniform as not all of it is moving, and because the noise and pollution will be that much closer to our homes. In addition, our exits will be bottlenecked by the narrowing of lanes at the county line so getting to and from our homes will be perceived as more challenging instead of an improvement.
• Pollution will only increase in an area that already has more than its fair share of black soot on everything.
• We will lose 1 side of parking on Almond. This may not seem like a big deal at first blush, but our street sweeping does one side of a cul de sac at a time, and several of our cul de sacs have limited to almost no curb parking. What happens when the street sweeper is coming down the side of Almond that has parking – where are those cars supposed to go? Blocks away?
• We have enjoyed that wider street now for several decades and a more narrow street will affect the safety of our children, bicyclists, roller bladers, runners, walkers, dog walkers, and the elderly who prefer to use their walkers on the road instead of the bumpy sidewalk. And that list is not all inclusive as many of our residents use Almond to access our parks.
• Measure M did not approve Alternative 2 and 3, only Alternative 1.
• The new wall will not be as good as our current one – not up to the same earthquake standards as when originally built.
• I lack faith that the builders will truly make rebuilding the wall a priority – what if something happens and we don't get our wall back for a long time or at all!
• Power outages for the entire neighborhood as power lines are relocated is unacceptable
• We are equally concerned for our neighbors in Fountain Valley who will lose jobs and revenue for the city when 4 of their businesses are uprooted. I know there is talk about relocating them, but so much of a business's success is dependent on it's location – it is unlikely to be a move up for them.
• We will lose trees in Almond Park if the wall is moved at all in that area. The plan right now is to not move that part, so why do you have to move the adjacent parts????
• It seems that either Alternative 2 or 3 will create more lanes of traffic outside our neighborhood by just moving the bottleneck to the LA Count/Orange County interface on the 405. The result is we'll have MORE pollution and noise in our neighborhood as the freeway clogs right at the border, and all those extra cars have nowhere to go with no other 1

PC-V19 Continued

freeways expanded. The 605 northbound has never been an issue; the majority of the traffic backup is caused by the 405 north of OC, and expanding the freeway to the border not only fails to address the issue it makes the pollution worse in this area as more cars are backed up more hours of the day on the freeway. The added pollution could be significant for all of us, especially children with asthma, and elderly people with emphysema/COPD, bronchitis, or asthma.

Proposals:
- Go with Alternative 1 as approved by the voters in Measure M
- Narrow the shoulder by a few feet where necessary to avoid moving the wall at all – bridges don't have to have a 10' foot shoulder, so having small sections with smaller shoulders should be achievable without having to make changes to the soundwall.
- Start eliminating one of the General Purpose lanes early to avoid moving the wall
- Consider light rail or some other public transportation.
- Lobby the heck out of the Navy to give a few feet where needed on their side – we don't need 10 feet all the way, just occasionally
- DO WHATEVER IT TAKES NOT TO MOVE THE WALL!!!!!!!!!!

1

PC-V20

From: Anne Vo [annemvo@yahoo.com]
Sent: Wednesday, June 20, 2012 12:48 PM
To: Parsons, 405.dedcomments
Subject: Leave Our Wall Alone (405 / Seal Beach Blvd)

Dear OCTA professonal and/or Smita Deshpande,

On behalf of our neighborhood, we, Anne and Phil Han as residents of 4917 Ironwood Ave, Seal Beach 90740, would like to voice our concerns regarding the Soundwall on the 405 surrounding CollegePark East. Please do not tear it down and move it closer to our homes.

Should you have any questions regarding this message, you may contact us directly on our cell at 408-218-0721.

1

Thank you for your time.

Sincerely,
Anne Vo and Phil Han

PC-V21

From: Vo, Hugh H [hugh.h.vo@boeing.com]
Sent: Monday, July 16, 2012 4:46 PM
To: Parsons, 405.dedcomments
Subject: 405 DEIR/DEIS- Keep The Existing Soundwall Along The Almond Avenue

Dear Ms Smita Deshpande
Caltrans District 12
Subject : 405 DEIR/DEIS

Please keep the existing sound wall along the Almond Avenue in College Park East because:
1. You have a good intention to try to resolve the traffic problem on the 405 freeway BUT moving the wall closer will surely increase smog , noise , worse air quality/ health risks to ALL nearby residents.
2. Impacts on the safety for kids, runners, bikers, dog walkers etc 3. County will save a lot of money to leave the wall alone since it doesn't have to relocate all the lines that provide powers, telephone and cable to the neighborhood 4. There still will be a bottle neck at the 605 because LA county will not expand the 405 on their side of the county line 5. There is a risk of the project completion: The OC county doesn't have budget allocated for the total project but depends on the future sale tax and property tax.
Suggestions:
* End the 405 Improvement Project at Valley View Street and use the existing seven lanes of 405 between Valley View Street and the LA County line in any manner desired for the optimum traffic flow.
* If either Alternatives 2 or 3 are chosen, end either one or both of the new lanes at Valley View so that they only have to take away one or no lanes at the county line instead of 2 lanes.
* Use rubberized asphalt on the 405 between Valley View and the LA County line to minimize noise
* With a center line movement, a 4 foot inside shoulder and 405 realignment, the Almond Avenue sound wall will not need to be moved into SB College Park East.
* A 4 foot inside shoulder on the south side of the freeway is acceptable, why not on the north side of the freeway? The soundwall would not need to be moved.
Thank you for your concerns,

1

Hugh
(562) 982-8030

PC-V22

July 17, 2012

Ms Smita Deshpande
Caltrans District 12
2201 Dupont Drive, Suite 200, Irvine, CA 92612

Subject: 405 DEIR/DEIS ***Please keep the existing sound wall along the Almond Avenue in College Park East at Seal Beach, Orange County***

Dear Ms Smita Deshpande

Please reconsider the I-405 Improvement Project, currently I live in CPE in Seal Beach city, I really have some concerns about the safety for kids, runners, bikers, dog walkers along the wall, if we have the existing sound wall move closer to the CPE residents it also will surely increase smog , noise , worse air quality/ health risks to ALL nearby residents.
The decision to keep the existing sound wall will save a lot of money since the county doesn't have to relocate all the lines that provide powers, telephone and cable to the neighborhood and build the new wall having the same quality as the existing wall will cost money. **1**
Please note one important fact : There still will be a bottle neck at the 605 because LA county will not expand the 405 on their side of the county line. **2**

Thank you for your concerns

Hugh Vo
3620 Rose Cir
Seal Beach , CA 90740

PC-V23

From: Vo, Hugh H [hugh.h.vo@boeing.com]
Sent: Wednesday, June 20, 2012 10:59 AM
To: Parsons, 405.dedcomments
Subject: I-405 Widening Project - Leave the existing soundwall alone

To: Smta Deshpande
Caltrans District 12
2201 Dupont Drive , suite 200
Irvine CA, 92612

Please consider the alternate design and keep the freeway behind the existing soundwall along the Almond Avenue in College Park East for several good reasons:
1. Moving the wall closer will bring more smog , noise , worse air quality to the homes and residents
2. Impacts on the safety for kids, runners, bikers, dog walkers etc
3. County can save a lot of money to leave the wall alone and don't have to relocate all the electrical lines that provide powers, telephone and cable to the neighborhood **1**

4. There still will be a bottle neck at the 605 because LA county will not expanding the 405 on their side of the county line **2**

Thank you for your concerns

Hugh
(562) 982-8030

PC-V24

I-405 Improvement Project

Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (EIR/EIS). Comments must be received by Caltrans no later than July 17, 2012.

Name (First and Last): LAN VO	
Organization:	
Address (Optional): 3620 ROSE CIR	
Phone Number: (562) 453 9957	Email address: LANVO01@Yahoo.com -

Comments: Please leave ~~our~~ SOUNDWALL alone.
Because: 1, Moving the wall closer will bring more Smog, noise, bad enviroment, worse air quality.
2, Impact on the Safety for kids, runners, bikes, dog walkers. etc - on the parks, planters.
3, OC will save alot of money & don't have to relocate all the cables, Electric cables, phone cables along the wall., ~~very~~ too expensive!!

1

(Space for comments continued on reverse)

PC-V24 Continued

4, There will be still a bottle neck at the 605 because LA County will not be expanding the 405 on their side. So what's is the point to improve here??
5) How long will it take you to build the new wall? and the quality of the new wall, will it be matching with the existing one which was thick and steady.

6, where ~~will~~ do you get all the money for the project - don't tell us the future sale tax -

7, To protect the environment I prefer Nothing change on 405 since LA County will ~~not~~ NOT expand their side - So what's the point?? No improvement after all -

1

Please use another sheet if you need more space for your comments.

Submit completed response sheets, by mail by July 17, 2012 to:
Ms. Smita Deshpande
Branch Chief – Caltrans District 12
"Attn: 405 DEIR-DEIS Comment Period"
2201 Dupont Drive, Suite 200
Irvine, CA 92612

Responses may also be emailed to:
405.dedcomments.parsons@parsons.com

For more information on the I-405 Improvement Project, please contact:
Christina Byrne, Outreach Manager
(714) 560-5717
www.octa.net/405Improvement
www.facebook.com/405Improvement

PC-V25

From: Lan Vo [lanvo01@yahoo.com]
Sent: Monday, July 16, 2012 4:20 PM
To: Parsons, 405.dedcomments
Subject: 405 DEIR/DEIS- Keep The Existing Soundwall Along The Almond Avenue

Dear Ms Smita Deshpande
Caltrans District 12
Subject : 405 DEIR/DEIS

Please keep the existing sound wall along the Almond Avenue in College Park East because:

1. You have a good intention to try to resolve the traffic problem on the 405 freeway BUT moving the wall closer will surely increase smog , noise , worse air quality/ health risks to ALL nearby residents.
2. Impacts on the safety for kids, runners, bikers, dog walkers etc
3. County will save a lot of money to leave the wall alone since it doesn't have to relocate all the lines that provide powers, telephone and cable to the neighborhood
4. There still will be a bottle neck at the 605 because LA county will not expand the 405 on their side of the county line
5. There is a risk of the project completion: The OC county doesn't have budget allocated for the total project but depends on the future sale tax and property tax.

Suggestions:

- End the 405 Improvement Project at Valley View Street and use the existing seven lanes of 405 between Valley View Street and the LA County line in any manner desired for the optimum traffic flow.
- If either Alternatives 2 or 3 are chosen, end either one or both of the new lanes at Valley View so that they only have to take away one or no lanes at the county line instead of 2 lanes.
- Use rubberized asphalt on the 405 between Valley View and the LA County line to minimize noise
- With a center line movement, a 4 foot inside shoulder and 405 realignment, the Almond Avenue sound wall will not need to be moved into SB College Park East.
- A 4 foot inside shoulder on the south side of the freeway is acceptable, why not on the north side of the freeway? The soundwall would not need to be moved.

1

Thank you for your concerns,
Lan Vo
3620 Rose Cir
Seal Beach, CA 90740
Cell (562) 453 9957

PC-V26

From: John Vong [johnvongcpa@gmail.com]
Sent: Wednesday, June 20, 2012 10:35 PM
To: Parsons, 405.dedcomments
Subject: Soundwall

This email is to request that OCTA not move the existing soundwall.
Doing so has an impact to my house value and it is a distrubtion to my community. I feel the freeway is wide enough. Please don't move the soundwall

1

Thank you

RESPONSE TO PUBLIC COMMENTS (PC)-V

Response to Comment Letter PC-V1

Comment PC-V1-1

Caltrans and OCTA thank you for your participation in the I-405 Improvement Project environmental process. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. If you provided an address with your comment or are on the project mailing list, you will be notified when the Final EIR/EIS is available for review.

Response to Comment Letter PC-V2

Comment PC-V2-1

Caltrans and OCTA thank you for your participation in the I-405 Improvement Project environmental process. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. If you provided an address with your comment or are on the project mailing list, you will be notified when the Final EIR/EIS is available for review.

Response to Comment Letter PC-V3

Comment PC-V3-1

Caltrans and OCTA thank you for your participation in the I-405 Improvement Project environmental process. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. If you provided an address with your comment or are on the project mailing list, you will be notified when the Final EIR/EIS is available for review.

Response to Comment Letter PC-V4

Comment PC-V4-1

Caltrans and OCTA thank you for your participation in the I-405 Improvement Project environmental process. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. If you provided an address with your comment or are on the project mailing list, you will be notified when the Final EIR/EIS is available for review.

Response to Comment Letter PC-V5

Comment PC-V5-1

Caltrans and OCTA thank you for your participation in the I-405 Improvement Project environmental process. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. If you provided an address with your comment or are on the project mailing list, you will be notified when the Final EIR/EIS is available for review.

Respuesta a la Carta De Comentario PC-V6

Comentario PC-V6-1

Las agencias de Caltrans y Orange County Transportation Authroity les gustaría agradecerle por haber participado en el proceso ambiental para el proyecto de ampliación de la autopista de San Diego (I-405). Su comentario fue considerado durante el proceso de selección de la "Alternative Preferida", como esta escrito en el reporte llamando en ingles "I-405 Improvement Project Final EIR/EIS." Se le notificará en la dirección proveida en su Cometario cuando el reporte "Final EIR/EIS" va a estar disponible para revisarlo.

Response to Comment Letter Translation PC-V6

Comment PC-V6-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Respuesta a la Carta De Comentario PC-V7

Comentario PC-V7-1

Las agencias de Caltrans y Orange County Transportation Authroity les gustaría agradecerle por haber participado en el proceso ambiental para el proyecto de ampliación de la autopista de San Diego (I-405). Su comentario fue considerado durante el proceso de selección de la "Alternative Preferida", como esta escrito en el reporte llamando en ingles "I-405 Improvement Project Final EIR/EIS." Se le notificará en la dirección proveida en su Cometario cuando el reporte "Final EIR/EIS" va a estar disponible para revisarlo.

Response to Comment Letter Translation PC-V7

Comment PC-V7-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-V8

Comment PC-V8-1

Only Alternative 3 would require replacement of the Fairview Road Overcrossing. Caltrans/OCTA have considered design options to avoid replacement of the Fairview Road Overcrossing under Alternative 3. Please see Common Responses – Replacement of Fairview Road Overcrossing/Truncation of Tolled Express Lanes and Preferred Alternative Identification.

Response to Comment Letter PC-V9

Comment PC-V9-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-V10

Comment PC-V10-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-V11

Comment PC-V11-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-V12

Comment PC-V12-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Response to Comment Letter PC-V13

Comment PC-V13-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification. Alternatives 1 and 2 provide improvements in the same general area, between Euclid Street and I-605. For a more complete description of the build alternatives, see the Draft EIR/EIS, pages S-3 to S-8, and the exhibits on pages 2-6 and 2-7.

Comment PC-V13-2

As described in the Draft EIR/EIS on page 2-10: "The tolled Express Lane and the existing HOV lanes would be managed jointly as a tolled Express Facility ….." HOVs would be able to use both lanes of the facility. For a discussion of the need to change the HOV occupancy requirement for free use of the Express Lanes, see Common Response – Opposition to Tolling.

Response to Comment Letter PC-V14

Comment PC-V14-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-V15

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Although you did not provide a comment, you will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-V16

Comment PC-V16-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Comment PC-V16-2

The benefits to congestion of Alternative 3 and the Express Lanes are summarized in the Draft EIR/EIS in Tables 3.1.6-4 through 3.1.6-8 and Tables 3.1.6-12 through 3.1.6-14, along with the benefits of the other alternatives. With respect to potential congestion at the Los Angeles County line, please see Common Response – Traffic Flow at the Orange County/Los Angeles County Line.

Response to Comment Letter PC-V17

Comment PC-V17-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Response to Comment Letter PC-V18

Comment PC-V18-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Responses – Almond Avenue Soundwall and Preferred Alternative Identification.

Dropping the additional GP lane in Alternatives 1 and 3 upstream of I-605 would create a chokepoint at the drop location because there would be no roadway to receive the lane's traffic. Carrying that lane to I-605 and providing a full two-lane exit at the beginning of I-605 provides a location for ending the lane that has the capacity to receive the lane's traffic. Consideration was given to dropping the second additional lane included in Alternative 2 just south of SR-22, but this was rejected due to the level of congestion such a bottleneck would create. Carrying the second lane to the SR-22 West exit ramp provides a location for ending the lane that has the capacity to receive the lane's traffic.

Comment PC-V18-2

With respect to a potential bottleneck at the Los Angeles County line, please see Common Response – Traffic Flow at the Orange County/Los Angeles County Line.

Comment PC-V18-3

We acknowledge the opposition to toll lanes and concern about the use of Renewed Measure M funds. Please see Common Responses – Opposition to Tolling and Measure M Funding.

Comment PC-V18-4

Under the No Build Alternative, vehicles entering I-405 northbound from Seal Beach Boulevard must merge one lane left to access I-605 and one more lane left to continue on I-405 northbound. Under all of the build alternatives, one lane change plus a lane merge downstream of the SR-22 westbound off-ramp would be required to reach I-605 and two additional lane changes to reach I-405.

Comment PC-V18-5

With respect to ending the project at Valley View Street, please see Response to Comment V18-1.

Comment PC-V18-6

Alternative 2 adds two lanes and Alternative 3 adds only one lane in the northbound direction north of the SR-22 merge near Valley View Street. With respect to ending proposed lanes near Valley View Street, please see Response to Comment V18-1.

Comment PC-V18-7

The reach from Valley View Street to the county line is proposed for concrete pavement as opposed to asphalt concrete. Rubberized asphalt is not proposed under this project. FHWA policy does not allow the use of pavement type or surface texture as a traffic noise abatement measure because it can lose its effectiveness over time. Presently, FHWA and several state transportation departments are conducting research to determine the longevity of the noise-reduction characteristics of rubberized asphalt.

Comment PC-V18-8

Please see Response to Comment PC-V18-1.

Comment PC-V18-9

Please see Response to Comment PC-V18-1. The priority of the design team was to minimize the residential impacts, including ROW. OCTA, Caltrans, and FHWA have worked extensively with the Navy to move I-405 toward and into the Navy property to avoid impacting the residential areas on the northbound side of I-405. Please see Common Response – Shifting Improvements away from Residential Properties onto NAVWPNSTA Seal Beach Property.

Comment PC-V18-10

Please see Response to Comment PC-V18-1.

Response to Comment Letter PC-V19

Comment PC-V19-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Responses – Almond Avenue Soundwall and Preferred Alternative Identification.

Response to Comment Letter PC-V20

Comment PC-V20-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Responses – Almond Avenue Soundwall and Preferred Alternative Identification.

Response to Comment Letter PC-V21

Comment PC-V21-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Responses – Almond Avenue Soundwall and Preferred Alternative Identification.

Response to Comment Letter PC-V22

Comment PC-V22-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA has considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Responses – Almond Avenue Soundwall and Preferred Alternative Identification.

Comment PC-V22-2

With respect to a potential bottleneck at the Los Angeles County line, please see Common Response – Traffic Flow at the Orange County/Los Angeles County Line.

Response to Comment Letter PC-V23

Comment PC-V23-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Response to Comment PC-V22-1.

Comment PC-V23-2

Please see Response to Comment PC-V22-2.

Response to Comment Letter PC-V24

Comment PC-V24-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Please see Common Response – Measure M Funding.

With respect to a potential bottleneck at the Los Angeles County line, please see Common Response – Traffic Flow at the Orange County/Los Angeles County Line.

Response to Comment Letter PC-V25

Comment PC-V25-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Responses – Almond Avenue Soundwall and Preferred Alternative Identification.

Response to Comment Letter PC-V26

Comment PC-V26-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Responses – Almond Avenue Soundwall and Preferred Alternative Identification.

PUBLIC COMMENTS (PC)-W

PC-W1

I-405 Improvement Project
Public Hearing

Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.

Meeting Venue (please check one of the following):

- ☐ Monday, June 4, 2012 – Orange Coast Community College
- ☐ Thursday, June 7, 2012 – Rush Park Auditorium
- ☐ Wednesday, June 6, 2012 – Westminster Community Center
- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Droshun Wade
Organization: local 364
Address(Optional): 2-761 Hartley PKWY
Phone Number: 951-654-2614
Email address: droshunwade@yahoo.com

Comments: Make it better to commute less time in traffic more time with the family. 1

(Space for comments continued on reverse)

PC-W2

From: Bob Walker [walkerbob@earthlink.net]
Sent: Tuesday, July 10, 2012 5:19 PM
To: Parsons, 405.dedcomments
Cc: miller.sbcc4@earthlink.net
Subject: Northbound 405 Alternatives

As residents of College Park East (CPENA), we would appreciate extending our feelings about the alternatives being proposed for the northbound 405 between Valley View and Seal Beach Blvd. . The intrusion of the wall 10 feet further into our area presents major problems of more traffic congestion, air and noise pollution, as well as considerable devaluation of our property. We are retirees and protection of the investment in our homes is crucial to our livelihoods.

We support the "No Build" alternative. However, if the need for traffic area expansion is critical, we feel the next best alternative would be to move the center divider southward by 10 or more feet to allow another lane. It is our understanding that this is feasible. If that alternative is impossible, we next favor Alternative #1 and ending the project at Valley View. We are opposed to more "express lanes".

Implementation of Alternatives #2 and # 3 require the encroachment of the sound wall further into our neighborhood and we are extremely upset with this possibility. We have lived in College Park East for 31 years and selected our home believing the neighborhood boundaries would not change. 1

Up to this point, we have been very impressed with the way the massive construction has been conducted, despite the extreme inconvenience of detours, increased noise, dust and traffic congestion. We have submitted several emails commending the Caltrans staff and the, the workers and the construction companies executing this project.

We plead with you to consider these alternatives that will preclude the 10 foot encroachment of the sound wall further into our neighborhood and change our living conditions to intolerable.

Thank you for your consideration.

Mr. & Mrs. Robert M. Walker
4308 Dogwood Avenue
Seal Beach, CA 90740
Ph: (562) 431-8866

PC-W3

From: WackyWs@aol.com
Sent: Friday, July 13, 2012 10:10 AM
To: Parsons, 405.dedcomments
Subject: Fwy projects near College Park East

We are tired of all the construction that has been going on near here. We are inconvenienced on a daily basis, and it seems never ending. Get done with it and leave us alone. We do not wish to see values lowered in our neighborhood, due to taking away part of our tract. It is patently unfair to the people living closest to the freeway. We don't want the emissions from the freeway any closer to us than they already are. If L.A. County isn't going to do anything, all your projected work will be an exercise in futility. All you will be doing will be to move the bottleneck a little further down the road. 1

Harriett & James Walker
4397 Elder Ave.
Seal Beach
(Resident of College Park East)

PC-W4

6/26/12 City of Seal Beach Community Meeting 7pm –

As a College Park resident for 25 years I am extremely against tearing down the almond tree wall. It is an extremely well built wall with landing, earth work etc... It is higher than the standard wall that would be replacing the wall. 1

The Orange County Agency for Research on Cancer has published that vehicle emissions, diesel truck exhaust and brake dust ARE carcinogens that will filter into our beautiful neighborhood and our quality of life will be destroyed. 2

The bottleneck of the 605 will create a bottleneck for calling vehicles, increased noise, smells, etc for our residents to tolerate. My neighbors presently have their homes for sale and potential buyers get back onto their vehicles & state "too much traffic, noise, and blare. Property values will decrease, more so if that wall is moved further into College Park East. I am on Carnation Circle, too close now to the wall – DO not make it closer PLEASE! 3 4 5

Doris E. Walker
3570 Carnation Circle
Seal Beach, CA 90740

Alternate #1 is the only option! or the No Build.

PC-W5

From: Kim W [cali_fun21@yahoo.com]
Sent: Wednesday, July 11, 2012 12:00 PM
To: Parsons, 405.dedcomments
Subject: Regarding San Diego Freeway (I-405) Improvement Project

Good Morning,

My name is Kimberly Walton, and am a resident of Santa Ana. I am aware of your proposals to add a toll lane to the 405 freeway. I currently carpool practically every day, as to assist with traffic congestion and eliminate pollution. However, if you add a toll road I will not be able to afford the cost associated with doing so. I would like to continue to Carpool, however, I will not be able to do so. Please consider approving Build Alternative 2: Add two General Purpose Lanes in Each Direction. And deny the Build Alternative 3: Express Facility Alternative. I have traveled the 91 freeway many times and I have not seen any improvement of traffic flow since that toll road has been added. I know traffic will become more congested if the "FREE" carpool lane is removed. Please consider the Building Alternative 2 as it will help ease traffic, but will not put those who do carpool in a very bad position. Thank you for your time and consideration in this matter. **1**

Sincerely,
Kimberly Walton

PC-W6

From: Katowang2@aol.com
Sent: Tuesday, July 17, 2012 11:00 AM
To: Parsons, 405.dedcomments
Subject: toll roads

Stop giving our roads away to profit making outfits and allowing rich to buy their way onto our roads while less affluent have to deal with jams. **1**
Find ways to encourage car pooling and using public transportation.i
Kathleen Wang
828 N Del Sol Lane
Diamond Bar,Ca 91765

PC-W7

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

Subject: State Route 405 (I-405; San Diego Freeway) between SR-73 and I-605 and Draft EIR/EIS

I am concerned about the impacts the State Route 405 improvement project will have on our community. I am especially concerned about Alternative 3 which will widen the San Diego Freeway in the City of Costa Mesa and convert an existing car pool lane to a toll lane.

Alternative 3 would require that the Fairview/I 405 interchange be demolished and rebuilt, even though it was just rebuilt three years ago. Residences and public parks near the I- 405 will be adversely affected both during construction and upon completion of the project. Problems include air pollution, noise, and degradation of the visual quality of our neighborhoods. Ramp closures at Harbor, Fairview, and South Coast will not only inconvenience residents, but impair access to the many businesses which contribute to our local and regional economy. **1**

In addition,

Please include these comments in the public/administrative record for this project and the project EIR/EIS. Thank you for the opportunity to comment.

Yours truly,

Joan M. Ward
(Name)

273 Hanover Dr Costa Mesa Ca 92626
(Address) (City)

X Please keep me informed about future hearings and future steps in the review process for the I- 405 project.

PC-W8

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

Subject: State Route 405 (I-405; San Diego Freeway) between SR-73 and I-605 and Draft EIR/EIS

I am concerned about the impacts the State Route 405 improvement project will have on our community. I am especially concerned about Alternative 3 which will widen the San Diego Freeway in the City of Costa Mesa and convert an existing car pool lane to a toll lane.

Alternative 3 would require that the Fairview/I 405 interchange be demolished and rebuilt, even though it was just rebuilt three years ago. Residences and public parks near the I- 405 will be adversely affected both during construction and upon completion of the project. Problems include air pollution, noise, and degradation of the visual quality of our neighborhoods. Ramp closures at Harbor, Fairview, and South Coast will not only inconvenience residents, but impair access to the many businesses which contribute to our local and regional economy. 1

In addition,

Please include these comments in the public/administrative record for this project and the project EIR/EIS. Thank you for the opportunity to comment.

Yours truly,

William H Warf Jr
(Name)

273 Hanover Dr Costa Mesa CA
(Address) (City)

X Please keep me informed about future hearings and future steps in the review process for the I- 405 project.

PC-W9

From: Monica Warrick [monicawarrick@sbcglobal.net]
Sent: Thursday, July 19, 2012 9:15 AM
To: Parsons, 405.dedcomments
Subject: Subject: State Route 405 (I-405, San Diego Freeway) between SR-73 and I-605 and Draft EIR/EIS

I am concerned about the impacts the State Route 405 improvement project will have on our community. I am especially concerned about Alternative 3 which will widen the San Diego Freeway in the City of Costa Mesa and convert an existing car pool lane to a toll lane.

Alternative 3 would require the Fairview/I 405 interchange be demolished and rebuilt, even though it was just rebuilt three years ago. Residences and public parks near the I-405 will be adversely affected both during construction and upon completion of the project. Problems include air pollution, noise, and degradation of the visual quality of our neighborhoods. Ramp closures at Harbor, Fairview and South Coast will not only inconvenience residents, but impair access to the many businesses which contribute to our local and regional economy. 1

Monica Warrick
3095 Murray Lane, Costa Mesa CA 92626

PC-W10

From: Weber, Casey [Casey.Weber@aecom.com]
Sent: Thursday, July 12, 2012 3:48 PM
To: Parsons, 405.dedcomments
Subject: I-405 Draft EIR/EIS Comments

I am writing to express my support for the I-405 Improvement Project. As a bridge engineer, I support infrastructure improvement projects. As a resident of Costa Mesa, I look forward to the completion of this project and the affect it will have on my travel time in the area. I attended the June 4 public meeting at OCC and generally agree that Build Alternative 2 makes the most sense for Costa Mesa. I trust that OCTA/Caltrans will move forward with the design that best meets the needs of as many affected parties as possible. 1

Casey Weber, P.E.
AECOM Transportation
D 714.567.2429
casey.weber@aecom.com

AECOM
999 Town and Country Road
Orange, CA 92868
T 714.567.2501 F 714.567.2441

PC-W11

From: Harold Webster [hwwbstr@sbcglobal.net]
Sent: Saturday, July 14, 2012 4:53 PM
To: "Audra.Adams "@ocgov.com; Bates, Pat; BillCampbell@ocgoh.com; dhansen@surfcity-hb.org; CFikes@surfcity-hb.org; Nguyen, Janet; fverandall@yahoo.com; lorri@lorrigalloway.com; Mcorlach, John
Subject: Widening 405 Frwy thru Costa Mesa

I am writing to voice my opposition to the proposed widening of the 405 Fwy thru Costa Mesa.
After attending the meetings and reading all the info that has been printed about the project, I have to voice my opinion that it is a total waste of taxpayers money. Beside subjecting CM residents to at least 2 years of inconvenience caused by construction detours and such. The 2 bridges that will have be demolished at Fairview and Harbor are less than 10 years old .
They are the 2 main North and South route for CM residents and would take a couple years to complete.
The plan does not allows for exits for individuals trying to exit the 405 in CM. Totally unacceptable.
I really have no idea whether you people read these messages or not but for what it is worth this CM resident who will actively oppose the implmentation of such a project
Harold Webster
945 Lansing Lane
Costa ,Mesa

1

PC-W12

I-405 Improvement Project
Public Hearing

Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.

Meeting Venue (please check one of the following):

- ☐ Monday, June 4, 2012 – Orange Coast Community College
- ☐ Thursday, June 7, 2012 – Rush Park Auditorium
- ☐ Wednesday, June 6, 2012 – Westminster Community Center
- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): ALEX WEDDLE
Organization: local 582
Address(Optional):
Phone Number: (949) 232-8998
Email address:

Comments: Travel times are horrible, to get home on time.

1

(Space for comments continued on reverse)

PC-W13

From: J L [jlaw144@yahoo.com]
Sent: Monday, June 18, 2012 6:40 PM
To: Parsons, 405.dedcomments
Subject: Fw: NO to moving the soundwall

Subject: NO to moving the soundwall

To Whom It May Concern,

Our family is totally opposed to moving the 22/405 soundwall any further into the College Park East tract of Seal Beach. We feel it would be intrusive and would have a devastating effect on the value of our home. 1

Thank you,
David Kahn and Nancy Weintraub
3570 Violet Street
Seal Beach, CA
562-981-4321

PC-W14

From: David Kahn [baksdad@yahoo.com]
Sent: Wednesday, July 11, 2012 12:45 PM
To: Parsons, 405.dedcomments
Subject: Don't Move the Soundwall

To Whom It May Concern,

I've just been told of the possibility of there being more than just the soundwall that's being moved into the College Park East section of Seal Beach and I'd like some clarification. 1

Is it true that some sort of gas/fuel pipeline is going to be relocated from the south side of the 405 to the north side, bordering College Park East? If so, what, exactly is going to be moved? Where will it be located? What will it be transporting? How deep will it be buried? Will it necessitate moving the power lines along Almond Avenue? Who owns the pipeline? 2

This, above all other considerations (noise, pollution, loss of home value, loss of parkland, etc.) is of major concern to us.

Thank you,
David Kahn and Nancy Weintraub
3570 Violet Street
Seal Beach, CA 90740

PC-W15

June 20, 2012

Ms. Smitha Deshpande
Caltrans District 12
2201 Dupont Drive
Suite 200
Irvine, CA 92612

Dear Ms. Deshpande,

As residents of the College Park East neighborhood of Seal Beach, we are alarmed at the possibility of moving the 22/405 corridor soundwall. We are most concerned about:

- Increased noise
- Increased pollution
- Decreased parking and safety
- Loss of park land and trees
- An undefined time period with no wall at all
- Disruption – possibly long term – of power lines, phone lines and sewage systems
- Home values will plunge

We are already inundated with noise and pollution from the freeways. We certainly don't need more of either. 1

Additionally, we don't believe the proposed movement of the wall will do anything to alleviate the congestion on the freeway due to the fact that L.A. County has no plans to expand the freeway on their side of the border. In effect, the bottleneck will reappear where the 405 crosses into L.A. County and just continue to back up into Orange County. 2

Alternative 1 in Measure M was approved by the voters. It would go against the expressed wishes of the citizens of Orange County to consider or carry out either Alternative 2 or 3. 3

The Navy has plenty of room on the south side of the freeway. It would be much less of a burden on them to lose a few feet of strawberry fields than for an established neighborhood to lose integral property. 4

Thank you for your consideration in this matter.

Nancy Weintraub and David Kahn
3570 Violet Street
Seal Beach, CA 90740

PC-W16

From: Fred & Darlene Welch [oldegeek1@yahoo.com]
Sent: Thursday, June 21, 2012 10:49 AM
To: Parsons, 405.dedcomments
Cc: Gary Miller
Subject: I-405 Improvement Project

As a resident of College Park East in Seal Beach I must protest the planned "improvements" planned for the I-405 freeway. These are not improvements for the quality of life for the residents of College Park and the city of Seal Beach.

None of the proposed modifications to the I-405 are acceptable, least of all any re-positioning of the existing soundwall.

The residents of College Park East have endured years of construction, dust, noise, pollution and inconvenience from all the projects in the immediate vicinity of our community including the West Counties Connector project. You are now proposing that we should endure more of the same until the year 2020. When that project is completed what will Cal-Trans, OCTA and Parsons propose next? It sounds to us like this is job creation and job security in perpetuity at the expense of the residents of College Park East. 1

We also understand that that the project is underfunded. In this time of austerity, surely the state and county can put the funds earmarked for this project to better use. 2

Time has shown that widening freeways does not solve the traffic problems. It merely begets more traffic, which in turn begets more construction. 3

Walter F. Welch
Darlene A. Welch
4465 Dogwood Ave
Seal Beach, CA 90740
562.598.3126

PC-W17

I-405 Improvement Project
Public Hearing
Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.

Meeting Venue (please check one of the following):

- ☐ Monday, June 4, 2012 – Orange Coast Community College
- ☐ Thursday, June 7, 2012 – Rush Park Auditorium
- ☐ Wednesday, June 6, 2012 – Westminster Community Center
- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): RYAN WERDAY
Organization: Labor Local 652
Address(Optional): 16761 VIEWPOINT LN. APT. 366 HUNTINGTON BCH. CA. 92647
Phone Number: (760) 628 9328
Email address:

Comments: IF THEY ARE NOT WORKING THEY CAN NOT KEEP THE ECONOMY GOING 1

(Space for comments continued on reverse)

Caltrans OCTA

PC-W18

I-405 Improvement Project
Public Hearing
Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.

Meeting Venue (please check one of the following):

- ☐ Monday, June 4, 2012 – Orange Coast Community College
- ☐ Thursday, June 7, 2012 – Rush Park Auditorium
- ☐ Wednesday, June 6, 2012 – Westminster Community Center
- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Sean WELLS	
Organization: LOCAL 582	
Address(Optional): 10956 LA TERRAZA AVE F.V. CA 92708	
Phone Number: 714)688-6128	Email address:

Comments: Get us some more work Boys. Thank You. 1

(Space for comments continued on reverse)

PC-W19

I-405 Improvement Project
Public Hearing
Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.

Meeting Venue (please check one of the following):

- ☐ Monday, June 4, 2012 – Orange Coast Community College
- ☐ Thursday, June 7, 2012 – Rush Park Auditorium
- ☐ Wednesday, June 6, 2012 – Westminster Community Center
- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Willie Lee Wells.	
Organization: Local 44.	
Address(Optional):	
Phone Number: (562) 314-8825.	Email address:

Comments: the 405 freeway traffic is ridiculous and needs to be widened. Hurry if possible. 1

(Space for comments continued on reverse)

PC-W20

From: JAY WEXLER [mailto:jlwex@sbcglobal.net]
Sent: Wednesday, June 06, 2012 11:38 AM
To: Christina Byrne
Subject: 405 Widening @ Costa Mesa

Gentlemen,
Please help keep the traffic intensity down, and the disturbance of the homes, schools, and business, in the area. There will never be enough freeway lanes!! The more lanes we build the more people and traffic will come. PLEASE consider this. Costa Mesa **1**

PC-W21

From: Jean Wiblemo [jwiblemo@verizon.net]
Sent: Wednesday, June 20, 2012 5:30 PM
To: Parsons, 405.dedcomments
Subject: Leave Our Wall Alone!

As homeowners in College Park East in Seal Beach for 40 years, we do not want our neighborhood subjected to the negative impact that would be the result of moving the sound wall in 10 feet along Almond Ave. The wall we have now went up after we had lived here for several years and it has served CPE well. There must be an alternative to removing this existing wall and causing hardship to not only those living along Almond Ave., but the entire neighborhood. Please consider another option that would not involve the removal of a perfectly good existing sound wall. Thank you for your consideration of this matter which is of vital importance to all of us living in CPE. **1**

Andy and Jean Wiblemo
4264 Birchwood Ave.
Seal Beach, CA 90740

PC-W22

On Jun 6, 2012, at 7:50 AM, "Jeff Wilcox" <jeff.wilcox2@gmail.com> wrote:

Ms. Byrne,
I do not want to see OCTA proceed with Alternative number 3 for the I-405. This plan will affect the economy of Costa Mesa in a negative way and is a waste of tax payer money. **1**
Jeff Wilcox
President, Mesa Del Mar community Association
714-624-1374

PC-W23

Stacey Wilder
3144 Bermuda Dr.
Costa Mesa, CA 92626
(714) 241-8558
swilford2@yahoo.com

07/17/12

To: Caltrans

RE: 405 Improvement Project

I am writing to let you know that after reviewing the alternative freeway expansion plans, I am opposed to all three of them as I feel the perceived benefits of reduced congestion along the corridor in question does not justify the negative impacts, both immediate and long term, on the surrounding communities. **1**

Along the Costa Mesa segment alone there are three schools; California Elementary, TeWinkle Middle school and Killybrook Elementary, a major outside shopping center, and several community parks in very close proximity to the freeway. The children and adults that frequent these locations would be negatively impacted for years from the construction activity, the increased noise, and the increased particulate matter. This negative impact would continue once the construction is completed despite what the Environmental Impact report claims. Their claims make the assumption that once the freeway is complete it will reduce the emissions and particulate matter because traffic will be less congested and be running at optimum efficiency. The fact is no matter how many traffic lanes are added there will always be accidents and road construction that will cause slow traffic, thereby increasing emissions and particulate matter, which with the added lanes are now closer to these populations. In addition, the expansions will only add to the congestion on the surrounding city streets which are already having difficulty handling current traffic loads. **2**

While I am opposed to all three alternatives, I object most strongly to alternative 3 which adds toll lanes and takes away the free carpool lane. Alternative 3 causes the demolition the newly built Fairview bridge and does not include any entrance or exits in the city of Costa Mesa which would negatively impact the businesses in this area. Most importantly, I disagree with the addition of the toll lanes because it takes away lanes from those who can't afford to pay the toll and gives them to those who can afford to pay the more money. If we are going to use public funds to build roads they should benefit the people that pay the taxes, not just the rich that can afford to pay for a faster commute time. **3**

Sincerely,
Stacey Wilder

PC-W24

Steve Wilder
3144 Bermuda Dr
Costa Mesa, CA 92626
(714)504-3380
Sjwilder2002@yahoo.com

Date: 07/16/12

To: Caltrans

RE: 405 Improvement Project

After attending the OCTA meeting at OCC and reviewing the plans for the alternative freeway expansions plans I am opposed to all three plans as I feel the perceived benefit of reduced congestion do not justify the negative impacts, both immediate and long term, on the surrounding communities. 1

Along the Costa Mesa segment alone there are three schools, California Elementary, Tewinkle Middle School and Kellybrook Elementary, a major outside shopping center, South Coast Collection, as well several community parks in very close proximity to the freeway. All of these would be negatively impacted by years of construction activity with increased noise, congestion, increased particulate matter. This negative impact would continue once the construction is completed despite what the Environmental Impact Report claims. Their claims make the assumption that the once the freeway is complete it will reduce the emissions and particulate matter because traffic will be less congested and the freeway will be running at optimum efficiency. The fact is there will always be accidents, road construction and other events which cause congestion and slow traffic. In addition the expansions will only add to the congestion on the surrounding city streets which are already having difficulty handling current traffic loads. 2

While I am opposed to all three alternatives, I object most strongly to Alternative 3 which adds toll lanes. In addition to the reasons above I object to adding toll lanes based on the financial result of other toll roads which have been added in the basin. None have been as financially successful as projected and there is no reason to think the results would be any different along this stretch of freeway. I also believe the toll roads would take away lanes of the freeway from those who can't afford to pay the toll and give them to those who can afford to pay a toll. If we are going to use public funds to build roads they should benefit all the people whom pay the taxes not just those that can afford to pay for a faster commute. 3

Sincerely,

Steve Wilder

PC-W25

From: ooophie@gmail.com
Sent: Tuesday, June 19, 2012 10:19 AM
To: Parsons, 405.dedcomments
Subject: 405 comments

To whom it may concern,

We live at 3581 Primrose Circle in College Park East. Though we would prefer that the sound wall not be moved, we are not opposed to improving the traffic flow on our nearby 405. We are very much in favor of expanding the freeway and connecting the car pool lanes from the 405 to the 605; however, if that connection is made into a toll lane, you would in essence be taking it away from US! We are the ones living through all of this construction (for probably 6+ years), also paying increased tax to help pay for it, so please let us use the improvements without having to pay extra for it. I would never pay for it anyway, so you would just be precluding me from being able to use something in my own back yard that I've had to suffer through the construction of. 1

Sincerely,

Cynthia Williams
562-618-1646
Ooophie@gmail.com

PC-W26

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

Subject: State Route 405 (I-405; San Diego Freeway) between SR-73 and I-605 and Draft EIR/EIS

I am concerned about the impacts the State Route 405 improvement project will have on our community. I am especially concerned about Alternative 3 which will widen the San Diego Freeway in the City of Costa Mesa and convert an existing car pool lane to a toll lane.

Alternative 3 would require that the Fairview/I 405 interchange be demolished and rebuilt, even though it was just rebuilt three years ago. Residences and public parks near the I- 405 will be adversely affected both during construction and upon completion of the project. Problems include air pollution, noise, and degradation of the visual quality of our neighborhoods. Ramp closures at Harbor, Fairview, and South Coast will not only inconvenience residents, but impair access to the many businesses which contribute to our local and regional economy. 1

In addition,

Please include these comments in the public/administrative record for this project and the project EIR/EIS. Thank you for the opportunity to comment.

Yours truly,

Gloria Williams
(Name)

2207-A SOATE, COSTA MESA 92627
(Address) (City)

_____ Please keep me informed about future hearings and future steps in the review process for the I- 405 project.

PC-W27

From: uscforever@sbcglobal.net
Sent: Friday, June 08, 2012 8:22 AM
To: Parsons, 405.dedcomments
Subject: 405 widening in Costa Mesa Public Comment

OCTA 405 Public Comment:
I ardently oppose all 3 plans for toll roads which would make it impossible for drivers on the toll road to exit anywhere in Costa Mesa. This would adversely impact All of the retail shopping centers, Performing Arts Center, the Orange County Fairgrounds, OCC and Vanguard colleges, in effect reducing Costa Mesa to a ghost town. At the very least create one exit for Harbor Blvd, both north and south. 1
Respectfully submitted
Joy Williams

PC-W28

From: uscforever@sbcglobal.net [mailto:uscforever@sbcglobal.net]
Sent: Tuesday, July 17, 2012 6:02 PM
To: council@cityoflagunaniguel.org; dhansen@surfcity-hb.org; wknowles@octa.net; 2, District; Adams, Audra; Nguyen, Janet; mpulido@santa-ana.org; ewade@octa.net; lweinert@octa.net
Subject: 405 Widening FRY Comments

Please read attached.
Widen the gore point freeway at Euclid to the same amount of lanes as all the rest of the freeway from 605 to 55.
NO TOLL LANES !!!!!!!!!!!!
It is obvious that the public is not willing to support the 73 as it is does not raise enough money to pay its way and as a result the debt had to be restructured. *The economy is on the ropes!* This is **NOT** the time for toll roads!!!!!!!!!!!! 1
Joy Williams

PC-W29

From: HL Williamson [aquadyn1@roadrunner.com]
Sent: Monday, July 09, 2012 12:31 PM
To: Parsons, 405.dedcomments
Subject: DON'T MOVE OUR WALL

Don't move our Sound abatement wall closer to the houses along Almond Street for the following reasons.

1. Safety of vehicles turning onto Almond from the many streets the end perpendicular to Almond. Right now if a car is turning on to Almond and a medium size Vehicle or larger (SUV)size is parked near the intersection. The car turning onto Almond has to pull well into the street around the parked vehicle before the driver can see if there is any oncoming traffic. There are a lot of SUV size vehicles in College Park East as well as workers trucks and utility trucks or vans.

   If the wall is moved 10 feet closer to the homes that means the street will be narrowed at least 6 ft. If the new plan calls for a dirt strip to be left for the vines or plants to be planted, Almond will be narrowed an additional amount to accommodate the vegetation planned. Vehicles turning on to Almond will possibly be in the oncoming traffic lane before the driver can see traffic coming. Picture a SUV or larger vehicle pulling around another parked SUV or larger vehicle to get onto Almond. Most full sized SUVs have bumpers that extend at least 4 feet in front of the drivers position. This is not wise and I feel certain with all the children that use Almond for skate board, motor scooter, or bike movement; someone's life will be in danger. A prime example; several cars going east on Almond around the park just east of Jasmin Circle have gone over the curb and ploughed into the fence that protects the basketball court. If my memory is correct, there were 2 in the past year. Check it out. By moving the wall 10 feet closer to the houses on the north of Almond the curve will be tighter. **1**

2. The Ash that comes from the 22/405 relentlessly attacks the paint on houses or rusts metal parts that are exposed. It appears that once the ash has settled on a surface and then becomes dampened it then becomes acidic. At any rate, a lot of water is wasted cleaning up the black residue left over from roof run off after a rain shower.
   The movement of the wall will bring that ash and noise level closer. **2**

3. Air quality: Something must be done to improve the air quality that is generated by the exhaust coming from the freeway over the fence. I would like to see a study done on the number of cancer deaths in college Park East compared to the national average. Moving the wall closer will only increase the contaminants we have to breath. This expansion only goes a mile or so before it reduces back to its present width because it has not been approved by L. A. County. Why is it necessary??? This could create a choke point which slows the traffic speed passing College Park East thereby increasing the amount of exhaust delivered to CPE. **3**

Thanks for your consideration of my objections. Yes on Option #1 **4**

Herman L Williamson
3561 Jasmin Sir.
Seal Beach, CA

PC-W30

From: HL Williamson [aquadyn1@roadrunner.com]
Sent: Wednesday, June 20, 2012 9:23 PM
To: Parsons, 405.dedcomments
Subject: LEAVE OUR WALL ALONE

1. WHAT BENEFIT DOES THIS PLAN OFFER? IF IT IS NOT GOING TO BE CONTINUED IN THE LOS ANGELES COUNTY AREA (605) WHAT IS THEIR REASONING? **1**
2. WHAT DOES L.A. COUNTY KNOW THAT ORANGE COUNTY DOESN'T?
3. A MINIMUM OF 7 PEOPLE HAVE DIED OF CANCER ON JASMIN CIRCLE. I HAVE NO IDEA HOW MANY OTHERS ON OTHER STREETS, BUT IT IS MY BELIEF THAT IT HAS TO DO WITH POLLUTION FROM AUTO EXHAUST AND FREEWAY SUIT. PUTTING THE FREEWAY EVEN CLOSER TO RESIDENTS WILL NO DOUBT RESULT IN FURTHER DEATHS BY CANCER. DO WE NEED TO GET ERIN BROCKOVICH TO INVESTIGATE ON OUR BEHALF IN ORDER TO HAVE OUR CONCERNS TAKEN SERIOUSLY? **2**
4. AS IT STANDS, WE CANNOT TAKE OUR DOGS TO THE PARKS TO WALK THEM, WE HAVE TO WORRY ABOUT BEING HIT BY A CAR WHEN WALKING OUR DOGS IN THE NEIGHBORHOOD AND YOU WANT TO MAKE THE STREET NARROWER STILL. WILL YOU STOP AT NOTHING?
5. WHAT IS WRONG WITH OCTA. OUR LIVES HAVE BEEN DISRUPTED ENOUGH. STOP. THE PEOPLE MUST BE HEARD. WE DO NOT WANT OUR WALL MOVED ANY CLOSER TO OUR HOMES AND OUR CHILDREN AND OUR PETS. **3**

RESPECTFULLY
NANCY WILLIAMSON
RESIDENT, SEAL BEACH.

PC-W31

From: April Wilsak [april@artcenterfv.com]
Sent: Thursday, July 05, 2012 1:04 PM
To: Parsons, 405.dedcomments
Subject: Against the Alternative 1 & 2 & 3 I 405 improvement

To whom this may concern,
I vote against Alternative 3 for the I 405 improvement project. The plan is too expensive and ill conceived. **1**

Thank you,
April Wilsak

PC-W32

From: Chriswilson@post.com
Sent: Sunday, June 24, 2012 2:11 PM
To: Parsons, 405.dedcomments
Subject: 405 "improvement" project

A resounding No for alternative number 3, a clever attempt by your agency to drum up money for improvement projects by creating the illusion that traffic will go faster if we pay for the use of toll lanes. Of course if everyone could afford to pay, there would be no point In having the lane because everyone would use it. 1

If you are going to put out information to inform the public then at least give equal time to each alternative instead of spending the bulk of the video pumping up alternative number three as the best option.

Chriswilson@post.com

PC-W33

From: s.e.wilson@cox.net
Sent: Tuesday, June 19, 2012 10:07 AM
To: Parsons, 405.dedcomments
Subject: I-405 Project Comment Period Extended

The new valley view bridge is incredible! One issue that you might be able to help on. I've hit that bridge at different times this week (anywhere between 1 and 6 pm) and noticed that the people coming off Garden Grove making a left onto Valley View have been running the light – not a little, a lot, like they are entering the intersection on a full green light for us (VV drivers). Ok, I know that occasionally happens, but this is every light. Yesterday I hit it at 1:30 and we darn near had an accident. I was wondering if the two lights are out of sync or perhaps where some lights both go red before one goes green, this light goes immediately from red to green and no red to red for a few seconds. 1

The only other thing and suggestion I have is restriping where the westbound lanes on Vallley View meet the bridge. Currently there are three lanes; one of the lanes goes onto the onramp of the north bound GG frwy, the other two go across the freeway and on top of the bridge there are two lanes turning left onto GG blvd and two going over the bridge. The suggestion is the restripe the west bound Valley View Street to permit the one lane that goes onto the freeway to also go over the bridge and that same lane would then be the on-ramp to the So. 405 or goes straight over the bridge and continues down Balsa Chica. The other two lanes would go straight over the freeway and continue down BC and permit the left turners to GG blvd. Right now while the traffic moves across the bridge, traffic still tends to back up before the bridge because on VV, just like before. Selfish people drive down the #1 and #3 lanes of VV and cut in at the last moment thus backing up traffic down VV. 2

Overall, it's a vast improvement!

Kind regards,

Steve Wlson

PC-W34

From: Kay Woinarowicz [Kaywojo@socal.rr.com]
Sent: Monday, June 18, 2012 7:39 PM
To: Parsons, 405.dedcomments
Subject: I-405 project

We have been residents of Midway City, the area affected by the proposed widening of the 405 freeway since 1971 and are very concerned about this project. We realize that the 405 needs to be improved but not at the expense of the area residents and business in the Beach Blvd/McFadden area. We are adamantly opposed to eminent domain and any toll roads. If this project proceeds, then the only option should be for one general purpose lane in each direction so as not to adversely impact the access to our housing tract as well as access to the new Bella Terra mall. We are also concerned about the lack of sound barriers as apparently this is not even up for discussion. 1

We did not receive any notice of public hearings but heard about this from a concerned neighbor who did receive notice. As a taxpayer and a registered voter, I feel that all residents of Orange County had a right to be informed about the public hearings. 2

Please consider the residents of this area before making a decision that we will all have to live with.

Sylvester and Paulette Woinarowicz
15341 Pacific Street
Midway City, CA 92655

PC-W35

From: joyce wood [mailto:kd6hyo@att.net]
Sent: Friday, June 08, 2012 9:20 AM
To: Christina Byrne
Subject:

NO! NO! NO! on all or the 405 expansions! We cannot keep expanding the freeways!!! 1

Joyce Wood
Costa Mesa

PC-W36

From: WOODS68@aol.com
Sent: Tuesday, June 26, 2012 7:48 AM
To: Parsons, 405.dedcomments
Subject: The major changes regarding the 405, 605, and the 22 Freeways

First, let me start, I live in the middle of the three freeways mentioned (I live in Rossmoor and am surrounded by the three freeways in this project). Traffic is always a pain to try to go north, south, or east at almost any time. I am in my 60's and have seen and have driven almost a million miles over the last 44+years and agree that something has to be done to make the traffic move faster. That being said, what I do not understand is why are we spending this kind of money in a time when the State of California is broke and thousands of California residents are either out of work or under worked. I have been trying to get a job similar to what I had before my last layoff for about 4 years, without success. And with a BS in Business Administration, I would think companies would be happy to get someone with my background.

During the times of little money to pay all of the bills, and little money coming into the household, we had to make decisions to cut back on many things from food, health insurance, vacations, entertainment, and many others in order to pay our regular bills on time. Many Californians are in the same mess and have to make the same decisions. However, we have learned that sometimes you have to cut back on necessities in order to prevent getting a bad credit score. The State of California has not learned this much needed lesson and continues to spend money like a drunken sailor on shore leave! While the projects may be necessary, they should be held off until we can pay our bills and come up with ways to get our budget back in line so we do not have to lay off teachers, cut back on fire and police personnel, and other important personnel. Without the jobs, we don't need the freeway improvements. As residents of California look at other states, they have been making the decisions to move out instead of stay here and be unemployed or underemployed during this recession or, what it really is, a DEPRESSION like back in the late 1920's and 1930's! The Governor and the state legislature wants to raise taxes to pay the bills but without jobs and the citizens having to make the decision to cut back here and there, the State government NEEDS to do the same thing. The projects around the state, especially in the south land, need to be cut back or delayed until the budget is more in line and we are not almost $16 BILLION in the red! I realize it is going to get worse on the freeways but we can't keep spending money we don't have. Change the system before you change the freeways and other major projects around the state! Get politicians to work together to cut back on spending on pork barrel projects that are not needed and work on reducing the expenses that are only making things worse for the remaining residents that are not working!

In closing, sure we need additional lanes on some of the freeways, but we need to get the rest of our "house" in order first before taking on more and more debt that we are just passing on to our children and their children!

James Woods
Rossmoor/Los Alamitos, CA 90720

1

PC-W37

July 4, 2012

Caltrans District 12
2201 Dupont Drive, Suite 200
Irvine, CA 92612

Attn: Smita Deshpande

Re: I-405 Improvement Project

As current residents in the College Park East neighborhood in Seal Beach, we wish to express our objection to several of the Alternatives included in the I-405 Improvement Project.

Alternatives 2 & 3 which require moving of the existing sound wall and intrusion into our neighborhood will cause great harm to the aesthetics and privacy of our living environment, including additional noise and reduction of air quality. We urge Caltrans to abandon these Alternatives. 1

We support Alternative # 1 adding one additional lane in each direction and totally oppose any added toll lanes. 2

Sincerely yours,

Dale Woodward
Jeri Woodward
College Park East residents.

Copies to: Supervisor John Moorlach
State Senator Tom Harman
Assemblyman Jim Silva
Congressman Dana Rohrabacher

PC-W38

From: sam wozniak [samwoz@pacbell.net]
Sent: Thursday, July 12, 2012 7:25 PM
To: Parsons, 405.dedcomments
Subject: 405 comments

Instead of adding one or two lanes and "putting around" trying to solve the problem, solve the real problem. The 405 carries two distinct types of traffic. Short haul local traffic (going 5 to 10 Miles) and long haul (going North to South or South to North) trying to get thru Orange County and Los Angles. THEY DO NOT WANT TO STOP IN ORANGE COUNTY OR LOS ANGLES. So do what a number of Texas cities have done and double deck the 405 with the thru traffic (maybe one or two off/on ramps) on the top and the local traffic on the present 405. This is a BOLD solution and not another short term patchwork. Sam Wozniak, 1168 Princess Court, Costa Mesa, CA 92626. 1

PC-W39

From: Bob Wucetich [bwucetich@yahoo.com]
Sent: Tuesday, June 19, 2012 12:26 PM
To: Parsons, 405.dedcomments
Subject: 405 Expansion

To Whom It May Concern: I am very concerned about the proposed expansion of the 405 that will take place in 2014 or 2015. I reside in Seal Beach and the 405 at the the 605 ALREADY HAS 6 LANES GOING NORTH AND SOUTH and the 405 bottle necks north of the 605 since that segment of the 405 in LA County goes to 4 lanes. I am concerned by adding more lanes south of the 605 will merely increase the severity of the bottle neck. At the public presentation of this project on June 7, the residents were told that LA County is "looking into" expanding this portion north of the 605. However, the presenter did state that this could take place well after 2019 when this Orange County expansion of the 405 is due to be completed. I would hope that when the final decisions are made regarding this project that this bottle neck would be considered. Thanks for your time. RD Wucetich 1

PC-W40

From: linda-wlfhg@ca.rr.com
Sent: Monday, July 16, 2012 7:10 PM
To: Parsons, 405.dedcomments
Subject: I-405 Improvement Project - 3350 Nevada Ave, Costa Mesa comments

I live at 3350 Nevada Ave in Costa Mesa. My house backs up to the 405 freeway, and is one of the ones that will be "disturbed" during the I-405 Improvement Project. It seems that Alternative #3 was introduced because it is so horrendous, alternatives 1 and 2 don't look so bad in comparison - sort of a "reverse bait and switch" technique. I'm heartbroken that it appears one of these alternatives will be put through, and I'd like to know what will be done to compensate me and my fellow neighbors on this side of my street. Every day I wake up thinking about this situation and hating it. Following are some of my concerns.

I have asthma and allergies that are under control with the use of daily prescription meds including a preventative inhaler I use twice a day. With the tear-down of my back wall and the sound wall, and the construction, I have a very big concern about the "powder fine" construction dust, carcinogens, chemicals, etc that I'll be inhaling during the work.

A construction zone is like a war zone and my 4th Amendment right to be secure in my home will be violated - I am scared and feeling vulnerable, to be quite honest.

I don't want to hear heavy equipment/machinery, men yelling, and the sounds of construction taking place all day and/or all night, I want to maintain my peaceful enjoyment of life.

I have beautiful sweet-tempered pets who are afraid of loud noises, men yelling, and the sounds of machinery. I don't know how I'll get my dog to go to the bathroom in the back yard, with my back yard part of a construction zone.

I have mature landscaping up against my back fence - beautiful magenta colored bouganvilla, etc. Imagining it being ripped down because the OCTA needs to tear down my fence, put a cement footer in, & rebuild another fence is almost impossible.

I would like to know what will be done to compensate me and my fellow neighbors on this side of my street.

I have a big concern about subsidence and the back of my home and yard cracking and dipping down toward the freeway since the vibrations of the traffic will be so much closer.

After the construction is complete, increased smog and noise will come, with more lanes of traffic and more vehicles.

There is no beneficial effect on the surroundings here that will result from any of the alternatives - this is a neighborhood, not an industrial area.

As I said, I'm heartbroken that it appears one of the alternatives will go through. I'd prefer none of them did. I'd like to know how my neighbors and I will be compensated for this. Again as I said above, every day I wake up thinking about this situation and hating it. I'd rather have my house bought via Eminent Domain than go though what I'll be going through with the anticipated freeway widening. 1

--
Linda Wulfing
3350 Nevada Ave
Costa Mesa CA 92626
cell # 949-278-5428

PC-W41

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

Subject: State Route 405 (I-405; San Diego Freeway) between SR-73 and I-605 and Draft EIR/EIS

I am concerned about the impacts the State Route 405 improvement project will have on our community. I am especially concerned about Alternative 3 which will widen the San Diego Freeway in the City of Costa Mesa and convert an existing car pool lane to a toll lane.

Alternative 3 would require that the Fairview/I 405 interchange be demolished and rebuilt, even though it was just rebuilt three years ago. Residences and public parks near the I- 405 will be adversely affected both during construction and upon completion of the project. Problems include air pollution, noise, and degradation of the visual quality of our neighborhoods. Ramp closures at Harbor, Fairview, and South Coast will not only inconvenience residents, but impair access to the many businesses which contribute to our local and regional economy. 1

In addition,

Please include these comments in the public/administrative record for this project and the project EIR/EIS. Thank you for the opportunity to comment.

Yours truly,

Sonda Wulfing
(Name)

3350 Nevada Ave, Costa Mesa CA
(Address) (City)

X Please keep me informed about future hearings and future steps in the review process for the I- 405 project.

PC-W42

Carolyn Wyatt
3561 Wisteria Street
Seal Beach, Ca 90740

June 27, 2012

Ms. Smita Deshpande
Branch Chief – Caltrans District 12
"Attn: 405 DEIR-DEIS Comment Period"
2201 Dupont Drive, Suite 200
Irvine, Ca 92612

Dear Ms. Deshpande,

I am writing you regarding the proposed 405 Widening EIP. I am a homeowner in College Park East. I have lived in the Seal Beach area for most of my life, and when I didn't live in Seal Beach, I lived in the Newport Beach/Costa Mesa area. I currently work in Newport Beach. I have spent my life driving back and forth on this section of freeway. I attended the Seal Beach community meeting at the Seal Beach Tennis Courts on Tuesday, June 12 and the community meeting on June 26 at the North Seal Beach Community Center. I would like to voice my concern regarding this project and have a few questions answered. I will start with my concerns and end with my questions. 1

My first choice is for nothing to happen. I am already tired of waking up in the middle of the night to OCSA horns at 3 am and praying that my house doesn't fall down with all the pylon pounding. The idea that as soon as the SR-22 WCC project is done, another, larger, construction project would start in my backyard is very upsetting. We are only half way through the current project and there has already been damage done to my pool. 2

If there is going to be some work done on the 405, of the choices presented in the EIP, I can tolerate Alternative 1. I do not want the sound wall moved any further into my neighborhood. We value our quality of life in College Park East and removing the ability to park on Almond Ave would make our everyday life more difficult. I am requesting that you look into and consider any and all alternative that are proposed by the City of Seal Beach to maintain the ability to park on Almond Ave. 3

I agree with Costa Mesa in adamantly opposing option 3. In the article by Thy Vo in the OC Register on June 5, 2012, it states that the tolls are for a duel purpose of managing congestion and generating revenue for the project itself. First, I would like to address the need to generate revenue to fund the project. If there isn't enough money to pay for this project, why is it being considered? In our current economic environment, I do not feel any state, county, or municipality should take on additional debt. The funding for this project is coming from Measure M-2 that does not allow for toll roads. The voters of this county approved Measure M-2 in order to improve the traffic flow for the residents of 4

PC-W42 Continued

Orange County. By using Measure M-2 funds in coordination with selling municipal bonds to cover the additional expense and maintain a toll road you are violating the purpose of Measure M-2. I would like to see copies of the financial revenue projections for the income off the proposed toll road. I think that before a toll road in added to the 405 freeway, it should be put to the voters of this county. I voted in favor of Measure M-2, and it was not my intent for this revenue to be used for a toll road. In light of the fact that many residents, community organizations and cities affected by the proposal are against the toll road, I do not think the public money should be spent against public out cry. 4

Prior to buying my home in Seal Beach, I was a resident in Costa Mesa. I lived through the construction of the new bridge on Fairview. If the OCTA and CalTrans insist on going ahead with the project and demolish the new bridge, I think that they should reimburse the city of Costa Mesa for the full cost of the project. I believe that amount is $7 million. I do not like to see this kind of blatant mismanagement of government funds. Our state is not is a position to be wasting money in a foolish manner. If the funds are not already raised and available, the project must wait until the money is there. I think it would be very unwise in our current economic environment to depend on future hypothetical income to pay for a project of this magnitude. As for managing congestion, I think we should look at the 91 freeway; the toll road has not helped their congestion. 5

Another concern I have with this project is the bottleneck that will be increased on the 405 northbound lanes. LA County is not going to be matching our efforts to widen the 405. By adding additional lanes a more severe bottleneck will be created that will back up traffic into Orange County through all the cities that this project is suppose to help. I live in Seal Beach and work in Newport Beach. I do not believe that this project will improve my commute home from work each day. If there is any benefit it will be for the residents in LA County because the 405 southbound through Long Beach will be much less congested. Those residents are not paying for Measure M. 6

In the EIP the section of the 405 that is being discussed in this proposal has received a grade of F for traffic flow. I would like to know what the anticipated grades would be for each of the alternatives being discussed. 7

Now, I would like to discuss an issue that is specific to my property. I understand that the CalTrans owns the land behind my home. I have not seen any concern on their part of being a responsible property owner. If this is their land, I wish they would take care of it. I am tired of fighting off rats, groundhogs, and coyotes because CalTrans chooses not to take care of their property. I have lived here for 3 years and the area between my backyard and the current sound wall is neglected. The plants are overgrown making a great home for the animals, juvenile delinquents who graffiti the walls and homeless vagrants. I have contacted the county and the city regarding these problems and no one from the county has helped or responded to the animal issue. Since CalTrans has neglected their property, the City of Seal Beach police have had to use their limited resources to check this property. 8

After driving on the freeways in LA County I am always happy to be home in Orange County because of our better transportation and freeway systems. I am grateful that they

PC-W42 Continued

are maintained and that you strive to improve them. However, I feel that with Alternative 3 you are more concerned with the special interests groups that are favoring the toll road, than improving our quality of life.

Here are my questions:

What kind of vegetation is included in option 2 or 3? I would like to see a row of trees planted in between the new wall and College Park East. 9

What kind of insurance is the project going to have to cover additional damage done to my home? 10

Are you going to use rubberized asphalt for the new lanes? 11

Will the entire 405 be resurfaced in rubberized asphalt? 12

I would like the new wall to be built before the old wall is torn down, is this possible? 13

How are you going to word the contract to ensure that there is always a sound wall in place? 14

I learned from the Seal Beach city assistant manager that we are receiving an exemption in our sound wall height to maintain the current 20-foot height. Can we have a 25 or 30-foot wall?

Will you put the issue of a toll road to the voters? If not, why not?

If the toll road is put in, who will receive the tolls? What organizations will share in the profits? I think that being able to use the toll road free of charge, the entire time we own our affected property, should compensate those of us living in the impact zone.

What is the breakdown for the sources of funding for Alternative 3?

Will Measure M-2 funds be used for the Express Toll lanes?

What will be the anticipated grade for traffic flow with Alternative 1?

What will be the anticipated grade for traffic flow with Alternative 2?

What will be the anticipated grade for traffic flow with Alternative 3? 15

If Alternative 3 is selected, will all of the new carpool lanes that are being built as a part of the SR-22 WCC project be turned into toll lanes? 16

Does the funding of the SR-22 WCC allow for these lanes to be used as toll lanes? 17

Thank you for your time and I am looking forward to hearing your response to the issues I have raised in this letter.

Sincerely,

Carolyn Wyatt

Cc: Gary A. Miller
John Moorlach
Tom Harman
Jim Silva
Dana Rohrabacher

RESPONSE TO PUBLIC COMMENTS (PC)-W

Response to Comment Letter PC-W1

Comment PC-W1-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-W2

Comment PC-W2-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Response to Comment Letter PC-W3

Comment PC-W3-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

The I-405 Improvement Project may have an effect on property values, but it is not likely to be a major change because I-405 is an existing facility within Orange County. In addition, Caltrans has found no literature, studies, or evidence that property values decrease because of freeway widening near a home. Please see Common Response – Property Values.

Air quality Measures AQ-1 through AQ-14, described in Section 3.2.6 of the Draft EIR/EIS, will avoid and/or minimize all construction-related air quality effects. As described in Section 3.2.6, emissions will be reduced under all of the build alternatives compared to the future No Build

Alternative, and no permanent adverse project-related air quality effects were identified. Please see Common Response – Air Quality.

With respect to a potential bottleneck at the Los Angeles County line, please see Common Response – Traffic Flow at the Orange County/Los Angeles County Line.

Response to Comment Letter PC-W4

Comment PC-W4-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Comment PC-W4-2

MSATs have the greatest potential to affect the health of residents located adjacent to the project. Although the various alternatives would place travel lanes closer to some residences, it is anticipated that MSAT exposure, including DPM, would be less than existing conditions. MSAT emissions are likely lower than existing levels in the design year as a result of EPA's and California's control programs that are projected to further reduce MSAT emissions. Please see Common Response – Health Risks.

Comment PC-W4-3

With respect to a potential bottleneck at the Los Angeles County line, please see Common Response – Traffic Flow at the Orange County/Los Angeles County Line.

Comment PC-W4-4

The I-405 Improvement Project may have an effect on property values, but it is not likely to be a major change because I-405 is an existing facility within Orange County. In addition, Caltrans has found no literature, studies, or evidence that property values decrease because of freeway widening near a home. Please see Common Response – Property Values.

Comment PC-W4-5

Please see Response to Comment PC-W4-1.

Response to Comment Letter PC-W5

Comment PC-W5-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

We acknowledge your preference for Alternative 2. Under Alternative 3, HOVs would use the Express Lanes free, provided they meet the occupancy eligibility requirement. Regarding the change in occupancy requirement to three persons per vehicle, please see Common Response – Opposition to Tolling.

The SR-91 Express Lanes do not eliminate congestion in the GP lanes; they provide an option to that congestion to motorists willing to pay a toll. The tolls are set at the rates necessary to maintain high-speed operations. For an explanation of how this management works, see the Draft EIR/EIS, page 2-20. For additional information, see Common Response – Opposition to Tolling.

All of the build alternatives are anticipated to reduce congestion in the I-405 corridor; none are expected to eliminate congestion in the corridor. The benefits to congestion vary among the build alternatives. The benefits to congestion of the build alternatives are summarized in the Draft EIR/EIS in Tables 3.1.6-4 through 3.1.6-8 and Tables 3.1.6-12 through 3.1.6-14.

Response to Comment Letter PC-W6

Comment PC-W6-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Opposition to Tolling.

Only Alternative 3 would require replacement of the Fairview Road Overcrossing. Caltrans/OCTA have considered design options to avoid replacement of the Fairview Road Overcrossing under Alternative 3. Please see Common Response – Replacement of Fairview Road Overcrossing/Truncation of Tolled Express Lanes.

Under Alternative 3, HOVs would use the Express Lanes free, provided they meet the occupancy eligibility requirement. Regarding the change in occupancy requirement to three persons per vehicle, please see Common Response – Opposition to Tolling.

The Draft EIR/EIS evaluated impacts to residences and public parks near I-405 and did not find any significant visual, air, or noise impacts as described in Sections 3.1.7, 3.2.6, and 3.27, respectively.

Response to Comment Letter PC-W7

Comment PC-W7-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Please see Response to Comment PC-B20-1.

Response to Comment Letter PC-W8

Comment PC-W8-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Please see Response to Comment PC-B20-1.

Response to Comment Letter PC-W9

Comment PC-W9-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Please see Response to Comment PC-B20-1.

Response to Comment Letter PC-W10

Comment PC-W10-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-W11

Comment PC-W11-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternative 3 would require replacement of the Fairview Road Overcrossing. Caltrans/OCTA have considered design options to avoid replacement of the Fairview Road Overcrossing under Alternative 3. Please see Common Responses – Replacement of Fairview Road Overcrossing/Truncation of Tolled Express Lanes and Preferred Alternative Identification.

Response to Comment Letter PC-W12

Comment PC-W12-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-W13

Comment PC-W13-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Response to Comment Letter PC-W14

Comment PC-W14-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Comment PC-W14-2

Please see Section 3.1.5.2, Environmental Consequences, for a discussion regarding relocation of gas lines. If the option to relocate the gas lines into Almond Avenue is chosen, it will require coordination with the utility owners prior to the physical relocation. In addition, staged construction will be designed during the design phase to minimize impacts to the College Park East residents.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. See Common Responses – Relocation of Gas Lines and Almond Avenue Soundwall.

Response to Comment Letter PC-W15

Comment PC-W15-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Comment PC-W15-2

Please see Response to Comment PC-W15-1. With respect to a potential bottleneck at the Los Angeles County line, please see Common Response – Traffic Flow at the Orange County/Los Angeles County Line.

Comment PC-W15-3

Please see Common Response – Measure M Funding.

Comment PC-W15-4

The priority of the design team was to minimize the residential impacts, including ROW. OCTA, Caltrans, and FHWA have worked extensively with the Navy to move I-405 toward and into the Navy property to avoid impacting the residential areas on the northbound side of I-405. Please see Response to Comment PC-W15-1 and Common Response – Shifting Improvements away from Residential Properties onto NAVWPNSTA Seal Beach Property.

Response to Comment Letter PC-W16

Comment PC-W16-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Comment PC-W16-2

Please see Common Response – Measure M Funding.

Comment PC-W16-3

Section 3.1.2 of the Draft EIR/EIS covers induced growth. There is no evidence that the build alternatives will induce traffic demand. Please see Common Response – Induced Demand.

Response to Comment Letter PC-W17

Comment PC-W17-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-W18

Comment PC-W18-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-W19

Comment PC-W19-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-W20

Comment PC-W20-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-W21

Comment PC-W21-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Response to Comment Letter PC-W22

Comment PC-W22-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred

Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Response to Comment Letter PC-W23

Comment PC-W23-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Comment PC-W23-2

The EIR/EIS discloses the potential for impacts from MSATs to the extent that current scientific information allows. Sensitive receptors are identified, and a qualitative assessment of impacts to the sensitive receptors, was performed. Quantitative analysis for MSATs was conducted for the project, as described starting on page 3.2.6-42 in Section 3.2.6.3, Environmental Consequences, of the Draft EIR/EIS. MSATs have the greatest potential to affect the health of residents located adjacent to the project. Although the various alternatives would place travel lanes closer to some residences, it is anticipated that MSAT exposure, including DPM, would be less than existing conditions. MSAT emissions are likely lower than existing levels in the design year as a result of EPA's and California's control programs that are projected to further reduce MSAT emissions. Please see Common Response – Health Risks.

Comment PC-W23-3

Only Alternative 3 would require replacement of the Fairview Road Overcrossing. Caltrans/OCTA have considered design options to avoid replacement of the Fairview Road Overcrossing under Alternative 3. Please see Common Responses – Replacement of Fairview Road Overcrossing/Truncation of Tolled Express Lanes and Preferred Alternative Identification.

Response to Comment Letter PC-W24

Comment PC-W24-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Response to Comment PC-W23-1.

Comment PC-W24-2

Please see Response to Comment PC-W23-2.

Comment PC-W24-3

Please see Response to Comment PC-W23-3.

Response to Comment Letter PC-W25

Comment PC-W25-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Please see Common Response – Measure M Funding.

Response to Comment Letter PC-W26

Comment PC-W26-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Please see Response to Comment PC-B20-1.

Response to Comment Letter PC-W27

Comment PC-W27-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Only Alternative 3 would require replacement of the Fairview Road Overcrossing. Caltrans/OCTA have considered design options to avoid replacement of the Fairview Road

Overcrossing under Alternative 3. Please see Common Responses – Replacement of Fairview Road Overcrossing/Truncation of Tolled Express Lanes and Preferred Alternative Identification.

Response to Comment Letter PC-W28

Comment PC-W28-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Only Alternative 3 would require replacement of the Fairview Road Overcrossing. Caltrans/OCTA have considered design options to avoid replacement of the Fairview Road Overcrossing under Alternative 3. See Common Response – Replacement of Fairview Road Overcrossing/Truncation of Tolled Express Lanes.

Please see Common Response – Opposition to Tolling.

Response to Comment Letter PC-W29

Comment PC-W29-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Comment PC-W29-2

Please see Response to Comment PC-W29-1.

Comment PC-W29-3

Please see Response to Comment PC-W29-1.

Comment PC-W29-4

Please see Response to Comment PC-W29-1.

Response to Comment Letter PC-W30

Comment PC-W30-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Comment PC-W30-2

MSATs have the greatest potential to affect the health of residents located adjacent to the project. Although the various alternatives would place travel lanes closer to some residences, it is anticipated that MSAT exposure, including DPM, would be less than existing conditions. MSAT emissions are likely lower than existing levels in the design year as a result of EPA's and California's control programs that are projected to further reduce MSAT emissions. Please see Common Response – Health Risks.

Comment PC-W30-3

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Response to Comment Letter PC-W31

Comment PC-W31-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Response to Comment Letter PC-W32

Comment PC-W32-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification. The three build alternatives and No Build Alternative were

evaluated equally in the EIR/EIS. As opposed to the other alternatives, Alternative 3 requires additional description and explanation due to its unique features.

Response to Comment Letter PC-W33

Comment PC-W33-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

The referenced traffic problem is not related to the I-405 Improvement Project. The commenter is encouraged to contact Caltrans directly regarding the issue.

Comment PC-W33-2

The suggestions provided are sound; however, the project improvements to the Valley View Street interchange at SR-22 were conducted as part of the WCC Project. For the I-405 Improvement Project, the emphasis is to I-405 and Bolsa Chica Road.

Response to Comment Letter PC-W34

Comment PC-W34-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

All reasonable and feasible soundwalls will be constructed as described in Section 3.2.7, Noise. Please see Common Responses – Preferred Alternative Identification, Opposition to Tolling, and Noise/Noise Analysis.

Comment PC-W34-2

As described in Chapter 5 of the Final EIR/EIS, public notice for this project included mail notification (i.e., distribution to all property owners/occupants within a 0.25-mile buffer around I-405 from SR-73 to I-605); public outreach to community groups, businesses, and the cities; and notification via newspaper advertisements (i.e., English, Spanish, and Vietnamese), e-mail notifications, and various local media (i.e., television and print stories). Public notice for the project has exceeded all legal requirements.

Response to Comment Letter PC-W35

Comment PC-W35-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Response to Comment Letter PC-W36

Comment PC-W36-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Please see Common Response – Measure M Funding.

Response to Comment Letter PC-W37

Comment PC-W37-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Comment PC-W37-2

Please see Common Responses – Preferred Alternative Identification and Opposition to Tolling.

Response to Comment Letter PC-W38

Comment PC-W38-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

An alternative similar to the one referenced in the comment is included in the Draft EIR/EIS. Alternative M10 is described on page 2-46. This alternative was considered but eliminated from further consideration for the reasons identified on the referenced page.

Response to Comment Letter PC-W39

Comment PC-W39-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

With respect to a potential bottleneck at the Los Angeles County line, please see Common Response – Traffic Flow at the Orange County/Los Angeles County Line.

Response to Comment Letter PC-W40

Comment PC-W40-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Air quality Measures AQ-1 through AQ-14, described in Section 3.2.6 of the Draft EIR/EIS, will avoid and/or minimize all construction-related air quality effects. As described in Section 3.2.6, emissions will be reduced under all of the build alternatives compared to the future No Build Alternative, and no permanent adverse project-related air quality effects were identified. Please see Common Response – Air Quality.

MSATs have the greatest potential to affect the health of residents located adjacent to the project. Although the various alternatives would place travel lanes closer to some residences, it is anticipated that MSAT exposure, including DPM, would be less than existing conditions. MSAT emissions are likely lower than existing levels in the design year as a result of EPA's and California's control programs that are projected to further reduce MSAT emissions. Please see Common Response – Health Risks.

The I-405 Improvement Project may have an effect on property values, but it is not likely to be a major change because I-405 is an existing facility within Orange County. In addition, Caltrans has found no literature, studies, or evidence that property values decrease because of freeway

widening near a home. Please see Common Responses – Property Values and Compensation for Construction Impacts.

Response to Comment Letter PC-W41

Comment PC-W41-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Please see Response to Comment PC-B20-1.

Response to Comment Letter PC-W42

Comment PC-W42-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Comment PC-W42-2

It appears that this comment pertains to the WCC Project; therefore, please direct your comment to the OCTA Community Relations Office (550 South Main Street, Orange, CA, 714-560-5376).

Comment PC-W42-3

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Comment PC-W42-4

Measure M2 neither explicitly endorses nor explicitly prohibits tolling; however, OCTA has indicated that Measure M2 revenues would only be used to fund construction of a single GP lane in each direction. Please see Common Response – Measure M Funding.

Comment PC-W42-5

Only Alternative 3 would require replacement of the Fairview Road Overcrossing. Caltrans/OCTA have considered design options to avoid replacement of the Fairview Road Overcrossing under Alternative 3. Please see Common Responses – Replacement of Fairview Road Overcrossing/Truncation of Tolled Express Lanes and Preferred Alternative Identification.

Comment PC-W42-6

With respect to a potential bottleneck at the Los Angeles County line, please see Common Response – Traffic Flow at the Orange County/Los Angeles County Line.

Comment PC-W42-7

All of the build alternatives are anticipated to reduce congestion in the I-405 corridor; none are expected to eliminate congestion in the corridor. Tables 3.1.6-4, 3.1.6-5, 3.1.6-12, and 3.1.6-13 show that, except for the Express Lanes proposed in Alternative 3, all of the alternatives (i.e., build and no build) are anticipated to operate at LOS F during peak hours. Due to active management of the Express Lanes proposed in Alternative 3, they are anticipated to operate at LOS C or D (depending on location) during peak hours.

Because none of the build alternatives are expected to eliminate LOS F congestion in the GP and HOV lanes, but all are expected to improve performance compared to the no-build condition, metrics other than LOS have been presented in the Draft EIR/EIS to distinguish among the alternatives. The metrics are presented in Tables 3.1.6-6 (speed), 3.1.6-7 (travel time), 3.1.6-8 (delay), and 3.1.6-14 (throughput).

Comment PC-W42-8

Thank you for your comment.

Comment PC-W42-9

Please see Response to Comment PC-W42-3.

Comment PC-W42-10

Please see Common Response – Compensation for Construction Impacts.

Comment PC-W42-11

Currently, most of I-405 is concrete pavement. Pavement studies have been completed for the project, which propose to match the type of pavement as part of the freeway widening from either concrete or asphalt. During the design phase, additional testing can be performed under federal guidelines that test for noise levels from pavement. At that time, rubberized asphalt concrete could be incorporated into the project where asphalt concrete is proposed.

Comment PC-W42-12

Please see Response to Comment PC-W42-3.

Comment PC-W42-13

Please see Response to Comment PC-W42-3.

Comment PC-W42-14

Please see Response to Comment PC-W42-3.

Comment PC-W42-15

There is no plan to put any questions regarding the proposed build alternatives on the ballot. Through a contractor hired to operate the Express Lanes, OCTA will collect the tolls.

Excess toll revenues (i.e., net revenues after all operating, capital, debt service, and other expenditures) from the Express Lanes in Alternative 3 would be available for OCTA to expend on transportation improvements in the I-405 corridor consistent with the provisions of the California Streets and Highways Code Section 143 (j)(1). If Alternative 3 becomes the Preferred Alternative, the OCTA Board would adopt a policy regarding the use of net revenues.

We acknowledge your request for free access to the Express Lanes. There are no plans to provide free access based on residential location.

The breakdown of sources of funding for Alternative 3 is presented in Table 1-10 in Section 1.2.2.4 of the Final EIR/EIS. OCTA has indicated that improvements to I-405, in addition to those identified in Alternative 1, such as the Express Lanes in Alternative 3, would not be funded with Renewed Measure M revenues.

With respect to LOS for each of the build alternatives, please see Response to Comment PC-W42-7.

Comment PC-W42-16

As stated in the Draft EIR/EIS on pages 2-3, 2-10, and 2-12, the HOV lanes and HOV direct connectors included in the WCC Project would become part of the I-405 tolled Express Lane Facility, and use of them would become tolled; however, under Alternative 3, HOVs would use the Express Lanes free, provided they meet the occupancy eligibility requirement. Regarding the change in occupancy requirement to three persons per vehicle, please see Common Response – Opposition to Tolling.

Comment PC-W42-17

The funding restrictions on the WCC Project do not preclude incorporation of the facilities constructed as part of the WCC Project from becoming part of the Express Lanes in Alternative 3 because HOVs would use the Express Lanes free, provided they meet the occupancy eligibility requirement. Regarding the change in occupancy requirement to three persons per vehicle, please see Common Response – Opposition to Tolling.

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PUBLIC COMMENTS (PC)-Y

PC-Y1

I-405 Improvement Project
Public Hearing

Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.

Meeting Venue (please check one of the following):

- ☐ Monday, June 4, 2012 – Orange Coast Community College
- ☐ Thursday, June 7, 2012 – Rush Park Auditorium
- ☐ Wednesday, June 6, 2012 -- Westminster Community Center
- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Danny Yneges
Organization: Cement Masons local 500
Address(Optional): 839 N. Zeyn St Anaheim CA 92805
Phone Number: (714) 715-1545
Email address: axellocks@sbcglobal.net

Comments: For a Better Future Please give the 405 more lanes. 1

(Space for comments continued on reverse)

PC-Y2

From: Brian Young [byoungcpa@gmail.com]
Sent: Tuesday, June 19, 2012 8:37 AM
To: Parsons, 405.dedcomments
Subject: 405 Widening and College Park East

Reasons **Not** to move the College Park East Sound- wall

1. Moving the sound-wall will be a safety hazard to all CPE residents. Almond Ave, which is located just inside the sound-wall, is used daily by residents, especially children, for bike riding, skateboarding, jogging and other activities. A projected decrease of 10 feet will jeopardize the safety of all. 1
2. The projected sound increase will have a significant adverse impact on my home value. The last time my home was appraised the appraiser reduced the overall value by $25,000 just on freeway sound alone, which prevented me from refinancing. I purchased my home in 2007 when prices were at a peak, I will have no incentive to remain in my home if this occurs. 2
3. I was told that somewhere in the 1,000 page EIR that comments were made suggesting that home values in CPE will appreciate if the wall is moved. I have discussed this with real estate professionals who disagree with this assertion, especially for those who live near the sound-wall. 3
4. The overall quality of life in CPE will forever be changed if the wall is moved inward. 4
5. Please consider other alternatives than moving the sound-wall; it is not fair for CPE residents to endure a long and painful reconstruction of the sound-wall and narrowing of the street. 5

Thank you for your consideration

Brian Young

PC-Y3

From: Andrew Yount [trick3d@yahoo.com]
Sent: Tuesday, June 19, 2012 10:53 AM
To: Parsons, 405.dedcomments
Subject: State Route 405 between SR-73 and I-605

This sounds like a great use of tax money.
1. Lets tear down an overpass that was just revamped 3 years ago in the process.
2. Lets take away the carpool and make it a toll lane so that only the top earners in the county can use the lane.
3. Lets create more traffic over a X amount of time will its being built.
4. Since i've never seen a contractor hit their bid schedule or cost it should end up costing at least 25% more than what was bid.
5. Give more money to CALTRANS, I mean they already have enough trouble finishing projects and managing their budget.

Sounds like a financially viable plan that benefits all the residents of Orange County, thanks for having our best interests at heart.

Wait I have an even better idea. Lets lay off some more teachers and cut additional school resources so we can provide additional funds to CALTRANS.

Frustrated Resident of Orange County

1

RESPONSE TO PUBLIC COMMENTS (PC)-Y

Response to Comment Letter PC-Y1

Comment PC-Y1-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-Y2

Comment PC-Y2-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comments were considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Comment PC-Y2-2

The I-405 Improvement Project may have an effect on property values, but it is not likely to be a major change because I-405 is an existing facility within Orange County. In addition, Caltrans has found no literature, studies, or evidence that property values decrease because of freeway widening near a home. Please see Common Response – Property Values.

Comment PC-Y2-3

There are no statements in the Draft EIR/EIS suggesting that property values in College Park East would increase as a result of moving the Almond Avenue soundwall. Please see Common Responses – Almond Avenue Soundwall and Property Values.

Comment PC-Y2-4

Please see Common Response – Almond Avenue Soundwall.

Comment PC-Y2-5

Please see Common Response – Almond Avenue Soundwall.

Response to Comment Letter PC-Y3

Comment PC-Y3-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternative 3 would require replacement of the Fairview Road Overcrossing. Caltrans/OCTA have considered design options to avoid replacement of the Fairview Road Overcrossing under Alternative 3. Please see Common Responses – Replacement of Fairview Road Overcrossing/Truncation of Tolled Express Lanes, Opposition to Tolling, and Preferred Alternative Identification.

PUBLIC COMMENTS (PC)-Z

PC-Z1

I-405 Improvement Project
Public Hearing

Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.

Meeting Venue (please check one of the following):

- ☐ Monday, June 4, 2012 – Orange Coast Community College
- ☐ Thursday, June 7, 2012 – Rush Park Auditorium
- ☐ Wednesday, June 6, 2012 – Westminster Community Center
- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): José Zamora
Organization: Labor Local 652
Address(Optional): 566 N. Earlham St
Phone Number: 714) 348 3617
Email address:

Comments: If they are not working they can't help keep the economy going. 1

(Space for comments continued on reverse)

PC-Z2

I-405 Improvement Project
Public Hearing

Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.

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- ☐ Wednesday, June 6, 2012 – Westminster Community Center
- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): CASEY ZARUBA
Organization:
Address(Optional): 3530 E. LAPALMA AVE APT 622 92806
Phone Number: 714) 410-9437
Email address: CASEYJZARUBA@GMAIL.

Comments: DO IT! 1

(Space for comments continued on reverse)

PC-Z3

I-405 Improvement Project
Public Hearing
Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.

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- ☐ Monday, June 4, 2012 – Orange Coast Community College
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- ☐ Wednesday, June 6, 2012 – Westminster Community Center
- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Javier Zavala	
Organization: labor local 652	
Address(Optional): 16607 Townhouse Dr Tustin Ca 92780	
Phone Number: 714 290-9903	Email address:

Comments:

Por que se estan Terminando el desempleo y ya Tengo mas de un Año Sin trabajar. 1

(Space for comments continued on reverse)

PC-Z3 Translation

Comment:

Because the unemployment benefits are running out and I have more than one year without a job. 1

PC-Z4

From: David Zawolkow [dave@modernsignspress.com]
Sent: Monday, July 16, 2012 4:36 PM
To: Parsons, 405.dedcomments
Subject: Orange County Freeway Expansion

As a long time and continuing resident of Rossmoor I am deeply concerned about the affects of the proposed freeway expansion within Orange County only. Certainly it must be clear to even a casual observer that the proposed freeway modification will result in significant auto backup where the added lanes disappear. Current plans will have that happen adjacent to Rossmoor. Unfortunately, studies to date have not included the effect that would have on our community. An adequate study is bound to show dangerous results to the residents here in Rossmoor. 1

Please review the options and let me know what steps will be taken to alleviate a potentially hazardous situation from developing.

David Zawolkow

PC-Z5

From: Robert Zordani [robert_zordani@dot.ca.gov]
Sent: Tuesday, July 17, 2012 9:39 AM
To: Parsons, 405.dedcomments
Subject: comments

To Whom It May Concern,

I would like to express my disappointment with OCTA on their responses to my comments about the lack of a soundwall along the NB Warner ave on ramp where the proposal to build a 30' high connector without a soundwall adjacent to residential properties on Daisy street. OCTA claims that the allowable benefit of the soundwall ($129,000) is not supported because of the cost to construct it ($154,000). As a Professional Engineer, I feel obligated to inform these residents of your plans, so they may litigate this issue properly. **1**

Additionally, the traffic studies performed by Albert Grover and Associates was not properly done (by your own admission) where the traffic numbers at the Westminister NB off ramp were collected over two different days. **2**

Comments about the inclusion of additional signals on Brookhurst and Magnolia due to ramp reconfiguration and the potential impacts to local traffic circulation were responded to with a justification report that appears to show the functional speed on the arterials to be substantially less than the posted speed limit. If this is in fact true, grid lock will ensue as the signal timing and traffic flow synchronization degrades due to the discrepancy. It appears that the traffic study report has been written to justify the feasibility of this project and not a true representation of the outcome of this proposed construction 'improvement'. **3**

RESPONSE TO PUBLIC COMMENTS (PC)-Z

Response to Comment Letter PC-Z1

Comment PC-Z1-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-Z2

Comment PC-Z2-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Respuesta a la Carta De Comentario PC-Z3

Commentario PC-Z3-1

Las agencias de Caltrans y Orange County Transportation Authroity les gustaría agradecerle por haber participado en el proceso ambiental para el proyecto de ampliación de la autopista de San Diego (I-405). Su comentario fue considerado durante el proceso de selección de la “Alternative Preferida”, como esta escrito en el reporte llamando en ingles “I-405 Improvement Project FEIR/EIS.” Se le notificará en la dirección proveida en su Cometario cuando el reporte “FEIR/EIS” va a estar disponible para revisarlo.

Response to Comment Letter Translation PC-Z3

Comment PC-Z3-1

Caltrans and OCTA thank you for your participation in the I-405 Improvement Project environmental process. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-Z4

Comment PC-Z4-1

Caltrans and OCTA thank you for your participation in the I-405 Improvement Project environmental process. Your comment was considered during identification of the Preferred

Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

With respect to a potential bottleneck at the Los Angeles County line, please see Common Response – Traffic Flow at the Orange County/Los Angeles County Line.

Response to Comment Letter PC-Z5

Comment PC-Z5-1

Caltrans and OCTA thank you for your participation in the I-405 Improvement Project environmental process. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Under Alternative 1, soundwalls analyzed for residences along Daisy Avenue were unable to provide feasible abatement; consequently, Soundwalls S788 and S792 were recommended as in-kind replacements of existing soundwalls. As for Alternatives 2 and 3, another soundwall along the Warner Avenue on-ramp was considered; however, this soundwall was determined to be feasible but not reasonable and therefore not recommended. In addition, Soundwalls S788 and S792 were recommended as in-kind replacements of existing soundwalls.

Houses along Daisy Avenue would be protected from freeway traffic noise by the fill of the Warner Avenue on-ramp, the retaining wall of the Magnolia Street off-ramp, and two soundwalls. Due to these features, houses along Daisy Avenue will not have line-of-sight to the freeway traffic. Furthermore, due to the configuration of these ramps, absorptive materials/panels would be required on the traffic side of Soundwall S792 and on the retaining wall associated with the Warner Avenue on-ramp to prevent traffic noise from reflecting between the soundwall and retaining wall.

Please also see Common Response – Noise/Noise Analysis and Northbound Braided Ramps at the Magnolia/Warner Interchange.

Comment PC-Z5-2

The traffic study provided for the project was conducted consistent with industry practice. Collection of traffic counts frequently requires multiple days to make certain that variation is accounted for.

Comment PC-Z5-3

The traffic analysis of Brookhurst Street with the proposed interchange reconfiguration for all of the build alternatives shows that the proposed reconfiguration will work acceptably. Arterial running

speeds in urbanized areas with traffic signals are invariably lower than speed limits because traffic signals require a portion of through traffic to stop, which reduces average running speed.

PUBLIC COMMENTS (PC)-Unidentified (UN)

PC-UN1

From: Nicolette La Piana [nlapiana@octa.net]
Sent: Monday, July 23, 2012 10:27 AM
To: Christina Byrne
Cc: Parsons, 405.dedcomments
Subject: Comment Record #306603

From: Customer Relations
Sent: Monday, July 23, 2012
To: Christina Byrne
CC: 405.dedcomments.parsons@parsons.com 405
Subject: Comment Record # 306603

Christina Byrne; This is to notify you that the following comment has been received by Customer Relations. If you have access to C3, please enter your response. If not, email your response or questions to Customer Relations at CRmail@octa.net.

**** Your response to this matter is due by August 6, 2012****

Comment ID: 306603
Received Mode: Letter
Received Date: 7/23/2012
Incident Date: 7/17/2012
Incident Time: N/A
Letter Writer: Letter

Division: X Route: N/A Bus Number: N/A Bus Run: N/A Direction: N/A
Location/Dir/City/StopID: N/A
Operator's Name: Operator's Badge #: N/A
Operator Description: N/A

Comment Code/Desc: 2X12/I-405 Improvement Project

Customer's Comment: text from letter:
"Orange County Transportation Authority, I am a Fountain Valley resident whose driving will be impacted as well, by the decision that is currently being considered regarding our traffic, on the 405, in Orange County area centered with Fountain Valley.
Proposals printed in news, sound similar to the current construction in LA; the Wilshire intersection with the 405.
I would suggest that you consider the bottle necking that will be created in a big expansion project, taking place in a relatively small section of freeway. The more lanes that are built will possibly create traffic chaos before and after the new section, leaving the project useless - in the proposed area, in all 3 of your alternatives, compared to leaving it as is.
Thanks for considering this input.
Sincerely" 1

CR Action Taken: N/A

Thank you
Customer Relations

PC-UN2

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

Subject: State Route 405 (I-405; San Diego Freeway) between SR-73 and I-605 and Draft EIR/EIS

I am concerned about the impacts the State Route 405 improvement project will have on our community. I am especially concerned about Alternative 3 which will widen the San Diego Freeway in the City of Costa Mesa and convert an existing car pool lane to a toll lane.

Alternative 3 would require that the Fairview/I 405 interchange be demolished and rebuilt, even though it was just rebuilt three years ago. Residences and public parks near the I- 405 will be adversely affected both during construction and upon completion of the project. Problems include air pollution, noise, and degradation of the visual quality of our neighborhoods. Ramp closures at Harbor, Fairview, and South Coast will not only inconvenience residents, but impair access to the many businesses which contribute to our local and regional economy. 1

In addition,

Please include these comments in the public/administrative record for this project and the project EIR/EIS. Thank you for the opportunity to comment.

Yours truly,

(Name)

1872 MONROVIA AVENUE #B4 COSTA MESA
(Address) (City)

____ Please keep me informed about future hearings and future steps in the review process for the I- 405 project.

PC-UN3

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

Subject: State Route 405 (I-405; San Diego Freeway) between SR-73 and I-605 and Draft EIR/EIS

I am concerned about the impacts the State Route 405 improvement project will have on our community. I am especially concerned about Alternative 3 which will widen the San Diego Freeway in the City of Costa Mesa and convert an existing car pool lane to a toll lane.

Alternative 3 would require that the Fairview/I 405 interchange be demolished and rebuilt, even though it was just rebuilt three years ago. Residences and public parks near the I- 405 will be adversely affected both during construction and upon completion of the project. Problems include air pollution, noise, and degradation of the visual quality of our neighborhoods. Ramp closures at Harbor, Fairview, and South Coast will not only inconvenience residents, but impair access to the many businesses which contribute to our local and regional economy. 1

In addition,

THUMBS DOWN!

Please include these comments in the public/administrative record for this project and the project EIR/EIS. Thank you for the opportunity to comment.

Yours truly,

(Name)

3093 [illegible] Lane [illegible] 92626
(Address) (City)

____ Please keep me informed about future hearings and future steps in the review process for the I- 405 project.

PC-UN4

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

Subject: State Route 405 (I-405; San Diego Freeway) between SR-73 and I-605 and Draft EIR/EIS

I am concerned about the impacts the State Route 405 improvement project will have on our community. I am especially concerned about Alternative 3 which will widen the San Diego Freeway in the City of Costa Mesa and convert an existing car pool lane to a toll lane.

Alternative 3 would require that the Fairview/I 405 interchange be demolished and rebuilt, even though it was just rebuilt three years ago. Residences and public parks near the I- 405 will be adversely affected both during construction and upon completion of the project. Problems include air pollution, noise, and degradation of the visual quality of our neighborhoods. Ramp closures at Harbor, Fairview, and South Coast will not only inconvenience residents, but impair access to the many businesses which contribute to our local and regional economy. 1

In addition,

Please include these comments in the public/administrative record for this project and the project EIR/EIS. Thank you for the opportunity to comment.

Yours truly,

(Name)

3567 CORTE LAURANTO COSTA MESA 92626
(Address) (City)

X Please keep me informed about future hearings and future steps in the review process for the I- 405 project.

PC-UN5

From: bossman33 [bossman33@verizon.net]
Sent: Monday, July 16, 2012 9:10 PM
To: Parsons, 405.dedcomments
Subject: No Build Alternative

No Build –

Absolutely NO on the TOLL ROAD. It doesn't make sense, it's a misuse of my tax $$$ and OCTA is in direct conflict with their own polices and practices just so the directors can put their 400,000 a year salaries in their pockets. PUT in a light rail and don't take away any existing right/use/ownership for any diamond lane user/low income/motorcyclists/tourists. 1

PC-UN6

From: Customer Relations
Sent: Monday, June 25, 2012
To: Christina Byrne
CC:
Subject: Comment Record # 305485

Christina Byrne; This is to notify you that the following comment has been received by Customer Relations. If you have access to C3, please enter your response. If not, email your response or questions to Customer Relations at CRmail@octa.net.

**** Your response to this matter is due by July 9, 2012****

Comment ID: 305485
Received Mode: E-mail
Received Date: 6/25/2012
Incident Date: 6/20/2012
Incident Time: N/A
Letter Writer: e-mail

Division: X Route: N/A Bus Number: N/A Bus Run: N/A Direction: N/A
Location/Dir/City/StopID: N/A
Operator's Name: Operator's Badge #: N/A
Operator Description: N/A

Comment Code/Desc: 2X12/I-405 Improvement Project

Customer's Comment: Text from email:
"I strongly oppose option 3 of the HOT lanes.
I am a resident of Costa Mesa and work in Long Beach and use this section of road often.
Adding general purpose lanes is one thing. Adding a carpool lane could make some sense.
Using taxpayer funds to support a private road is a horrible idea. " 1

CR Action Taken: N/A

Thank you
Customer Relations

PC-UN7

From: Customer Relations
Sent: Monday, June 25, 2012
To: Christina Byrne
CC:
Subject: Comment Record # 305486

Christina Byrne; This is to notify you that the following comment has been received by Customer Relations. If you have access to C3, please enter your response. If not, email your response or questions to Customer Relations at CRmail@octa.net.

**** Your response to this matter is due by July 9, 2012****

Comment ID: 305486
Received Mode: E-mail
Received Date: 6/25/2012
Incident Date: 6/20/2012
Incident Time: N/A
Letter Writer: e-mail

Division: X Route: N/A Bus Number: N/A Bus Run: N/A Direction: N/A
Location/Dir/City/StopID: N/A
Operator's Name: Operator's Badge #: N/A
Operator Description: N/A

Comment Code/Desc: 2X12/I-405 Improvement Project

Customer's Comment: Text from email:

"I strongly oppose option 3 of the 405 Freeway Expansion plan.

I am a resident of Costa Mesa for over 25 years. I strongly oppose Option 3 of the 405 Freeway expansion thru Costa Mesa.
Adding general purpose lanes for the use of everyone is one thing or an additional car pool lane for all to use.

Adding lanes with taxpayer money to serve the few is just not right. Our taxpayer money is to serve the many, not the few. 1

It seems to me that OCTA is not looking out for the best interest of residents."

CR Action Taken: N/A

Thank you
Customer Relations

PC-UN8

From: Customer Relations
Sent: Thursday, June 07, 2012
To: Christina Byrne
CC: Kia Mortazavi;Niall Barrett;Rose Casey
Subject: Comment Record # 304746

Christina Byrne; This is to notify you that the following comment has been received by Customer Relations. If you have access to C3, please enter your response. If not, email your response or questions to Customer Relations at CRmail@octa.net.

**** Your response to this matter is due by June 21, 2012****

Comment ID: 304746
Received Mode: Phone
Received Date: 6/7/2012
Incident Date: 6/7/2012
Incident Time: N/A
Letter Writer: No Letter Necessary

Division: X Route: N/A Bus Number: N/A Bus Run: N/A Direction: N/A
Location/Dir/City/StopID: N/A
Operator's Name: Operator's Badge #: N/A
Operator Description: N/A

Comment Code/Desc: 2R34/405 Improvement Project or SR55

Customer's Comment: The caller mentioned that if two diamond lanes on both sides of the 405 freeway are being added, why don't they just build a light rail? The caller mentioned that it would benefit so many people and dramatically reduce traffic on the 405 freeway. 1

CR Action Taken: N/A

Thank you
Customer Relations

PC-UN9

From: Customer Relations
Sent: Monday, July 02, 2012
To: Christina Byrne
CC: 405.dedcomments.parsons@parsons.com 405
Subject: Comment Record # 305783

Christina Byrne; This is to notify you that the following comment has been received by Customer Relations. If you have access to C3, please enter your response. If not, email your response or questions to Customer Relations at CRmail@octa.net.

**** Your response to this matter is due by July 16, 2012****

Comment ID: 305783
Received Mode: Phone
Received Date: 7/2/2012
Incident Date: 7/2/2012
Incident Time: N/A
Letter Writer: No Letter Necessary

Division: X Route: N/A Bus Number: N/A Bus Run: N/A Direction: N/A
Location/Dir/City/StopID: N/A
Operator's Name: Operator's Badge #: N/A
Operator Description: N/A

Comment Code/Desc: 2X12/I-405 Improvement Project

Customer's Comment: Customer called the ACCESS Eligibility department and left a voice message. The following is the information from the message.

You are trying to blow up a couple of our bridges… then try to flip a bill for them to pay for it. You know what - I don't like it. Don't like plan 1 or 2 or 3. take plans 1, 2 and 3 and throw it in the toilet. We don't want anything to do with OCTA in Costa Mesa. You can take your buses and take them back to Santa Ana. We don't want anything to so with your company - anything to do with OCTA - get out of my land. 1

CR Action Taken: N/A

Thank you
Customer Relations

PC-UN10

From: Customer Relations
Sent: Thursday, June 28, 2012
To: Christina Byrne
CC: 405.dedcomments.parsons@parsons.com 405
Subject: Comment Record # 305691

Christina Byrne; This is to notify you that the following comment has been received by Customer Relations. If you have access to C3, please enter your response. If not, email your response or questions to Customer Relations at CRmail@octa.net.

**** Your response to this matter is due by July 12, 2012****

Comment ID: 305691
Received Mode: Letter
Received Date: 6/28/2012
Incident Date: 6/18/2012
Incident Time: N/A
Letter Writer: Letter

Division: X Route: N/A Bus Number: N/A Bus Run: N/A Direction: N/A
Location/Dir/City/StopID: N/A
Operator's Name: Operator's Badge #: N/A
Operator Description: N/A

Comment Code/Desc: 2X12/I-405 Improvement Project

Customer's Comment: Text from customer letter:

"We live in College Park East in Seal Beach, CA. We have lived here since 1981 and enjoy the small community very much.

We recently attended a meeting called by the Seal Beach city council to inform us of the Cal Trans plans for widening the 405 Freeway which runs along our track. Apparently the city council only expected a few residents to attend and were surprised that so many residents showed up with their comments and/or unhappiness on the plans. We were told there are three plans which are being considered. I believe most of residents' first choice would be a "no build" for the freeway which is none of the three plans for a variety of reasons. As it is now we must endure lots of noise from the freeway, especially when heavy trucks go by shaking our houses. There is also the pollution caused by the many vehicles going through this interchange of the 405, 605, and the 22 freeways. We understand it is one of the busiest interchanges and also have a record number of accidents. One item of major concern for our residents is the possibility of demolishing of the current sound wall. We were told the freeway would impinge into our track by removal of the parking lane in order to make space for the freeway. We totally object to this. 1 2

In addition, we were told was that this project is paid for by Orange County and only goes up to the county line. Los Angeles county has no plans to add additional lanes to the freeway which means there will be a great backup right at the Orange County line. It does not make 3

PC-UN10 Continued

much sense to widen the freeway and then to suddenly be back at square one with a narrower freeway. How does that help the congestion at the county line? 3

We were informed at least two other cities also object to the plans presented. We would believe other cities would also object for the same reasons that we have stated.

We feel that the least objectionable plan would be to add one lane in each direction of the freeway and not to demolish the sound wall and leave it as is.

We look forward to your recognizing our objections to your plans and seriously consider the residents" point of view to not remove the present sound wall nor take away the parking lane as it is." 4

CR Action Taken: N/A

Thank you
Customer Relations

PC-UN11

From: Customer Relations
Sent: Monday, June 25, 2012
To: Christina Byrne
CC: 405.dedcomments.parsons@parsons.com 405
Subject: Comment Record # 305485

Christina Byrne; This is to notify you that the following comment has been received by Customer Relations. If you have access to C3, please enter your response. If not, email your response or questions to Customer Relations at CRmail@octa.net.

**** Your response to this matter is due by July 9, 2012****

Comment ID: 305485
Received Mode: E-mail
Received Date: 6/25/2012
Incident Date: 6/20/2012
Incident Time: N/A
Letter Writer: e-mail

Division: X Route: N/A Bus Number: N/A Bus Run: N/A Direction: N/A
Location/Dir/City/StopID: N/A
Operator's Name: Operator's Badge #: N/A
Operator Description: N/A

Comment Code/Desc: 2X12/I-405 Improvement Project

Customer's Comment: Text from email:

"I strongly oppose option 3 of the HOT lanes.
I am a resident of Costa Mesa and work in Long Beach and use this section of road often.
Adding general purpose lanes is one thing. Adding a carpool lane could make some sense.
Using taxpayer funds to support a private road is a horrible idea. " 1

CR Action Taken: N/A

Thank you
Customer Relations

PC-UN12

From: Customer Relations
Sent: Monday, July 09, 2012
To: Christina Byrne
CC: 405.dedcomments.parsons@parsons.com 405
Subject: Comment Record # 306036

Christina Byrne; This is to notify you that the following comment has been received by Customer Relations. If you have access to C3, please enter your response. If not, email your response or questions to Customer Relations at CRmail@octa.net.

**** Your response to this matter is due by July 23, 2012****

Comment ID: 306036
Received Mode: Email
Received Date: 7/9/2012
Incident Date: 7/9/2012
Incident Time: N/A
Letter Writer: e-mail

Division: X Route: N/A Bus Number: N/A Bus Run: N/A Direction: N/A
Location/Dir/City/StopID: N/A
Operator's Name: Operator's Badge #: N/A
Operator Description: N/A

Comment Code/Desc: 2X12/I-405 Improvement Project

Customer's Comment: text from email:
"Dear

It was nice talking to you Monday about the proposed alternatives for improving the 405.

By now, my colleagues and I have spoken to most of the members of the OCTA Board. Several of them have seen the writing on the wall and are opposing the Alternative 3 toll lanes, for various legitimate reasons, but always for the basic essential one: that it "steals a free lane paid for by the taxpayers and makes it a toll lane."

Some of the other Board members are, like you, having a hard time choosing between Alternatives 2 and 3. We realize that you are constantly inundated by the arguments of OCTA staff, who have shown themselves to be institutionally motivated to support the toll alternative which will bring their agency so much more money and power.

And lately we hear the same two "arguments" or lines from you undecided Board members that we hear from OCTA staff, neither of which are true or compelling: "The toll lanes will allow traffic to move faster," and "The only thing Measure M promised to voters was one extra lane."

The fact is, even by OCTA's own reckoning, for the VAST majority of drivers who can't afford the toll and transponder, Alternative 3 will actually be a little SLOWER than Alternative 2. 1

PC-UN12 Continued

(Moving us 13 miles in 29 minutes during rush hour rather than 28 minutes.) On top of that, as my colleague "" has just shown, the time comparisons they give us are purposely deceptive, as they use pessimistic estimates from the 2012 EIR to warn against the options they don't like, while using optimistic estimates from 2010's Stantec report to sell the toll option they want. (See http://www.orangejuiceblog.com/2012/07/tolls-on-the-405-cooking-the-books-with-two-very-different-sets-of-numbers/)

Most importantly, what we citizens, drivers and taxpayers voted on with Measure M did NOT include toll lanes or we would never have voted for it. And it's the height of deception to pretend that the toll lanes, which would never be possible without our gargantuan contribution of taxes and patience, pay for themselves. (See http://www.orangejuiceblog.com/2012/06/octas-will-kempton-to-betray-oc-voters-with-405-toll-lanes/)

No, we citizen-driver-taxpayers are spending 1.4 Billion of our money, and putting up with 5 years of disruptive and dislocating construction, and we deserve all the benefit of it - TWO NEW FREE LANES, period. Under Alternative 3, we would be paying for two new lanes, which OCTA would be first giving us, and then TAKING AWAY. That will not stand.

We've also become aware, from studying the Stantec Report AND listening closely to the unguarded talk of certain covetous Board members, that the toll revenue which will approach $2 BILLION is being looked at longingly as a slush fund for pet projects over which voters will have no say. (See http://www.orangejuiceblog.com/2012/06/octa-expects-billions-in-revenue-from-405-tolls/)

There are two other considerations you should take into account: One is the popular outrage when people of any political stripe or economic status hear about these fairly secretive and deceptive plans, outrage which is going to be growing over the next month or two as the word gets out more and more. Like 13 of your voting colleagues, you are an elected official who will be running again soon, in your case either for re-election or for the water board (I understand.) It will be much more helpful for you to be able to boast in your campaign literature of having helped STOP these hugely unpopular toll lanes, than having to worry about hit pieces linking you to them.

Finally, if Alternative 3 proceeds, there will be lawsuits, and it will not stand up in Court. Lawyers are already lining up on the side of the cities and citizens who will challenge this perversion of Measure M and democracy. It might be better for all concerned (except the lawyers) just to avoid all that.

We've already seen, on several occasions, OCTA staff shift their arguments and strategies, each time they hear from us and like-minded citizens. There's no time to go into their deceptive record here, as they attempt to sell us this bill of goods. Let's all keep an eye on how they shift arguments in the weeks to come; we're ready for it.

Thank you for your time, and we hope to have you on our side, publicly, in opposition to 405 Toll Lanes! Please write back with any thoughts or concerns." 1

CR Action Taken: N/A

Thank you
Customer Relations

PC-UN13

From: MIKELA55@aol.com
Sent: Wednesday, June 20, 2012 7:49 AM
To: Parsons, 405.dedcomments
Subject: (no subject)

Enough already!! Put the money into mass transit!!! 1

PC-UN14

From: neostrap@aol.com
Sent: Friday, June 22, 2012 11:31 AM
To: Parsons, 405.dedcomments
Subject: NOOOOOOOOOO! on Freeway extension.....!!!!! 1

PC-UN15

From: USCOF85@aol.com
Sent: Tuesday, June 26, 2012 2:31 PM
To: Parsons, 405.dedcomments
Subject: 405

I have lived in Rossmoor over 30 years. I would like to see one additional lane each way. NO on the toll road. 1

PC-UN16

From: Hello [investwithcashflow@gmail.com]
Sent: Tuesday, July 17, 2012 6:14 PM
To: Parsons, 405.dedcomments
Subject: Do what the I405 driving public wants, its our taxpayer money

Thank you for writing the environmental document. I have reviewed the document and I want the NO Build Alternative. The build alternatives are not fiscally sound. The document says that the bridges/overpasses are any where between 40 and 60 years old. This project would rebuild them. Problem: If this project is going to rebuild them, they should be rebuilt with multi proposes, like a metro rail down the middle of the 405 in other future projects like the Metro down the middle like the 105 freeway in LA. Is the intent of Measure M money really intended to be wasteful? 1

Today's transportation needs can not be limited to just vehicle use, it needs to be "Smart Motive Transportation/HYBRID Transportation as used in other areas, like LA.

If this project would consider putting light rail/metro down the center of the 405, there would no additional right-of-way, meaning people wouldn't be losing their own personal property, in fact, who own property near metro type facilities increase their property value vs individuals who are next to fwys, additionally, it would be healthier for the population, as well as, studies have shown that the next generations are using other modes of transportation, and car sales are down. 2

This project is in the BILLIONS, and the document says that over 300,000 drive the 405 on a daily basis, but if you ask the average user about this project they don't know about it. They say what number is it on the local Ballot? 3

OCTA should be given a cap on the amount of taxpayer money OCTA they can direct for projects. The public should vote on anything project that is above that amount. Why has several billion dollars of Measure M money been hidden in the environmental process? Why is this project not put on the local ballot for the OC public to really see? The current system is faulty and I want to know where my tax dollars are being spent. This is just like the Red light Cameras/Red light photo project where it is going to cost the public a Ton of money and then after several years of trying they will give up on it because it is costing too much money. Currently, there are numerous lawsuits against HOT Lane projects like this across the nation because they are not effective, they waste the taxpayer's money, and they are favor a select few. 4

Another issue is OCTA only provided 1 TOTAL cost for each alternatives of the project. How is that accountability? Where is the Transparency? I want accountability/transparency from OCTA on all projects. 5

PC-UN16 Continued

OCTA should not able to decide on a project that they economically benefit from, it's a conflict of interest. OC has already filed bankruptcy in the past because of poor money management; this project has appears to have poor management on it. Yes, it creates jobs, but jobs for a chosen few. Look at OCTA directors salaries, what 300,000 to 400,000 a year. How much money from this project is going directly to them? How can we as the public allow this? 5

A) It will TAKE AWAY an EXISTING already paid for HOV lane to the public, especially for poor people, tourists, and motorcyclist. 6

B) It will INCREASE weaving/crazy driving because people will be trying to rush from one side of the fwy to the other side of the fwy to get in or out of the Toll Road. There are only 4 (FOUR) exit and entrance points. More importantly, this is in direct conflict with OCTA's policies and practices of making the HOV lane a "continuous access" exit/entrance throughout all of Orange County freeways. 7

B) 1) Measure M money is currently being used to build the current West County Connector (405/605/22) because of weaving problems and accidents resulting from people crossing several lanes to exit or enter the diamond lane. This project will UNDO the WEST COUNTY CONNECTOR project. How can OCTA get away with that? This is outrageous, and OCTA has shown only their blatant disregard for the public interest and taxpayers money. 8

C) AND if the current diamond lane users who can't afford the toll road, will go back to the normal lanes, it means that it will increasing the normal lanes and we will have grid lock because of build alternative 3. 9

D) OCTA will economically benefit from this project, especially during this "current depression"; maybe this is loophole on how OCTA can get their hands on TAX Payer dollars without being held accountable? 10

E) Who/what agency monitors OCTA? OCTA repeatedly shows their motives and self-interest and nobody can tell them NO. OCTA should act in the public interest, not their interests. 11

F) How much taxpayer's money is OCTA allowed to waste and misuse? Is this going to be like the 1 Billion dollars spent on a light rail study in orange county, but OCTA did not laid down one track? 12

PC-UN17

From: Customer Relations
Sent: Tuesday, June 26, 2012
To: Christina Byrne
CC: 405.dedcomments.parsons@parsons.com 405
Subject: Comment Record # 305559

Christina Byrne; This is to notify you that the following comment has been received by Customer Relations. If you have access to C3, please enter your response. If not, email your response or questions to Customer Relations at CRmail@octa.net.

**** Your response to this matter is due by July 10, 2012****

Comment ID: 305559
Received Mode: E-mail
Received Date: 6/26/2012
Incident Date: 6/25/2012
Incident Time: N/A
Letter Writer: e-mail

Division: X Route: N/A Bus Number: N/A Bus Run: N/A Direction: N/A
Location/Dir/City/StopID: N/A
Operator's Name: Operator's Badge #: N/A
Operator Description: N/A

Comment Code/Desc: 2X12/I-405 Improvement Project

Customer's Comment: TEXT FROM EMAIL:
"What a huge waste of tax payer dollars this is. I am going to try to show your scam up for what it is... if this is the best solution you people can come up with then maybe we need to find a better board. WOW! All you need to do is look a Texas and see that this is where this is headed for... rich get to travel on fee roads paid for by tax payer dollars while the rest of the poor shmucks get NOTHING but a bill!
There's so much wrong with OCTA's plan it's hard to detail it all in a short space, but for me, it boils down to this: How can $600 million tax dollars committed by the voters (and paid by all) to reduce freeway congestion legally be redirected to build an exclusive four-lane toll road that benefits only those who can afford paying tolls to traverse the heart of Orange County?
It's literally highway robbery with the taxpayers as victims, and it's time to fight back." 1

CR Action Taken: N/A

Thank you
Customer Relations

PC-UN18

I-405 Improvement Project

Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (EIR/EIS). Comments must be received by Caltrans no later than July 17, 2012.

Name (First and Last):	
Organization:	
Address (Optional):	
Phone Number:	Email address:

Comments:

What about the trucks from the port? Can you consider putting them in a truck only lane (from the port to San Diego and back) 1

What about giving homeowners house filter, double pained windows etc. to filter our particulates? 2

(Space for comments continued on reverse)

Caltrans OCTA

PC-UN19

RECEIVED

JUL 16 2012

OCTA
CLERK OF THE BOARD

Ms. Molina, Reporter - This is regarding your article on today's Sunday July 15th, 2012 ORANGE COUNTY REGISTER on the OCTA SR- 22 ,I-405 improvements

With all due respect, your front page article today "Upgrades around the Bend" fails to lay out what the future transportation needs are for Orange County and the region.
Widening freeways while at the same time encroaching into communities and businesses is no longer the transportation solution for our region.

We know adding capacity to our freeways will assist in termporary traffic relieve. But with the continous population growth in Orange County and the region, the freeways
we widen and rebuild will be filled up in the years to come. According to the Southern California Association of Government projections, Orange County population is expected to grow 13% by 2020. In fact, SCAG projects that Riverside County alone will grow up to 30% by 2020. This, directly, will impact Orange County since many people in Riverside County commuter every day to work

We can not afford to keep widen our freeways. We must change the paradigm and begin to think of forward-thinking transit systems that carry thousands of people every day.
Imagine a transit system build in the middle of the I-405. Daily commuters would not only be able to work, sleep or talk on the phone while on the train, but also relax and minimize the tension from driving.

Ms. Molina, I ask you to begin the conversation in changing the way this County, the OCTA and our residents think about transportation. Los Angeles as we know it has given up on freeway improvements and is thinking more on integrated transit systems that are built to last for 100 years. I hope we can begin doing the same. Our freeways and communities are all built out. 1

Best,

RESPONSE TO PUBLIC COMMENTS (PC)-Unidentified (UN)

Response to Comment Letter PC-UN1

Comment PC-UN1-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

With respect to a potential bottleneck at the Los Angeles County line near the northern termination of the proposed improvements, please see Common Response – Traffic Flow at the Orange County/Los Angeles County Line. At the southern end of the proposed improvements, the proposed new lanes in Alternatives 1 and 2 would extend to the north existing lanes. In Alternative 3, the proposed new lanes would extend to the north one existing lane and provide an additional lane to the south directly connecting it to an existing lane on SR-73; Alternative 3 includes a lane reduction on the branch connectors at SR-73 that would be removed with implementation of the planned HOV lanes on SR-73. In the northbound direction, the lane reduction would relocate the lane reduction on the I-405 mainline at Harbor Boulevard to the branch connector.

Response to Comment Letter PC-UN2

Comment PC-UN2-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Please see Response to Comment PC-B20-1.

Response to Comment Letter PC-UN3

Comment PC-UN3-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Please see Response to Comment PC-B20-1.

Response to Comment Letter PC-UN4

Comment PC-UN4-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Please see Response to Comment PC-B20-1.

Response to Comment Letter PC-UN5

Comment PC-UN5-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Responses – Preferred Alternative Identification, Opposition to Tolling, and Measure M Funding.

Response to Comment Letter PC-UN6

Comment PC-UN6-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Responses – Preferred Alternative Identification and Opposition to Tolling.

Response to Comment Letter PC-UN7

Comment PC-UN7-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Responses – Preferred Alternative Identification and Opposition to Tolling.

Response to Comment Letter PC-UN8

Comment PC-UN8-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Alternatives M3, M9, M12, and M13 (see Section 2.2.7 and Figure 2-8), evaluated as part of the I-405 MIS (2003-2006), included light rail components similar to what you are recommending within your comment. These alternatives were not considered viable alternatives for further consideration because they do not fulfill the project purpose and are substantially more expensive than the build alternatives (see discussion of Alternatives M3, M9, M12, and M13 in Section 2.7). Please also see Common Response – Elimination of LRT and BRT Alternatives.

Response to Comment Letter PC-UN9

Comment PC-UN9-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Response to Comment Letter PC-UN10

Comment PC-UN10-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Comment PC-UN10-2

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Comment PC-UN10-3

With respect to a potential bottleneck at the Los Angeles County line, please see Common Response – Traffic Flow at the Orange County/Los Angeles County Line.

Comment PC-UN10-4

Please see Common Response – Preferred Alternative Identification.

Response to Comment Letter PC-UN11

Comment PC-UN11-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Responses – Preferred Alternative Identification and Opposition to Tolling.

Response to Comment Letter PC-UN12

Comment PC-UN12-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Responses – Preferred Alternative Identification, Opposition to Tolling, and Measure M Funding.

We acknowledge your opposition to tolling. The HOV lane incorporated into the Express Lanes will provide toll-free use to HOVs meeting the eligibility requirement. With regard to the proposed change in the occupancy requirement, please see Common Response – Opposition to Tolling.

All three build alternatives are being considered. Alternative 3 will be slightly slower than Alternative 2 based on the data presented in the Draft EIR/EIS in Table 3.1.6-6. Please see also Tables 3.1.6-4 through 3.1.6-8 and Tables 3.1.6-12 through 3.1.6-14 for comparisons of the build alternatives on metrics other than speed.

There are differences in the traffic assumptions used for the traffic operations analysis and the revenue estimate. The revenue estimate tends to be conservative to avoid overestimating potential revenue. The traffic operations analysis attempts to evaluate worst-case environmental scenarios for air quality and other factors.

For a discussion of the toll lanes and Measure M Funding, please see Common Responses – Opposition to Tolling and Measure M Funding. Funding for the additional cost of Alternative 3 compared to Alternative 1 would be exclusively from toll revenues, as shown in Table 1-10 on page 1-18 of the Final EIR/EIS.

Excess toll revenues (i.e., net revenues after all operating, capital, debt service, and other expenditures) from the Express Lanes in Alternative 3 would be available for OCTA to expend on transportation improvements in the I-405 corridor consistent with provisions of the California Streets and Highways Code Section 143 (j)(1). If Alternative 3 becomes the Preferred Alternative, the OCTA Board would adopt a policy regarding the use of net revenues.

Response to Comment Letter PC-UN13

Comment PC-UN13-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please also see Response to Comment PC-UN8-1.

Response to Comment Letter PC-UN14

Comment PC-UN14-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-UN15

Comment PC-UN15-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Responses – Preferred Alternative Identification and Opposition to Tolling.

Response to Comment Letter PC-UN16

Comment PC-UN16-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please also see Response to Comment PC-UN8-1. Please see Common Response – Measure M Funding.

Comment PC-UN16-2

As described in Chapter 2 of the Final EIR/EIS, a modified version of Alternative 3 was identified as the Preferred Alternative. As discussed in Section 2.2.7, various alternatives were evaluated containing mass transit, but they were not considered viable. Please also see Response to Comment PC-UN8-1. Please see Common Responses – Identification of Preferred Alternative and Opposition to Tolling.

Comment PC-UN16-3

As described in Chapter 5 of the Final EIR/EIS, public notice for this project included mail notification; public outreach to community groups, businesses, and cities; and notification via newspaper advertisements (i.e., English, Spanish, and Vietnamese), e-mail notifications, and various local media (i.e., television and print stories). Public notice for the project has exceeded all legal requirements.

Comment PC-UN16-4

The project will be funded by Measure M Funding, which allocated money for the proposed project (Project K). In addition to funding transportation projects, a minimum of 5 percent of the M2 Freeway Program budget will be available, subject to a master agreement, to provide comprehensive, rather than project-by-project, mitigation of the environmental impacts of freeway improvements. This freeway program is formally called the Mitigation and Resource Projection Program and is a formal and public part of M2. Please see Common Response – Measure M Funding.

Comment PC-UN16-5

A more detailed cost breakdown can be reviewed in Appendix J – Project Cost Estimate of the Project Report.

The Express Lanes proposed for Alternative 3 differ from traditional toll roads in that the priority for setting toll rates is to ensure that traffic throughput is optimized, not just to collect revenue. In addition to providing project funding, express lanes can produce “net revenues” in excess of those needed to repay construction bonds or operate or maintain the facility. Net revenues can then be used to make additional mobility improvements, generally within the same travel corridor.

Existing law allows toll revenue to be used for operations, maintenance, indebtedness, improvements to the project, and improving public transportation in and near the project limits. The use of the net toll revenues would be subject to authorizing legislation and OCTA Board of Directors (Board) policy. For example, future legislation and policy could allow:

- Additional M2 freeway investments
- Capacity, operational, and service improvements in the I-405 corridor, including transit services that utilize the Express Lanes
- Extensions and/or connections to the I-405 Express Lanes that contribute to its use and effectiveness
- Other mobility investments that serve the same travel markets as the I-405 corridor, which might include arterial improvements and local or regional transit services and connections

Comment PC-UN16-6

Alternatives 1 and 2 would retain the HOV lanes constructed as part of the WCC Project in their current configuration. The HOV lane incorporated into the Express Lanes in Alternative 3 will provide toll-free use to HOVs meeting the eligibility requirement and motorcycles. With regard to a proposed change in the occupancy requirement, please see Common Response – Opposition to Tolling. License plate tolling would allow tourists to use the Express Lanes.

Comment PC-UN16-7

The Alternative 3 Express Lane access points at both the Warner Avenue/Magnolia Street interchanges and the Bolsa Avenue/Goldenwest Street interchanges would be an improvement to existing conditions, where currently there are more HOV ingress/egress locations that allow for more weaving. In addition to more controlled access points, the access to and from the Bolsa Avenue/Goldenwest Street location provides additional safety features that involve a weaving lane between the Express Lanes and the GP lanes that would alleviate the sudden shifting of cars from access points.

Comment PC-UN16-8

Please see Response to Comment PC-UN16-6.

Comment PC-UN16-9

The HOV lane incorporated into the Express Lanes in Alternative 3 will provide toll-free use to HOVs meeting the eligibility requirement and motorcycles. With regard to a proposed change in the occupancy requirement, please see Common Response – Opposition to Tolling. License plate tolling would allow tourists to use the Express Lanes.

Slow-moving congested freeway lanes have lower and unstable throughput compared to uncongested lanes. During peak periods, the GP lanes on I-405 are forecast to be heavily congested with lower throughput (approximately 1,200 vehicles per lane per hour) than the Express Lanes, whose throughput will be managed to approximately 1,700 vehicles per lane per hour. For an explanation of how this management works, see the Draft EIR/EIS, page 2-20. By

providing more throughput per lane through management of the Express Lanes, traffic in the GP lanes would be reduced and congestion eased; for two conditions with the same total number of lanes and congested conditions, congestion in the GP lanes would be less if two of the lanes were managed to increase their throughput. See the rows of Table 3.1.6-14 labeled "Brookhurst Street to SR-22 East" for a comparison of the throughput of Alternatives 2 and 3 with the same total number of lanes.

Comment PC-UN16-10

Excess toll revenues (i.e., net revenues after all operating, capital, debt service, and other expenditures) from the Express Lanes in Alternative 3 would be available for OCTA to expend on transportation improvements in the I-405 corridor consistent with the provisions of the California Streets and Highways Code Section 143 (j)(1). If Alternative 3 is identified as the Preferred Alternative, the OCTA Board would adopt a policy regarding the use of net revenues. These revenues are not from taxes but from tolls.

Comment PC-UN16-11

OCTA is headed by a Board of Directors who are elected officials from local and County government in Orange County, as well as one public at-large member.

Comment PC-UN16-12

As described in Section 3.1.6 of the Draft EIR/EIS, the investment in any of the build alternatives will reduce corridor travel times and provide improved trip reliability. Additionally, for Alternative 3, any excess toll revenue would be used to further improve mobility within the project corridor, as discussed in Section 2.2.2 of the Draft EIR/EIS.

Response to Comment Letter PC-UN17

Comment PC-UN17-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Responses – Opposition to Tolling and Measure M Funding.

Response to Comment Letter PC-UN18

Comment PC-UN18-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred

Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Adding a truck lane does not meet the project's purpose and need. Please see Common Response – Compensation for Construction Impacts.

Comment PC-UN18-2

Please see Common Response – Compensation for Construction Impacts.

Response to Comment Letter PC-UN19

Comment PC-UN19-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

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PUBLIC HEARING COSTA MESA COMMENTS (PH-CM)

PH-CM1

I-405 Improvement Project
Public Hearing
Comment Sheet

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Meeting Venue (please check one of the following):

- [x] Monday, June 4, 2012 – Orange Coast Community College
- [ ] Thursday, June 7, 2012 – Rush Park Auditorium
- [ ] Wednesday, June 6, 2012 – Westminster Community Center
- [ ] Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Patricia Carlson
Organization:
Address (Optional): 1375 Colgate Drive CM 92626
Phone Number:
Email address:

Comments: Carpool lanes and toll lanes are very controversial. I think all the lanes should be available to all the people all the time. I've been on the 91 Freeway and seen congestion on open lanes while the express lanes are nearly empty. * over

California is broke. The money requested from M2 did not materialize - see your #17 on FAQ's - I do not wish to pay more taxes. This is the wrong project for the wrong time. It will not do anything to help the residents of Costa Mesa

(Space for comments continued on reverse)

1

2

PH-CM1 Continued

Carpool lanes could be operational at specified times of the day, perhaps 6:00 – 9:00 AM and 4:00 to 6:00 PM. and then left open the rest of the time.

3

Please use another sheet if you need more space for your comments.

To submit completed response sheets, please return to staff member, place in the comment box or mail by July 2, 2012 to:
Ms. Smita Deshpande
Branch Chief – Caltrans District 12
"Attn: 405 DEIR-DEIS Comment Period"
2201 Dupont Drive, Suite 200
Irvine, CA 92612

Responses may also be emailed to:
405.deicomments.parsons@parsons.com

For more information on the I-405 Improvement Project, please contact:
Christina Byrne, Outreach Manager
(714) 560-5717
www.octa.net/405Improvement
www.facebook.com/405Improvement

PH-CM2

I-405 Improvement Project
Public Hearing

Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.

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- [ ] Wednesday, June 6, 2012 – Westminster Community Center
- [ ] Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Tim Chervenak
Organization:
Address (Optional): 1048 Concord ST CM
Phone Number: 714-966 6593
Email address: Tchervenak@sbcglobal.net

Comments: Option 2 makes sense
No option 3 – not enough benefit,
Too disruptive,
– dont use our Tax dollars
To build Toll lanes That
you will charge me To use

1

(Space for comments continued on reverse)

Caltrans OCTA

PH-CM3

I-405 Improvement Project
Public Hearing

Comment Sheet

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Name (First and Last): Clayton
Organization:
Address (Optional):
Phone Number:
Email address:

Comments: No on Alt. 3
My grandson got sinus infections
from construction to the point of
getting surgery. who takes care
of that cost, and the rest of his
life he had to take steroids.

1

(Space for comments continued on reverse)

Caltrans OCTA

PH-CM4

I-405 Improvement Project
Public Hearing
Comment Sheet

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Name (First and Last): Elaine (Dethlefsen)
Organization:
Address (Optional): Costa Mesa, CA 92626
Phone Number:
Email address:

Comments: The whole project, Option 1,2,3 should be dropped. The state does not have the money!! I am tired of paying taxes (State & Federal) that ruin the city.
I can drive the 405 in 18 mins when on a bad day

1

(Space for comments continued on reverse)

PH-CM5

I-405 Improvement Project
Public Hearing
Comment Sheet

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Name (First and Last): John Feeney
Organization:
Address (Optional): 1154 Dorset Lane Costa Mesa, CA 92626
Phone Number: 714-559-1655
Email address: JJWFFesbcglobal.net

Comments: You people are going to trash our Mesa North neighborhood and the only reason is money. You have absolutely no respect for the people who live in the north part of Costa Mesa. OCTA and the sissies on the OCTA Board are a plague in our city. Not letting us speak at this meeting indicates a dictatorship!

1

(Space for comments continued on reverse)

John Feeney

PH-CM6

I-405 Improvement Project
Public Hearing

Comment Sheet

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- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Kelly Gillis

Organization:

Address (Optional):

Phone Number:

Email address: kellyd.gillis@gmail.com

Comments: Please put the local interchange exhibits online. 1

(Space for comments continued on reverse)

PH-CM7

I-405 Improvement Project
Public Hearing

Comment Sheet

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- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Charlotte Graham

Organization: n/a

Address (Optional): 1140 Corona Lane, C.M.

Phone Number:

Email address:

Comments: As an employee of the LA Co. Fire Dept. and an owner of rental property in the San Fernando Valley - I am intimately aware of the immense traffic issues along the entire 405 corridor. Our traffic along the OC portion of the 405, South of Long Beach, pales in comparison to the LB/South Bay/Westside/& Valley portions. Nevertheless, I am completely in favor of any and all potential improvements to the 405 in the OC. I voted YES on Measure M twice - and want additional lanes! However - I do not support Alternative 3 for the current project. → 1

(Space for comments continued on reverse)

PH-CM7 Continued

Alt. 3 provides additional HOV lanes (and income-generation) which will benefit far fewer commuters on the daily drive and mostly help travelling commuters passing through. I use the 405 almost daily, as does my husband, but we rarely get to use the carpool lane. Lets face it - we californians love our cars! and we don't carpool. 1

Any improvements to the 405 should benefit the maximum amount of commuters, not just those carpooling or who can afford to pay to commute "traffic-free".

Please use another sheet if you need more space for your comments.

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

Responses may also be emailed to:
405.dedcomments.parsons@parsons.com

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(714) 560-5717
www.octa.net/405Improvement
www.facebook.com/405Improvement

PH-CM8

I-405 Improvement Project Public Hearing

Comment Sheet

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Name (First and Last): Sheila Koff
Organization:
Address (Optional):
Phone Number: 949.675.3955
Email address: Sheilakoff@gmail.com

Comments: Why is there never an option ~~or~~ voice for "SLOW GROWTH"? Silent Politicians sat among us tonight as "go-fers" for developers who keep building outward. We need to say NO-MORE! Or else Grid-lock ~~is~~ will continue to be our grief, America's answer to SLOW-GROWTH. 1

Somehow those "Hit twice" by next stage construction should be financially assisted -- at least -- for their suffering!

(Space for comments continued on reverse)

PH-CM9

I-405 Improvement Project
Public Hearing
Comment Sheet

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- [ ] Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Wendy Leece, Councilwoman
Organization: City of Costa Mesa
Address (Optional): 1804 Capetown CM 92627
Phone Number:
Email address:

Comments: This is an expensive venture when the State is broke Costa Mesa residents are speaking LOUDLY — They do not Want this intrusion — 1

(Space for comments continued on reverse)

PH-CM10

I-405 Improvement Project
Public Hearing
Comment Sheet

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- [ ] Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Kim Muller
Organization:
Address (Optional):
Phone Number:
Email address:

Comments: NO Alternative 3, NO "Lexus" Lane – It is Not an alternative I will be active in Voting OUT any OCTA Board member that votes for Alternative 3 we as voters do not vote for Class differation Lexus Toll versus common citizens 1

(Space for comments continued on reverse)

PH-CM11

I-405 Improvement Project
Public Hearing
Comment Sheet

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Name (First and Last): MARK POWERS
Organization:
Address (Optional):
Phone Number:
Email address: markpowers80@gmail.com

Comments: Turning one HOV lane into two Express lanes will result in ZERO HOV lanes, like the 91 freeway. While the transit signage suggests that 3+ occupant vehicles can use the 91 Express lanes, I am afraid to get a ticket BECAUSE THE SITUATION IS NOT CLEAR. I believe the same will happen to I-405. 1

I OPPOSE ALTERNATIVE 3! 2

(Space for comments continued on reverse)

Caltrans OCTA

PH-CM12

I-405 Improvement Project
Public Hearing
Comment Sheet

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Meeting Venue (please check one of the following):

- [x] Monday, June 4, 2012 – Orange Coast Community College
- [ ] Thursday, June 7, 2012 – Rush Park Auditorium
- [ ] Wednesday, June 6, 2012 – Westminster Community Center
- [ ] Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Beth Refakes
Organization:
Address (Optional):
Phone Number:
Email address:

Comments: Under Alternative 3 – The negative impact on businesses located in Costa Mesa due to a lack of entrances & exits of toll lanes. In addition, drivers will be required to take ~~so~~ routes that are indirect resulting in increased travel time which may result in not shopping in Costa Mesa. 1 2

Alternative 3 has no benefit to Costa Mesa residents. $400 million to save 1 minute in GP lanes is not an effective use of tax payer dollars. 3

(Space for comments continued on reverse)

Caltrans OCTA

PH-CM13

I-405 Improvement Project
Public Hearing

Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.

Meeting Venue (please check one of the following):

- [x] Monday, June 4, 2012 – Orange Coast Community College
- [ ] Thursday, June 7, 2012 – Rush Park Auditorium
- [ ] Wednesday, June 6, 2012 – Westminster Community Center
- [ ] Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Gay Gensor Sandoval
Organization: none
Address (Optional):
Phone Number:
Email address: ggsesg@gmail.com

Comments: I prefer Alternative 2. It provides the best way to move the general public without penalizing those who can't afford the tolls. 1

(Space for comments continued on reverse)

PH-CM14

I-405 Improvement Project
Public Hearing

Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.

Meeting Venue (please check one of the following):

- [x] Monday, June 4, 2012 – Orange Coast Community College
- [ ] Thursday, June 7, 2012 – Rush Park Auditorium
- [ ] Wednesday, June 6, 2012 – Westminster Community Center
- [ ] Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Diane L. Stacey
Organization:
Address (Optional): 777 Cheyenne St Costa Mesa CA. 92626
Phone Number:
Email address:

Comments: ~~This could not get~~ I really don't know how you could do this again - leave us alone - leave the Fairview Bridge also alone - 1
You say this is coming from Measure M - I know it is coming from higher taxes - Thanks to Jerry Brown and all of you people who don't have anything else to do - but mess all of our lives up. 2

(Space for comments continued on reverse)

PH-CM15

I-405 Improvement Project
Public Hearing
Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.

Meeting Venue (please check one of the following):

- ☐ Monday, June 4, 2012 – Orange Coast Community College
- ☐ Wednesday, June 6, 2012 – Westminster Community Center
- ☐ Thursday, June 7, 2012 – Rush Park Auditorium
- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): ARTHUR VANDERREE	
Organization:	
Address (Optional): 3075 LORETO LN, COSTA MESA	
Phone Number: (714) 357-2299	Email address: AVREEV@CAI.TS.COM

Comments: WHY BUILD THE BRIDGE AT FAIRVIEW, DISRUPT TRAFFIC FLOW FOR SEVERAL YEARS, JUST TO RIP IT APART, AND START OVER AGAIN? THE STATE IS BROKE. WHY SPEND MONEY WE DON'T HAVE? RETIRED PEOPLE ON A FIXED INCOME ARE GOING TO HAVE A DIFFICULT TIME PAYING THE TOLL. NO MATTER WHAT ANYONE SAYS THIS PROJECT IS GOING TO BE RAMMED DOWN OUR THROATS.

AT WHAT POINT WILL THE OCTA AND CALTRANS START TO REBUILD THE FREEWAYS AFTER THE PROPOSED TRANSITION IS FINISHED. AS A CONCERNED HOMEOWNER AND TAXPAYER THIS IS

(Space for comments continued on reverse)

1

2

3

PH-CM15 Continued

JUST A STOP GAP IN THE GRAND SCHEME OF BUILDING.

I'VE LIVED IN ORANGE COUNTY FOR 56 YRS, AND I'VE WATCHED THE FREEWAY SYSTEM GROW. WHATEVER IS DONE WILL BE OBSOLETE BY THE TIME IT IS FINISHED.

STAY OUT OF COSTA MESA!

3

4

Please use another sheet if you need more space for your comments.

To submit completed response sheets, please return to staff member, place in the comment box or mail by July 2, 2012 to:
Ms. Smita Deshpande
Branch Chief – Caltrans District 12
"Attn: 405 DEIR-DEIS Comment Period"
2201 Dupont Drive, Suite 200
Irvine, CA 92612

Responses may also be emailed to:
405.dedcomments.parsons@parsons.com

For more information on the I-405 Improvement Project, please contact:
Christina Byrne, Outreach Manager
(714) 560-5717
www.octa.net/405Improvement
www.facebook.com/405Improvement

I-405 IMPROVEMENT PROJECT
PUBLIC HEARING

Public hearing taken at 2701 Fairview Road, Student Center, Costa Mesa, California, commencing at 6:00 p.m., Monday, June 4, 2012, before MICHELLE WADE, Certified Shorthand Reporter No. 12861.

Job No. 146734
Pages 1 - 54

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866 299-5127

PH-CM16, PH-CM17, and PH-CM18

for your time.

(Individual comments).

MRS. CAROL LA ROCK: Peter and Carol, C-a-r-o-l, La Rock. La Rock, L-a, space, capital R-o-c-k. We're Costa Mesa residents. We live right off of Fairview and South Coast Drive. We use Fairview all the time to go back and forth and I do not want Fairview bridge --

MR. PETER LA ROCK: And we have Fast Track, but to access the 55, we have to go to Harbor in order to access the 55 to go over for the --

MRS. CAROL LA ROCK: To the carpool lane.

MR. PETER LA ROCK: -- to the carpool. You can't get it from Fairview.

MRS. CAROL LA ROCK: Anyway, we don't want the Fairview bridge torn down, repaired, added to. We don't want it, so we don't want alternative 3. Out of the question. 1

MR. PETER LA ROCK: Portions of 3 could go, but it's like portions going to be -- I don't believe, submitted as a portion. 1

MS. DEBBIE HULTS: Debbie, D-e-b-b-i-e, Hults, H-u-l-t-s. 3137 Boston Way, Costa Mesa. We don't want alternative 3. Doesn't seem to be a good plan. The traffic bottlenecks up further past the Santa Ana freeway. The freeway could be widened up there. We've 1

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PH-CM18 Continued

already been through some correction and widening the freeway in Costa Mesa and widening the Fairview bridge. **1**

The construction was done right behind my house. There was pile driving during the day. I'm sure that I have foundation cracks in my home because of the pile driving. There was a lot of dust and dirt. I wasn't able to open my windows. It was hot and uncomfortable. I do have double-paned windows, but it doesn't help with the noise and I have suffered health problems since then. I have cancer. I can't go through those health issues again. **2**

The cost of replacing the Fairview bridge is now -- if they do alternative 3, will be wasted. Some of the other people made good points. And, well -- and there's no -- according to their document here, there's no -- this is incorrect information on the mobility of the alternative because it's not going to take me 13 minutes, express, because there's no off-ramp in Costa Mesa. I would have to go to Magnolia and Warner. I go in Fountain Valley and double back to my house. This 13 minutes, I'm going to assume, is more like 30 minutes, so there's no benefit for Costa Mesa for alternative 3. **3**

He said, when he was talking, it's going to be similar to the 91. I got this information from the National Motorist Association president, an article by James Baxter. It was in the Wisconsin State Journal. **4**

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PH-CM18 Continued

When -- on the 91, when it clogs in the model -- the contract for the 91 Express Lanes prevented expansion of freeway lanes. As a result, congestion got so bad that in April 2002 the Orange County Transportation Authority paid 207.5 million to buy out the toll lanes that originally cost just 139 to build. So we don't want the same model as he mentioned as the 91. **4**

He also said "funds from other sources," so what are the other sources? He didn't say that. And then, also, as far as paying for the -- to go on the highway, like one woman said, it's an extra tax. And we already pay -- I do have something. I think it's at least 26 cents a gallon extra tax money in gasoline. So we already pay a high cost for our roads from taxes of gasoline. The toll road is -- it isn't competing with similar services. The highway users do not have viable alternatives to buy highway for all practical purposes. There are no other sellers competing for the motorist's business and realistic alternatives don't exist. **5**

As far as the environmental impact, the dust, dirt and noise was terrible. They will have to -- if they pick alternative 3, they have to improve the houses that -- I have elderly neighbors. I have neighbors with medical conditions. I have neighbors with small children and we just can't go through it again. We went through **6**

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PH-CM18 Continued and PH-CM19

it three years ago. All right.

MS. ANNA REAGAN: Anna Reagan. A-n-n-a, R-e-a-g-a-n. 678 West 19th Street, Costa Mesa, 92627 at Bethel Towers on 19th. Been there ten years, but I'm a native. I was born in Los Angeles, but I have lots of friends and relatives throughout here and everything, and what they're talking about -- wait. In essence what I'm saying is what has been printed up is they want it to be like a throughway like the 91 Freeway. Some of my kids and friends have -- have those transponders for the 91 -- listen to this -- and they have to spend time -- lose time at work because of transponder says -- takes a picture and says you have to -- you have to pay a fine. You didn't -- you're not up-to-date on it. Well, they did pay it on time. And I have kids in Dallas who have HOV lanes and they had the same problem. Those things are defective. They don't always -- they're taking pictures of valid transponders, but they're saying they're not valid and that is a problem. And you have working people -- all my kids, my friends, like her, she's my friend, working people have to take time out to go meet and tell them, "Oh, sorry. We made a mistake." That is not a workable thing. I don't like those transponders.

And, for one thing, those transponders were

1

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PH-CM19 Continued

jerked out by the terrorist at 911 and I have a son-in-law who works for American Airlines in Dallas and my daughter called me and she said, "Mom, mom. Mike can't find two of his planes." And I said, "Val, put on the TV." And she and I cried and we prayed. So the transponders were taken out. And people steel transpondors. In this day and age, are you kidding? They steel anything. And so I don't like the HOV lanes. If you look at the 91, not very many people take it. And what the guy said tonight, that's true, they go from one end to the other. We don't have that situation here with our 405. You know, people go -- I have friends all over. I go to Segerstrom Center. I go to South Coast Plaza. I go to Vons. I don't need a bullet train. I don't need a bullet freeway -- bullet-train freeway and that's what they're trying to make of this, where people from Newport Beach can go all the way through.

Here, in Costa Mesa, we're going different places. We need all of our off-ramps -- our on- and off-ramps just the way they are. And, as far as HOV, lanes, I don't see that that's going to help. Maybe carpool lanes work and that's about it and still they're not filled up. You can have ten carpool lanes and people won't take them. That's not the way Southern Californians are. People who are dreaming up these

1

2

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PH-CM19 Continued

things are from other states. They have a different mentality or they live elsewhere, that they don't know how we live here in this area.

And so I think that they should not do anything for Costa Mesa area, the 73 and coming through the Costa Mesa area. I think they should do it all north from -- I think it's Magnolia or Warner somewhere -- and north to the 605. They need changes over there. So -- but it's just interesting that people want to make jobs. They want to get money for their organization they work for. And I think that's not a good reason to change it, because they need more money for their organization. **2**

So think about us. We don't want Costa Mesa -- we don't want Costa Mesa to lose the business, you know. And just like on -- off of Harbor Boulevard, I'm telling my daughter back East, I said, "Hey, you can go to In-N-Out Burger. You can go to 5 Guys on Harbor or you can go to Sonic Burgers." So all those new places just built. What's going to happen to them? And it's going to be terrible. We're going to lose a lot of business in Costa Mesa. And that's it. I think we shouldn't do the changes in Costa Mesa. We like things just the way it is. **3**

(TIME NOTED: 8:30 p.m.)

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I, the undersigned, a Certified Shorthand Reporter of the State of California, do hereby certify:

That the foregoing proceedings were taken before me at the time and place herein set forth; that a verbatim record of the proceedings was made by me using machine shorthand which was thereafter transcribed under my direction; further, that the foregoing is an accurate transcription thereof.

IN WITNESS WHEREOF, I have this date subscribed my name.

Dated: 6/14/12

MICHELLE WADE
CSR No. 12861

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RESPONSE TO PUBLIC HEARING COSTA MESA COMMENTS (PH-CM)

Response to Comment Letter PH-CM1

Comment PH-CM1-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

We acknowledge the opposition to tolling. The SR-91 Express Lanes are considered successful traffic management. They do not eliminate congestion in the GP lanes; they provide an option to that congestion to motorists willing to pay a toll. The tolls are set at the rates necessary to maintain high-speed operations. For an explanation of how this management works, see the Draft EIR/EIS, page 2-20. For additional information, please see Common Response – Opposition to Tolling.

Comment PH-CM1-2

Renewed Measure M was passed by the voters of Orange County, and the proposed project was included in that measure. For additional information, please see Common Response – Measure M Funding.

All of the build alternatives are anticipated to reduce congestion in the I-405 corridor; none are expected to eliminate congestion in the corridor, including the portion of the corridor in Costa Mesa, as shown in Draft EIR/EIS Tables 3.1.6-4, 3.1.6-5, 3.1.6-12, and 3.1.6-13. The benefits to congestion vary among the build alternatives. The benefits to congestion of the build alternatives are summarized in the Draft EIR/EIS in Tables 3.1.6-4 through 3.1.6-8 and Tables 3.1.6-12 through 3.1.6-14.

Only Alternative 3 would require replacement of the Fairview Road Overcrossing. Caltrans/OCTA have considered design options to avoid replacement of the Fairview Road Overcrossing under Alternative 3. Please see Common Response – Replacement of Fairview Road Overcrossing/Truncation of Tolled Express Lanes.

Comment PH-CM1-3

Part-time operation of HOV lanes is not part of the proposed project. Implementation of part-time HOV lanes would require a countywide or regionwide decision for consistency of driver expectation.

Response to Comment Letter PH-CM2

Comment PH-CM2-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Response to Comment Letter PH-CM3

Comment PH-CM3-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Compensation for Construction Impacts.

Response to Comment Letter PH-CM4

Comment PH-CM4-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Response to Comment Letter PH-CM5

Comment PH-CM5-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Based on the recommendation of the PDT, Caltrans determined that the open forum hearing format was appropriate for this project. Open forum hearings are preferred to formal hearings, because they result in greater and more balanced input and are less likely to result in confrontational situations.

Response to Comment Letter PH-CM6

Comment PH-CM6-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

All exhibits used at the public hearings, including those showing the proposed improvements to local interchanges, were available during the public review period on OCTA's Web site at the following address: www.octa.net/405improvement. In addition, EIR/EIS Appendix P, Project Plans, which includes the proposed improvements to local interchanges, was available during the public review period on Caltrans' Web site at the following address: www.dot.ca.gov/dist12/405/index.htm.

Response to Comment Letter PH-CM7

Comment PH-CM7-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Response to Comment Letter PH-CM8

Comment PH-CM8-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Compensation for Construction Impacts.

Response to Comment Letter PH-CM9

Comment PH-CM9-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in

your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Response to Comment Letter PH-CM10

Comment PH-CM10-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Response to Comment Letter PH-CM11

Comment PH-CM11-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

There are many HOVs with 3+ occupants that successfully use the SR-91 Express Lanes either free or at half price, depending on the time of day and day of the week.

Comment PH-CM11-2

Please see Common Response – Preferred Alternative Identification.

Response to Comment Letter PH-CM12

Comment PH-CM12-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review

Only Alternative 3 would require replacement of the Fairview Road Overcrossing. Caltrans/OCTA have considered design options to avoid replacement of the Fairview Road Overcrossing under Alternative 3. Please see Common Response – Replacement of Fairview Road Overcrossing/Truncation of Tolled Express Lanes.

Comment PH-CM12-2

Please see Response to Comment PH-CM12-1.

Comment PH-CM12-3

All of the build alternatives are anticipated to reduce congestion in the I-405 corridor; none are expected to eliminate congestion in the corridor, including the portion of the corridor in Costa Mesa, as shown in Draft EIR/EIS Tables 3.1.6-4, 3.1.6-5, 3.1.6-12, and 3.1.6-13. The benefits to congestion vary among the build alternatives. The benefits to congestion of the build alternatives are summarized in the Draft EIR/EIS in Tables 3.1.6-4 through 3.1.6-8 and Tables 3.1.6-12 through 3.1.6-14. Please see Common Response – Preferred Alternative Identification.

Response to Comment Letter PH-CM13

Comment PH-CM13-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Response to Comment Letter PH-CM14

Comment PH-CM14-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternative 3 would require replacement of the Fairview Road Overcrossing. Caltrans/OCTA have considered design options to avoid replacement of the Fairview Road Overcrossing under Alternative 3. Please see Common Response – Replacement of Fairview Road Overcrossing/Truncation of Tolled Express Lanes.

Comment PH-CM14-2

Renewed Measure M was passed by the voters of Orange County, and the proposed project was included in that measure. For additional information, please see Common Response – Measure M Funding.

Response to Comment Letter PH-CM15

Comment PH-CM15-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternative 3 would require replacement of the Fairview Road Overcrossing. Caltrans/OCTA have considered design options to avoid replacement of the Fairview Road Overcrossing under Alternative 3. Please see Common Response – Replacement of Fairview Road Overcrossing/Truncation of Tolled Express Lanes.

Comment PH-CM15-2

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Comment PH-CM15-3

As stated in the Draft EIR/EIS on page 2-26, construction is anticipated to start in 2015 and take a maximum of 54 months, depending on the build alternative.

Comment PH-CM15-4

Please see Response to Comment PH-CM15-2.

Response to Comment Letter PH-CM16

Comment PH-CM16-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternative 3 would require replacement of the Fairview Road Overcrossing. Caltrans/OCTA have considered design options to avoid replacement of the Fairview Road Overcrossing under Alternative 3. Please see Common Responses – Replacement of Fairview Road Overcrossing/Truncation of Tolled Express Lanes and Preferred Alternative Identification.

Response to Comment Letter PH-CM17

Comment PH-CM17-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Response to Comment Letter PH-CM18

Comment PH-CM18-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Comment PH-CM18-2

All reasonable and feasible noise abatement will be constructed, as described in Section 3.2.7 of the Final EIR/EIS and final Noise Abatement Decision Report. Air quality Measures AQ-1 through AQ-14, described in Section 3.2.6, will avoid and/or minimize all construction-related air quality effects. As described in Section 3.2.6, emissions will be reduced under all of the build alternatives compared to the future No Build Alternative, and no permanent adverse project-related air quality effects were identified. Please see Common Response – Health Risks, Air Quality, and Compensation for Construction Impacts.

Comment PH-CM18-3

Only Alternative 3 would require replacement of the Fairview Road Overcrossing. Caltrans/OCTA have considered design options to avoid replacement of the Fairview Road Overcrossing under Alternative 3. Please see Common Response – Replacement of Fairview Road Overcrossing/Truncation of Tolled Express Lanes.

Comment PH-CM18-4

We appreciate the comment, and it will be considered in development of the procurement method.

Comment PH-CM18-5

As described in Section 1.2.2.4 of the EIR/EIS, a large portion of the funding for the proposed project is included in Orange County's Renewed Measure M transportation sales tax initiative (countywide half-cent sales tax) funding program. Funding options to address the shortfall are currently under study. Table 1-10 shows the estimated costs and available funding for each of the build alternatives at this time. Each has a substantial funding shortfall compared to the forecast of available Measure M2 funding. Alternative 3, which includes tolled Express Lanes, would have additional funds from toll revenues. Additional funding could be sought from State, federal, and additional Measure M2 sources. Because of the tolling component of Alternative 3, there are additional options available to address the shortfall of Alternative 3 (e.g., a public private partnership and a TIFIA loan) that would not be available for Alternatives 1 and 2.

Comment PH-CM18-6

Please see Common Response – Compensation for Construction Impacts.

Response to Comment Letter PH-CM19

Comment PH-CM19-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Transponders do not take pictures. Motorists who fail to use a transponder as required on the Express Lanes would have pictures taken of their license plates to be used for collection of the toll and any charges associated with failure to pay the toll.

Comment PH-CM19-2

The SR-91 Express Lanes are considered successful traffic management. They do not eliminate congestion in the GP lanes; they provide an option to that congestion to motorists willing to pay a toll. The tolls are set at the rates necessary to maintain high-speed operations. For an explanation of how this management works, see the Draft EIR/EIS, page 2-20. For additional information, please see Common Response – Opposition to Tolling.

None of the existing ramps on I-405 in Costa Mesa would be removed by any of the build alternatives. No additional carpool lanes are proposed for Alternatives 1 and 2. Under Alternative 3, the existing HOV lane would be incorporated into the proposed tolled Express Lanes, and HOVs meeting the occupancy requirement will use the Express Lanes free.

The SR-91 Express Lanes are in Orange County, California.

All of the build alternatives are anticipated to reduce congestion in the I-405 corridor; none are expected to eliminate congestion in the corridor, including the portion of the corridor in Costa Mesa, as shown in Draft EIR/EIS Tables 3.1.6-4, 3.1.6-5, 3.1.6-12, and 3.1.6-13. The benefits to congestion vary among the build alternatives. The benefits to congestion of the build alternatives are summarized in the Draft EIR/EIS in Tables 3.1.6-4 through 3.1.6-8 and Tables 3.1.6-12 through 3.1.6-14.

Comment PH-CM19-3

Please see Common Response – Impacts to Businesses.

PUBLIC HEARING WESTMINSTER COMMENTS (PH-W)

PH-W1

I-405 Improvement Project
Public Hearing
Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.

Meeting Venue (please check one of the following):

- ☐ Monday, June 4, 2012 – Orange Coast Community College
- ☐ Thursday, June 7, 2012 – Rush Park Auditorium
- ☒ Wednesday, June 6, 2012 – Westminster Community Center
- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Barbara Delgleize
Organization: Realtor / HB Planning Commissioner
Address (Optional):
Phone Number: 714 421-0103
Email address: barbara@barbarasellsthebeachcom

Comments:
I thought Kevin presentation was excellent & please do whatever you can do Alternative #3 as soon as possible

1

(Space for comments continued on reverse)

PH-W2

I-405 Improvement Project
Public Hearing
Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.

Meeting Venue (please check one of the following):

- ☐ Monday, June 4, 2012 – Orange Coast Community College
- ☐ Thursday, June 7, 2012 – Rush Park Auditorium
- ☒ Wednesday, June 6, 2012 – Westminster Community Center
- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Marilyn Edgar
Organization: Home owner
Address (Optional): 15302 Vermont St Westminster
Phone Number: 714) 899-1080
Email address: N/A

Comments: I am under impression that the MUP is right behind my house (15302 Vermont St) and not behind the retaining wall 50' into the back of my property & 39' from the neighbors on other side of me. Please consider moving this MUP further south or near the park property and not behind my property. Thank you for considering this!! Bless!

1

(Space for comments continued on reverse)

PH-W3

I-405 Improvement Project
Public Hearing

Comment Sheet

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- ☐ Thursday, June 7, 2012 – Rush Park Auditorium
- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Marilyn Edgar
Organization: Home owner
Address (Optional): 15302 Vermont St Westminster
Phone Number: (714) 899-1080
Email address: N/A

Comments: I live on the freeway side of Vermont and will be impacted by no lanes of the freeway coming closer to my backyard!!! That's a downer! My taxes are paying for this construction/improvement, I will have to endure the noise, the ~~night~~ lights, the dust during construction (after the result of these improvements); the increased noise & pollution forever, and those are downers, and now you want me to pay extra to use the additional lanes that are being added and creating this chaos!

I vote for Alternative #1

I want no lanes to be toll lanes, no matter which alternative is chosen!!

And, I want a 24' sound wall.

(Space for comments continued on reverse)

1

2

3

PH-W3 Continued

Toll roads are for the rich!! But we all pay taxes. And in the short long run that is just unfair. ~~[illegible]~~ Toll roads are in the interest of government who gets $1 per [illegible] of roads, and bad ~~[illegible]~~ government who benefit from toll fees. They are not in the interest of providing more lanes for commuters!!

I would like to know which OCTA elected members are going for the "Express" (toll!!) lanes, so I can vote them out.

Thank you.

4

Please use another sheet if you need more space for your comments.

To submit completed response sheets, please return to staff member, place in the comment box or mail by July 2, 2012 to:
Ms. Smita Deshpande
Branch Chief – Caltrans District 12
"Attn: 405 DEIR-DEIS Comment Period"
2201 Dupont Drive, Suite 200
Irvine, CA 92612

Responses may also be emailed to:
405.dedcomments.parsons@parsons.com

For more information on the I-405 Improvement Project, please contact:
Christina Byrne, Outreach Manager
(714) 560-5717
www.octa.net/405improvement
www.facebook.com/405Improvement

PH-W4

I-405 Improvement Project
Public Hearing
Comment Sheet

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- ☒ Wednesday, June 6, 2012 – Westminster Community Center
- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Robin Marcario
Organization:
Address (Optional): 9721 Lampson Avenue Garden Grove, CA 92841
Phone Number: 714-534-1428
Email address: robinmarcario@hotmail.com

Comments: Please consider a 4th option which gives us one General Purpose lane added and another carpool lane (no toll). This option would increase traffic flow for both general purposes and carpool lanes. It would enable continuous access to the car pool lanes. Please consider 1 additional general purpose and an additional carpool lane (no toll). 1

In the absence of the 4th option I would prefer option #2 two general purpose lanes. 2

(Space for comments continued on reverse)

Caltrans OCTA

PH-W5

I-405 Improvement Project
Public Hearing
Comment Sheet

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- ☐ Wednesday, June 6, 2012 – Westminster Community Center
- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Joe Monroe
Organization:
Address (Optional):
Phone Number:
Email address:

Comments: I have paid for the freeway expansion + will continue to pay for many years through Measure M taxes DO NOT make me pay for using these TOLL roads every day. 1

NO TOLL ROADS

(Space for comments continued on reverse)

Caltrans OCTA

PH-W6

I-405 Improvement Project
Public Hearing
Comment Sheet

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- ☐ Thursday, June 7, 2012 – Rush Park Auditorium
- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): William Plumlee
Organization:
Address (Optional): 5292 Auburn Cir Westminster 92683
Phone Number: 562-252-9681
Email address: wplumlee@nyclb.com

Comments: It is obvious that OCTA does not plan to compensate us for our loss in property value. Does the state really want more people to default on their loans? I'm sure the politicians do not!!! 1

(Space for comments continued on reverse)

PH-W7

I-405 Improvement Project
Public Hearing
Comment Sheet

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- ☐ Thursday, June 7, 2012 – Rush Park Auditorium
- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): LaVon Plumlee
Organization:
Address (Optional): 5292 Auburn Cir Westminster CA 92683
Phone Number: 562-252-9681
Email address: lavon@nyclb.com

Comments: We've replaced our windows & doors with higher sound dampening. What do we do now? 1

I'm also concerned about my family's health!!! This is the worst plan ever! It does not address the problem & makes it even worse. Really pissed me off!!! LaVon Plumlee 2

(Space for comments continued on reverse)

PH-W8

I-405 Improvement Project
Public Hearing
Comment Sheet

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- ☐ Monday, June 4, 2012 – Orange Coast Community College
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- ☐ Thursday, June 7, 2012 – Rush Park Auditorium
- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Kim Powers
Organization:
Address (Optional): 6322 Heil Ave H.B. 92647
Phone Number: 714-840-8241
Email address: KMoller@marinavikings.org

Alt 1 or 2 only

Comments: No on 3 – no continuous access – Catering to rich, the average taxpayer cannot afford "express lanes". This alternative seems to only be a means for those in South County to get to Long Beach. I feel the presentation showed favoritism towards alt 3. No one wants "Texas" Lanes. ~~Be~~ ~~Lets~~ ~~Ea~~

1

(Space for comments continued on reverse)

Caltrans OCTA

PH-W9

I-405 Improvement Project
Public Hearing
Comment Sheet

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- ☐ Thursday, June 7, 2012 – Rush Park Auditorium
- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Kelly Powers
Organization:
Address (Optional): 6173 Stonebridge Ave.
Phone Number: 714 392 2929
Email address: pawuskkb@yahoo.com

Comments: Alternative 1 or 2 Only
I have been to 2 meetings now and Nobody wants the toll road. I can only determine that the only people that want the toll road is the government to have more money to work with.
Nobody but the rich wants the Lexus lanes.

1

(Space for comments continued on reverse)

Caltrans OCTA

PH-W10

I-405 Improvement Project
Public Hearing
Comment Sheet

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- [ ] Monday, June 4, 2012 – Orange Coast Community College
- [x] Wednesday, June 6, 2012 – Westminster Community Center
- [ ] Thursday, June 7, 2012 – Rush Park Auditorium
- [ ] Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): CRAIG SANDBERG
Organization: VP of HOA in ROSSMOOR
Address (Optional): 12200 MONTECITO ROAD 301B, SEAL BEACH, CA 90740
Phone Number: (562) 594-6150
Email address: BIGRACCOON1@VERIZON.NET

Comments: PLEASE BUILD ALT #2 WITH EXISTING ONE CARPOOL LANE + 2 GP LANES ADDED. 1
WORST is ALT 3 with TOLL ROAD. FREEWAYS SHOULD BE FREE. NO TOLL ROAD LANES!!! BEFORE A toll ROAD BE considered A vote SHOULD BE TAKEN ON A BALLOT IN THE AFFECTED AREA. 2
~~NO TOLL LANES~~
NO toll LANES!!!!

(Space for comments continued on reverse)

PH-W11

I-405 Improvement Project
Public Hearing
Comment Sheet

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- [ ] Monday, June 4, 2012 – Orange Coast Community College
- [x] Wednesday, June 6, 2012 – Westminster Community Center
- [ ] Thursday, June 7, 2012 – Rush Park Auditorium
- [ ] Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Sonia TAPPEN
Organization: Seal Beach Leisure World
Address (Optional): 13811 Twin Hills Dr #55 J Seal BEACH
Phone Number: 562) 431-2398
Email address: I'm already on your email list

Comments: A Number of People have mentioned that the 91 express lane (Toll road) is a failure Because not many people use it and the Toll Price Fluctuates. when there's Peak Traffic The toll price is HIGH which is why people DO NOT use it. IF The Toll Price is lower more people would pay to use it and it would sooner than later pay for the cost of Building it. Please DO NOT express toll Lanes on 405 Alternative 3, NO! 1

(Space for comments continued on reverse)

PH-W12

I-405 Improvement Project
Public Hearing
Comment Sheet

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- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): ISABELLE TERAOKA
Organization:
Address (Optional): 15332 VERMONT ST. WESTMINSTER, CA
Phone Number: (714) 893-3890
Email address: iterraoka@gmail.com

Comments: . WE NEED TO INVEST IN PUBLIC TRANSIT, CAR POOLS, VAN POOLS, + SUSTAINABLE COMMUNITIES TO REDUCE THE OVERALL FLOW OF TRAFFIC. WE NEED A GREATER VISION TO ADDRESS CLIMATE CHANGE. 1

. I AM STRONGLY AGAINST ALTERNATIVE 3 BECAUSE IT IS UNDEMOCRATIC. IT FAVORS THE PEOPLE WITH GREATER INCOMES. 2

. PLEASE CONSIDER THE BEST WAYS TO MITIGATE NOISE. I CAN SEE YOU'VE TAKEN A GREAT DEAL OF TIME + CARE IN YOUR STUDIES. PLEASE FOLLOW THROUGH + DECIDE ON THE OPTIONS THAT BEST PROTECT RESIDENTS' HEALTH, EVEN IF THAT OPTION IS 3

(Space for comments continued on reverse)

Caltrans OCTA

PH-W12 Continued

MORE EXPENSIVE. 3

Please use another sheet if you need more space for your comments.

To submit completed response sheets, please return to staff member, place in the comment box or mail by July 2, 2012 to:
Ms. Smita Deshpande
Branch Chief – Caltrans District 12
"Attn: 405 DEIR-DEIS Comment Period"
2201 Dupont Drive, Suite 200
Irvine, CA 92612

Responses may also be emailed to:
405.dedcomments.parsons@parsons.com

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Christina Byrne, Outreach Manager
(714) 560-5717
www.octa.net/405Improvement
www.facebook.com/405improvement

PH-W13

In Re:

I-405 Improvement Project

Public Hearing

TRANSCRIPT OF PROCEEDINGS
Westminster, California
Wednesday, June 6, 2012

Reported by:
KATY BONNETT
CSR No. 13315
Job No. 147154
PAGES 1 - 51

Page 1

Veritext National Deposition & Litigation Services
866 299-5127

live on Vermont Street in Westminster. And I'm wondering -- there's an alternative here that I don't see and it's investing in public transportation. So it's kind of like a metro rail line, kind of like on the 105. And I'm wondering if that was considered or what -- how we could make that happen. Because foremost in my mind is climate change and how we're impacting our future on this planet.

MR. HABOIAN: Good question. I guess two responses. Provide that comment, as you did. Also, I want to point out that in the planning stages when we looked at a number of different alternatives, one of the alternatives I looked at was providing rail in the median. It was considered and it didn't make the day. It was costly and the ridership wasn't there. So it was removed from the (inaudible).

MS. BYRNE: Thank you, everyone, for being here this evening.

PUBLIC STATEMENTS

MR. BIRD: My name is Mark Bird. My comment -- concern is that in Alternative 1, if we could look to revise it by increasing the sound wall height, it would be a consideration. Alternative 2 and 3 are not. And

1

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Veritext National Deposition & Litigation Services
866 299-5127

PH-W13 Continued, PH-W14, and PH-W15

with the sound issue that other residents have commented on, the sound wall is a major concern and needs to be readdressed and possibly reconfigured into Alternative 1. **1**

MS. CLAYTON: My name is Diana Clayton. My address 17173 Santa Barbara. That's in Fountain Valley. And I oppose Alternative 3. **1**

MS. QUINTANA: My name is Sandy Quintana. We're at -- we're actually in Huntington Beach, borderline kind of Westminster and Fountain Valley, but we're one of the homes that is butted right up to the 405, so almost the onramp of the Magnolia-Warner exit. And we're concerned because we were under the impression that they were going to take our home at one time when it was projected, like ten years ago. **1**

And we're concerned with the pollutions, sound. We have already replaced all our windows in our home with, you know, the -- what they use kind of like in airports, that type of thing, with the double pane. The dust is just as bad and I'm just concerned that that wall is just going to be even closer to us and the sound is going to be worse than it is now. I -- I kind of need to be directed, though, because I don't know if they're still going to take some homes. I really don't **2**

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Veritext National Deposition & Litigation Services
866 299-5127

PH-W15 Continued

know where -- because I know they said something in here that they weren't going to take them and there's some single-family homes that might be taken. I definitely don't want the toll road. **2** **3**

(TIME NOTED 7:55 p.m.)

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Veritext National Deposition & Litigation Services
866 299-5127

I, the undersigned, a Certified Shorthand Reporter of the State of California, do hereby certify:

That the foregoing proceedings were taken before me at the time and place herein set forth; that any witnesses in the foregoing proceedings, prior to testifying, were placed under oath; that a verbatim record of the proceedings was made by me using machine shorthand which was thereafter transcribed under my direction; further, that the foregoing is an accurate transcription thereof.

I further certify that I am neither financially interested in the action nor a relative or employee of any attorney or party to this action.

IN WITNESS WHEREOF, I have this date subscribed my name.

Dated: 6/21/12

_____

KATY BONNETT

CSR No. 13315

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Veritext National Deposition & Litigation Services
866 299-5127

RESPONSE TO PUBLIC HEARING WESTMINSTER COMMENTS (PH-W)

Response to Comment Letter PH-W1

Comment PH-W1-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Response to Comment Letter PH-W2

Comment PH-W2-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

The maintenance vehicle pullout (MVP)/retaining wall is proposed not to encroach into your property, as referenced in Appendix P, Layout L-15. Note that the location of MVPs could potentially change during the design phase. Furthermore, the height of the retaining wall supporting the MVP is not anticipated to be more than 4 ft high. In addition, the use for MVPs is intended for Caltrans maintenance trucks.

Response to Comment Letter PH-W3

Comment PH-W3-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Responses – Compensation for Construction Impacts, Air Quality, and Noise/Noise Analysis.

Comment PH-W3-2

Please see Common Response – Preferred Alternative Identification.

Comment PH-W3-3

Please see Response to Comment PH-W3-2. Future traffic noise levels are predicted for the free-flowing conditions, and soundwalls are recommended to provide noise abatement for the highest

possible traffic noise that can be produced by the freeway. Please see Common Response – Noise/Noise Analysis.

Comment PH-W3-4

Please see Common Response – Opposition to Tolling.

Response to Comment Letter PH-W4

Comment PH-W4-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Two alternatives (Alternatives M8 and M11) with one additional GP lane and one additional HOV lane are included in the Draft EIR/EIS in Section 2.2.7, Alternatives Considered but Eliminated from Consideration. That section explains each of those alternatives and why they were eliminated. For a graphic summary of those alternatives, see Figure 2-39 of the Draft EIR/EIS.

Comment PH-W4-2

Please see Common Response – Preferred Alternative Identification.

Response to Comment Letter PH-W5

Comment PH-W5-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Opposition to Tolling.

Response to Comment Letter PH-W6

Comment PH-W6-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

The I-405 Improvement Project may have an effect on property values, but it is not likely to be a major change because I-405 is an existing facility within Orange County. In addition, Caltrans has found no literature, studies, or evidence that property values decrease because of freeway widening near a home. Please see Common Response – Property Values.

Response to Comment Letter PH-W7

Comment PH-W7-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Compensation for Construction Impacts.

Comment PH-W7-2

MSATs have the greatest potential to affect the health of residents located adjacent to the project. Although the various alternatives would place travel lanes closer to some residences, it is anticipated that MSAT exposure, including DPM, would be less than existing conditions. MSAT emissions are likely lower than existing levels in the design year as a result of EPA's and California's control programs that are projected to further reduce MSAT emissions. Please see Common Response – Health Risks.

Response to Comment Letter PH-W8

Comment PH-W8-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Responses – Preferred Alternative Identification and Opposition to Tolling.

Response to Comment Letter PH-W9

Comment PH-W9-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Responses – Preferred Alternative Identification and Opposition to Tolling.

Response to Comment Letter PH-W10

Comment PH-W10-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Comment PH-W10-2

Please see Common Response – Opposition to Tolling.

Response to Comment Letter PH-W11

Comment PH-W11-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

We acknowledge the opposition to tolling. The SR-91 Express Lanes are considered successful traffic management. They do not eliminate congestion in the GP lanes; they provide an option to that congestion to motorists willing to pay a toll. The tolls are set at the rates necessary to maintain high-speed operations. For an explanation of how this management works, see the Draft EIR/EIS, page 2-20. For additional information, please see Common Response – Opposition to Tolling.

Response to Comment Letter PH-W12

Comment PH-W12-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

As described in Section 4.2.7, Climate Change, of the EIR/EIS, an individual project does not generate enough GHG emissions to significantly influence global climate change. Rather, global climate change is a cumulative impact.

The build alternatives future GHG emissions (2020 and 2040) would be greater than the existing GHG emissions; however, the build alternatives would result in fewer GHG emissions than the

No Build Alternative in 2020 and 2040. It should be noted that the GHG emission reductions shown in Tables 4-8 and 4-9 were developed using EMFAC2007 and, unlike criteria pollutants, EMFAC2007 does not make assumptions that technological enhancement in engine technology would result in reduced GHG emissions in the future; however, the model does result in fewer GHG emissions under higher speeds. Table 3.1.6-6 shows that speeds are higher under Alternative 3 than under the No Build Alternative.

The GHG emissions estimates are the potential project contributions to GHGs; however, estimates could vary from actual GHG emissions. GHG emissions are dependent on other factors that are not part of the EMFAC2007 methodology, such as the fuel mix, rate of acceleration, and aerodynamics and efficiency of the vehicles.

While construction will result in a slight increase in GHG emissions, it is anticipated that the project will not result in any increase in operational GHG emissions. Based on the project resulting in less congestion and improved safety, Caltrans anticipates that GHG emissions will not increase in the future build conditions when compared to the future no-build conditions. It is Caltrans' determination that, in the absence of further regulatory or scientific information related to GHG emissions and CEQA significance, it is too speculative to make a determination regarding the significance of the project's direct impact and its contribution on the cumulative scale to climate change; however, Caltrans is firmly committed to implementing measures to help reduce the potential effects of the project.

Comment PH-W12-2

Please see Common Response – Preferred Alternative Identification.

Comment PH-W12-3

Detailed noise measurements and computer analysis have been conducted to determine possible traffic noise impacts and appropriate abatement measures, such as soundwalls. All reasonable and feasible noise abatement will be constructed, as described in Section 3.2.7 of the Final EIR/EIS and final Noise Abatement Decision Report. Please see Common Response –Noise/Noise Analysis.

As described in Section 3.2.6 of the Draft EIR/EIS, air emissions will be reduced under all of the build alternatives compared to the future No Build Alternative, and no permanent adverse project-related air quality effects were identified. MSATs have the greatest potential to affect the health of residents located adjacent to the project. Although the various alternatives would place travel lanes closer to some residences, it is anticipated that MSAT exposure, including DPM, would be less than existing conditions. MSAT emissions are likely lower than existing levels in the design year as a result of EPA's and California's control programs that are projected to further reduce MSAT emissions. Please see Common Response – Health Risks.

Response to Comment Letter PH-W13

Comment PH-W13-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Responses – Preferred Alternative Identification and Noise/Noise Analysis.

Response to Comment Letter PH-W14

Comment PH-W14-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Response to Comment Letter PH-W15

Comment PH-W15-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. As stated on page 2-4 of Section 2.1.1, Steps Taken to Develop Project Alternatives, in the EIR/EIS, there are no full acquisitions of single-family residential properties proposed for any of the build alternatives. Partial acquisitions of single-family residential properties and other properties have been minimized to the extent feasible. Properties identified for partial acquisition have been identified in Appendix A, List of Potentially Affected Properties under Build Alternatives 1, 2, and 3, of the Community Impact Assessment. Please see Common Response – Compensation for Property Acquisition.

Comment PH-W15-2

Please see Response to Comment PH-W15-1 and Common Responses – Air Quality, Noise/Noise Analysis, and Compensation for Construction Impacts.

Comment PH-W15-3

Please see Common Response – Opposition to Tolling.

PUBLIC HEARING ROSSMOOR COMMENTS (PH-R)

PH-R1

I-405 Improvement Project
Public Hearing
Comment Sheet

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- ☐ Wednesday, June 6, 2012 – Westminster Community Center
- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Naomi Blackmore
Organization: Resident College Park East / Seal Beach
Address (Optional):
Phone Number:
Email address:

Comments: Once the Foot County Connector is complete, will there be an additional Environmental Report to check the conditions after the opening of the additional lanes? I think they will. We have been ~~with~~ what we currently experience —

I have major concerns regarding health safety, security, and sound with the increase in cars ~~from~~ on the 405 – an increase of 1200–3500 cars/hour. What are the plans to ensure resident safety, security + health if the wall is replaced? I agree that the replacement/tearing down of the wall would be a travesty for those of us in the community.

(Space for comments continued on reverse)

I would select a no plan or alternative one. This project needs to also consider the economic + [illegible] located at the end of the lanes.

1

2

PH-R2

I-405 Improvement Project
Public Hearing
Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.

Meeting Venue (please check one of the following):

- ☐ Monday, June 4, 2012 – Orange Coast Community College
- ☒ Thursday, June 7, 2012 – Rush Park Auditorium
- ☐ Wednesday, June 6, 2012 – Westminster Community Center
- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Naomi Blackmore
Organization: College Park East – Seal Beach
Address (Optional):
Phone Number:
Email address:

Comments: How can we deal with the problem of too many cars? We need to think out of the box — plan for mass transit and get get people commuting in better/alternative ways. We are our own worst enemy... and perhaps the "quick buck" is slowing down the process.

(Space for comments continued on reverse)

We need to take this opportunity to do something different — unfortunately we're doing the same old thing — "Plan"

1

PH-R3

I-405 Improvement Project
Public Hearing

Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.

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- ☑ Thursday, June 7, 2012 – Rush Park Auditorium
- ☐ Wednesday, June 6, 2012 – Westminster Community Center
- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Naomi Blackmore
Organization: Resident College Park East/Seal Beach
Address (Optional):
Phone Number:
Email address:

Comments: I am also concerned about the bottleneck of traffic that will develop even further as more lanes are added in Orange County but then do not continue into Los Angeles County ~~the~~ 1

I would select the no plan or alternative 1 2

(Space for comments continued on reverse)

PH-R4

I-405 Improvement Project
Public Hearing

Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.

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- ☑ Thursday, June 7, 2012 – Rush Park Auditorium
- ☐ Wednesday, June 6, 2012 – Westminster Community Center
- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Naomi Blackmore
Organization: Resident College Park East/Seal Beach
Address (Optional):
Phone Number:
Email address:

Comments: My concerns include the quality of air, the noise, + the security of the neighborhood along Almond Ave. This is an area where students catch their school bus, residents walk/ride bicycles, and residents use their backyards and open their windows. I am concerned about my health particularly as I get older. I would choose a "no plan" or alternative one. 1

(Space for comments continued on reverse)

PH-R5

I-405 Improvement Project
Public Hearing

Comment Sheet

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- ☐ Wednesday, June 6, 2012 – Westminster Community Center
- ☑ Thursday, June 7, 2012 – Rush Park Auditorium
- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Ruth Book
Organization:
Address (Optional): 3530 Clover Circle S.B. (By the Sound wall!)
Phone Number: 562-431-5253
Email address:

Comments: The questions were not sufficiently dealt with. The community wants protection from the sound wall, security while it is rebuilt, no tolls, no transponders and above all integration with L A county 1

(Space for comments continued on reverse)

Caltrans OCTA

PH-R6

I-405 Improvement Project
Public Hearing

Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.

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- ☒ Thursday, June 7, 2012 – Rush Park Auditorium
- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Chris Diaz
Organization: Small Business Owner
Address (Optional):
Phone Number:
Email address: chris@diazfourman.com

Comments: Please Build Option 3 1

(Space for comments continued on reverse)

Caltrans OCTA

PH-R7

I-405 Improvement Project
Public Hearing

Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.

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- ☐ Wednesday, June 6, 2012 – Westminster Community Center
- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Fairbanks
Organization: Homeowner
Address (Optional): 15302 Shasta Ln – Huntington Beach, CA
Phone Number: 714-897-1215
Email address: tstfbank@msn.com

Comments: Sound wall on the north bound side of the 405 between Mc Fadden and the end of the existing wall is 9 or 10 ft high. It needs to be at least 14 ft high to block out trucks Trucks are Legal @ 14 ft. 1

(Space for comments continued on reverse)

PH-R8

I-405 Improvement Project
Public Hearing

Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.

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- ☐ Wednesday, June 6, 2012 – Westminster Community Center
- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Edward Foster
Organization: Sierra Forest
Address (Optional):
Phone Number:
Email address:

Comments: NO BUILD 1

(Space for comments continued on reverse)

PH-R9

I-405 Improvement Project
Public Hearing

Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.

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- ☐ Wednesday, June 6, 2012 – Westminster Community Center
- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Barbara Thornley
Organization:
Address (Optional):
Phone Number:
Email address:

Comments: After speaking with three project representatives I have heard three different stories. This is such a poor way to get the facts to the people.
While I'm here to be informed I feel this meeting is all for nothing. You will do whatever you decide. 1

(Space for comments continued on reverse)

PH-R10

I-405 Improvement Project
Public Hearing

Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.

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- ☐ Wednesday, June 6, 2012 – Westminster Community Center
- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Maureen Greenwood-Hamilton
Organization: Seal Beach / CPE resident
Address (Optional): 4316 Fir Ave
Phone Number: 562-596-2850
Email address: Litlmo4@earthlink.net

Comments: Although I understand the need to get more thruput on the existing freeway, I don't feel that Alternative 3 (toll road) is at all beneficial to Major groups of people. Look at how the 91 hwy is still gridlocked and a very small portion of people have the benefit of using an extremely expensive toll road. Have you considered population projections in light of Californians moving out of a very expensive, overpopulated, and poluted state? That may impact thru put in a positive way making the less intrusive option of 1 or 2 more paletable. Also, who runs your numbers? It's unrealistic to think that it takes me over 2 hours to get from SR73 to I605!! Doesn't happen in the worst of conditions. 1

(Space for comments continued on reverse)

PH-R10 Continued

We deserve to vote on this - we are impacted so much by current construction and more construction is simply not acceptable!! Don't make this decision based on data from consultants, contractors or lobbyists who stand to make the most money from this project. Please be rational and consider the residents!! 2

Please use another sheet if you need more space for your comments.

To submit completed response sheets, please return to staff member, place in the comment box or mail by July 2, 2012 to:
Ms. Smita Deshpande
Branch Chief – Caltrans District 12
"Attn: 405 DEIR-DEIS Comment Period"
2201 Dupont Drive, Suite 200
Irvine, CA 92612

Responses may also be emailed to:
405.dedcomments.parsons@parsons.com

For more information on the I-405 Improvement Project, please contact:
Christina Byrne, Outreach Manager
(714) 560-5717
www.octa.net/405Improvement
www.facebook.com/405Improvement

PH-R11

I-405 Improvement Project Public Hearing

Comment Sheet

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- ☐ Wednesday, June 6, 2012 – Westminster Community Center
- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Lisa Gutierrez	
Organization:	
Address (Optional): 3541 Clover Circle, Seal Beach	
Phone Number: (562) 2916-8241	Email address: JcgLc12@aol.com

Comments: I strongly urge that the soundwall remain in its existing state. Moving the wall would make Almond Ave. too narrow and more dangerous. I do not want the freeway closer to my home. Pollution is too much as it is and don't want more. Noise is a huge factor. Don't want more noise. 1

(Space for comments continued on reverse)

PH-R12

I-405 Improvement Project
Public Hearing
Comment Sheet

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- ☐ Wednesday, June 6, 2012 – Westminster Community Center
- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): GEOFF HAU
Organization:
Address (Optional): STANFORD LANE, SB
Phone Number: 562-889-9283
Email address: geoff@christopherranch.com

Comments: TOO LONG TO WRITE.
THESE MEETINGS SEEM LIKE A FORMALITY, + OUR INPUT IS NEGLIBLE.
VOTE FOR NO BUILD. 1

(Space for comments continued on reverse)

PH-R13

I-405 Improvement Project
Public Hearing
Comment Sheet

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- ☐ Wednesday, June 6, 2012 – Westminster Community Center
- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Rich Hamilton
Organization:
Address (Optional): Fir Ave
Phone Number: 562-212-0759
Email address: richhamilton1@earthlink.net

Comments: If this project goes forward, I select Option 2. 1
There is no need for option 3. Regarding the sound wall along Almond Street in Seal Beach, build the new one BEFORE removing the existing one. 2
Your time study for traveling from the 605 to the 73 is not accurate. I drive this everyday. 3
It doesn't take 133 minutes. It is considerably less. Please do not promote option 3. It is not the way to go. Thanks for allowing me to participate. 4

(Space for comments continued on reverse)

PH-R14

I-405 Improvement Project
Public Hearing

Comment Sheet

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- ☐ Wednesday, June 6, 2012 – Westminster Community Center
- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Chris Ingalls
Organization: Resident
Address (Optional): 3052 Brimhall Dr., Los Alamitos, CA 90720
Phone Number:
Email address: c_ingalls@yahoo.com

Comments:
(1) Alternatives 1,2,3 are all the same general magnitude projects ($1 billion+). ~~In~~ The project team needs to bring back Alternative 4 which was dismissed in the Draft EIR.
As a local resident and worker in Irvine I support Alternative 4, which should be the preferred Alternative. Thank you,
Chris Ingalls

1

(Space for comments continued on reverse)

Caltrans OCTA

PH-R15

I-405 Improvement Project
Public Hearing

Comment Sheet

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- ☐ Wednesday, June 6, 2012 – Westminster Community Center
- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): DENNIS JACK
Organization: —
Address (Optional): 4388 BIRCHWOOD AVE
Phone Number: 562-430-1451
Email address: TERNDEN@YAHOO.COM

Comments: LEAVE OUR SOUND WALL AS IS! IF IT IS MOVED IN 10' COLLEGE PARK EAST IS A LOSER.

1

(Space for comments continued on reverse)

Caltrans OCTA

PH-R16

I-405 Improvement Project
Public Hearing

Comment Sheet

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- ☐ Wednesday, June 6, 2012 – Westminster Community Center
- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): TIM JAMES
Organization:
Address (Optional):
Phone Number:
Email address:

Comments: ALT 1 or 2
NOT ALT 3 } 1

(Space for comments continued on reverse)

PH-R17

I-405 Improvement Project
Public Hearing

Comment Sheet

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- ☐ Wednesday, June 6, 2012 – Westminster Community Center
- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): RICHARD JOLLY
Organization:
Address (Optional): 5052 LOYOLA AVE, WESTMINSTER
Phone Number: 714 891-0306
Email address: RE.JOLLY@VERIZON.NET

Comments: AS A SENIOR CITIZEN WITH ONLY TWO FAMILY MEMBERS WHY WOULD I WANT ALT 3 AND LOSE ALL RIGHTS TO A CARPOOL HOV WHEN MY WIFE & I ARE TRAVELING ON THE 405 FRWY. I DON'T NEED THE ADDED EXPENSE OF A TRANSPONDER AND PAYING A TOLL. } 1
IF BUILD THERE NEEDS TO BE BETTER PLANNING ON THE REBUILD OF THE BRIDGES. I HAVE LIVED THROUGH THE VALLEY VIEW CONSTRUCTION AND POOR TRAFFIC FLOW BECAUSE OF TRAFFIC LIGHT CONTROL AND NO RIGHT TURN ONTO GARDEN GROVE } 2

(Space for comments continued on reverse)

PH-R17 Continued

BLVD ON NORTH BOUND VALLEY VIEW. 2

Please use another sheet if you need more space for your comments.

To submit completed response sheets, please return to staff member, place in the comment box or mail by July 2, 2012 to:
Ms. Smita Deshpande
Branch Chief – Caltrans District 12
"Attn: 405 DEIR-DEIS Comment Period"
2201 Dupont Drive, Suite 200
Irvine, CA 92612

Responses may also be emailed to:
405.dedcomments.parsons@parsons.com

For more information on the I-405 Improvement Project, please contact:
Christina Byrne, Outreach Manager
(714) 560-5717
www.octa.net/405Improvement
www.facebook.com/405Improvement

PH-R18

I-405 Improvement Project
Public Hearing

Comment Sheet

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- ☐ Wednesday, June 6, 2012 – Westminster Community Center
- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): MIKE LEVITT
Organization:
Address (Optional):
Phone Number: 562 596 1346
Email address: Mike4gal@Yahoo.com

Comments: DO NOT TRADE PRESENT HOV LANE for a Toll Lane. TOLL LANES NOW are $10 but started out cheap. That will happen here, as well. 1

(Space for comments continued on reverse)

PH-R19

I-405 Improvement Project
Public Hearing

Comment Sheet

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- ☐ Wednesday, June 6, 2012 – Westminster Community Center
- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Fred Levy
Organization:
Address (Optional): 4197 Birchwood, Seal Beach
Phone Number: 562-431-6303
Email address:

Comments: No build – at the most #1 } 1

(Space for comments continued on reverse)

PH-R20

I-405 Improvement Project
Public Hearing

Comment Sheet

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- ☐ Wednesday, June 6, 2012 – Westminster Community Center
- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Sanford Levy
Organization: Retired
Address (Optional): 4197 Birchwood Ave Seal Beach 90740
Phone Number: 562 431 6303
Email address: SML9000@YAHOO.Com

Comments: Urge you to raise sound wall along Almond Ave. } 1

(Space for comments continued on reverse)

PH-R21

I-405 Improvement Project
Public Hearing

Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.

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- ☐ Wednesday, June 6, 2012 – Westminster Community Center
- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Sanford Levy
Organization: Retired
Address (Optional): 4197 Birchwood Ave Seal Beach CA 90740
Phone Number: 562 431 6303
Email address: SML9000@YAHOO.COM

Comments: Prefer: Option 1 or Option 2
Elevated light rail down the freeway median

Strongly oppose Option 3
No build not a constructive option, just permits more cars to idle & expel fumes

1

(Space for comments continued on reverse)

PH-R22

I-405 Improvement Project
Public Hearing

Comment Sheet

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- ☐ Wednesday, June 6, 2012 – Westminster Community Center
- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name NEW
Organization:
Address (Optional):
Phone Number: 562-596-8138
Email address: ANEW 146398 @ AOL.Com

Comments: additional ~~cal~~ freeway lanes will increase carbon dioxide already over limits in area 111
other existing problems include
1. noise
2 dust & dirt
3 pollution

1

(Space for comments continued on reverse)

PH-R23

I-405 Improvement Project
Public Hearing

Comment Sheet

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- ☐ Wednesday, June 6, 2012 – Westminster Community Center
- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): JEAN Orland

Organization: —

Address (Optional): 4381 Hazelnut Ave Seal Beach

Phone Number:

Email address:

Comments: I want Alternative 2. 1

(Space for comments continued on reverse)

PH-R24

I-405 Improvement Project
Public Hearing

Comment Sheet

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- ☐ Wednesday, June 6, 2012 – Westminster Community Center
- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): MIKE ORLAND

Organization:

Address (Optional): 4381 HAZELNUT AVE SEAL BEACH

Phone Number: 562-493-8454

Email address: MIKESTEVEN@ROADRUNNER.COM

Comments: I WANT ALT. 2. GOOD PRESENTATION 1

(Space for comments continued on reverse)

PH-R25

I-405 Improvement Project
Public Hearing

Comment Sheet

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- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Barbara Parks

Organization:

Address (Optional): 4240 Birchwood Ave, Seal Beach

Phone Number:

Email address: You have mine. Thanks for the updates on the West Co. Connector Project

Comments: I prefer the No Build Alternative. I think our monies should be spent on transportation similar to L.A. County with its light rail system. That's planning for future increases in population. I don't want any space taken away from Almond Ave. in Seal Beach. 1

(Space for comments continued on reverse)

PH-R26

I-405 Improvement Project
Public Hearing

Comment Sheet

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- ☐ Wednesday, June 6, 2012 – Westminster Community Center
- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Patti Putnam / Bruce Putnam

Organization: homeowner

Address (Optional): 3510 Bluebell St., Seal Beach

Phone Number: 562-596-5423

Email address: tbputnam@earthlink.net

Comments: (1) Sound wall for area between tennis club & apts MUST be built for our safety & sanity & health 1
(2) already spent too much for too little with no coordination beyond county. $16M ?? 2
(3) NO BUILD 3

(Space for comments continued on reverse)

PH-R27

I-405 Improvement Project
Public Hearing
Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.

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- ☐ Wednesday, June 6, 2012 – Westminster Community Center
- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): MERLIN THIMLAR
Organization:
Address (Optional): 3561 CARNATION CIRCLE, SEAL BEACH
Phone Number: 562 598-2541
Email address: MAGICMAN3561@EARTHLINK.NET

Comments: WHAT ARE PLANS TO ADD LANES THROUGH LONG BEACH TO ACCEPT ALL OF THE ADDITIONAL VEHICLES? IF NO PLANS, THEN THIS CREATES A SEVERE BOTTLENECK AT THE NB 405, 605, 22 INTERCHANGE. 1

(Space for comments continued on reverse)

PH-R28

I-405 Improvement Project
Public Hearing
Comment Sheet

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- ☐ Wednesday, June 6, 2012 – Westminster Community Center
- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): MERLIN THIMLAR
Organization:
Address (Optional): 3561 CARNATION CIRCLE, SEAL BEACH
Phone Number: 562 598-2541
Email address: MAGICMAN3561@EARTHLINK.NET

Comments: WHAT ADDITIONAL EFFORTS, IF ANY, ARE BEING PLANNED TO MITIGATE SOUND LEVELS IN COLLEGE PARK EAST? THE LEVELS ALREADY EXCEED ACCEPTABLE "IMPACT" LEVELS. 1

(Space for comments continued on reverse)

PH-R29

I-405 Improvement Project
Public Hearing

Comment Sheet

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- ☐ Wednesday, June 6, 2012 – Westminster Community Center
- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Jeanette Vella
Organization: Resident
Address (Optional): 3521 Iris Circle, Seal Beach
Phone Number: 562-972-0006 cell, 562-799-1016 home
Email address: jhv@ffslaw.com

Comments: My initial feeling is no build but understand we're trying to improve traffic situation. As a corner house on Almond our home would be severly impacted w/ air pollution (we're both sick now) and property devaluation. I vote no build but second choice would be #1. An elevated center low metro would work as well or buy level. Who is taking the brunt of devaluation to CPE homes! [illegible]

1

(Space for comments continued on reverse)

PH-R30

I-405 Improvement Project
Public Hearing

Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.

Meeting Venue (please check one of the following):

- ☐ Monday, June 4, 2012 – Orange Coast Community College
- ☒ Thursday, June 7, 2012 – Rush Park Auditorium
- ☐ Wednesday, June 6, 2012 – Westminster Community Center
- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): RAY VELLA
Organization:
Address (Optional):
Phone Number: 562 972-2281
Email address: RAY@RAYVELLAREALTOR.COM

Comments: SOUND WALL BEING TAKEN DOWN AND LENGTH OF TIME THE SOUND WALL IS DOWN BEFORE RECONSTRUCTION. PLEASE! [illegible] BEFORE CONSTRUCT NEW WALL BEFORE REMOVING OLD WALL!

1

(Space for comments continued on reverse)

PH-R31

I-405 Improvement Project
Public Hearing

Comment Sheet

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- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): DORIS E. WAGNER
Organization: 3570 CARNATION CIRCLE
Address (Optional):
Phone Number: 562-778-7246
Email address: Dorisalign@aol.~~com~~com

Comments: The impact of had environment, smell, noise + intrusion into our homes is unacceptable. The NO BUILD or ALT 1 - no impact is the only acceptable plan.

1

(Space for comments continued on reverse)

PH-R32

I-405 Improvement Project
Public Hearing

Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.

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- ☐ Wednesday, June 6, 2012 – Westminster Community Center
- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): CYNTHIA WILLIAMS
Organization:
Address (Optional): 3581 PRIMROSE CR., CPE
Phone Number: 562/618-1646
Email address: ccoopbie@gmail.com

Comments: WE ARE PAYING THE INCREASED TAX TO HELP PAY FOR THIS & WE ARE LIVING WITH THE CONSTRUCTION (FOR YEARS!) DON'T TAKE AWAY OUR ABILITY TO USE WHAT WE'VE ALREADY PAID FOR & LIVED THRU TO NOT BE ABLE TO USE THE HOV LANE FROM 405N TO 605N BECAUSE OF A TOLL (ALTER. 3) - I AM OPPOSED TO ALT. 3!

1

(Space for comments continued on reverse)

PH-R33

I-405 Improvement Project
Public Hearing

Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.

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- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last):	
Organization:	
Address (Optional):	
Phone Number:	Email address:

Comments: I am in favor of general purpose lane Expansion ONLY. Therefore, alternative #1. If, you currently have the funding, then alternative #2. It appeared from one of your graphs, that additional funding for alternative #2 would be needed. If this is the case, then I vote NO to alternative #2. I am directly opposed to alternative #3. I am against express & toll lanes!! I → 1

(Space for comments continued on reverse)

Caltrans OCTA

PH-R33 Continued

Do not feel that I should have to pay to use the road after I've already paid taxes.

In summary, I could support alternative #1 as long as:

☐ the project is already Fully-Funded.

☐ There are only general purpose lanes – NO tolls or charges. 1

Please use another sheet if you need more space for your comments.

To submit completed response sheets, please return to staff member, place in the comment box or mail by July 2, 2012 to:
Ms. Smita Deshpande
Branch Chief – Caltrans District 12
"Attn: 405 DEIR-DEIS Comment Period"
2201 Dupont Drive, Suite 200
Irvine, CA 92612

Responses may also be emailed to:
405.dedcomments.parsons@parsons.com

For more information on the I-405 Improvement Project, please contact:
Christina Byrne, Outreach Manager
(714) 560-5717
www.octa.net/405Improvement
www.facebook.com/405Improvement

I-405 IMPROVEMENT PROJECT

PUBLIC HEARING

Public hearing taken at 3021 Blum Drive, Rossmoor, California, commencing at 6:31 p.m., Thursday, June 7, 2012, before MICHELLE WADE, Certified Shorthand Reporter No. 12861.

Reported by:
Michelle Wade
CSR No. 12861
Job No. 147155
Pages 1 - 57

Page 1

Veritext National Deposition & Litigation Services
866 299-5127

PH-R34

much.

(End of presentation.)

MR. WILLIAM SOULE: Bill. William Soule, S-o-u-l-e. I've been in College Park -- it's -- you want my address? 3551 Clover Circle, Seal Beach, which is College Park. And we're near Almond Avenue where, you know, there's a lot of discussions about moving the sound wall, you know. And my opinion is that the sound wall is close enough already and it shouldn't be moved. **1**

And this section of the freeway is already large enough in relation to all the rest of the freeway north of there and in relation to the fact that there should be limits on how much traffic is allowed to flow on the freeways anyway, because you could just keep making the freeways wider and wider and wider and all you get is more and more pollution and more and more sound, more and more space used up. More and more money used up. Everything. **2**

Okay. If I had a choice of alternatives, alternative 1 is my preference because that's the least intrusive. And alternative 3 seems bad because of the toll road idea. I'm totally against it. So -- and I don't like alternative 2 because it's two lanes added instead of one. Alternative 1 is better than alternative 2. **3**

(TIME NOTED: 8:30 p.m.)

Page 56

Veritext National Deposition & Litigation Services
866 299-5127

I, the undersigned, a Certified Shorthand Reporter of the State of California, do hereby certify:

That the foregoing proceedings were taken before me at the time and place herein set forth; that a verbatim record of the proceedings was made by me using machine shorthand which was thereafter transcribed under my direction; further, that the foregoing is an accurate transcription thereof.

IN WITNESS WHEREOF, I have this date subscribed my name.

Dated: 6/26/12

_____

MICHELLE WADE

CSR No. 12861

Page 57

Veritext National Deposition & Litigation Services
866 299-5127

RESPONSE TO PUBLIC HEARING ROSSMOOR COMMENTS (PH-R)

Response to Comment Letter PH-R1

Comment PH-R1-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. There is currently no proposal to conduct additional environmental analysis of the WCC Project.

Comment PH-R1-2

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Response to Comment Letter PH-R2

Comment PH-R2-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PH-R3

Comment PH-R3-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

With respect to a potential bottleneck at the Los Angeles County line, please see Common Response – Traffic Flow at the Orange County/Los Angeles County Line.

Comment PH-R3-2

Please see Common Response – Preferred Alternative Identification.

Response to Comment Letter PH-R4

Comment PH-R4-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

All reasonable and feasible noise abatement will be constructed, as described in Section 3.2.7 of the Final EIR/EIS and final Noise Abatement Decision Report. Please see Common Response – Noise/Noise Analysis.

Air quality Measures AQ-1 through AQ-14, described in Section 3.2.6 of the Draft EIR/EIS, will avoid and/or minimize all construction-related air quality effects. As described in Section 3.2.6, emissions will be reduced under all of the build alternatives compared to the future No Build Alternative, and no permanent adverse project-related air quality effects were identified. Please see Common Response – Air Quality.

MSATs have the greatest potential to affect the health of residents located adjacent to the project. Although the various alternatives would place travel lanes closer to some residences, it is anticipated that MSAT exposure, including DPM, would be less than existing conditions. MSAT emissions are likely lower than existing levels in the design year as a result of EPA's and California's control programs that are projected to further reduce MSAT emissions. Please see Common Response – Health Risks.

Response to Comment Letter PH-R5

Comment PH-R5-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

With respect to a potential bottleneck at the Los Angeles County line, please see Common Response – Traffic Flow at the Orange County/Los Angeles County Line.

Response to Comment Letter PH-R6

Comment PH-R6-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Response to Comment Letter PH-R7

Comment PH-R7-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

In this area, the existing soundwall would be demolished and rebuilt closer to the ROW to accommodate the new traffic lanes. Existing soundwalls can only be replaced by higher soundwalls if an additional 5-dB noise reduction could be achieved. The traffic noise analysis of the replacement in-kind soundwall determined that raising the existing height past 8 ft would not provide an additional 5-dB noise reduction. Feasibility – providing 5 dB of traffic noise reduction – must be achieved for at least one frequent outdoor use area; consequently, the existing soundwall height of 8 ft would be used for the in-kind replacement soundwall. In addition, for Alternatives 1 and 3 new soundwalls with heights ranging from 10 to 14 ft are being recommended from Shasta Lane to past the I-405 bridge over the Union Pacific railroad tracks.

Response to Comment Letter PH-R8

Comment PH-R8-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Identification Alternative.

Response to Comment Letter PH-R9

Comment PH-R9-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PH-R10

Comment PH-R10-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

The SR-91 Express Lanes are considered successful traffic management. They do not eliminate congestion in the GP lanes; they provide an option to that congestion to motorists willing to pay a toll. The tolls are set at the rates necessary to maintain high-speed operations. For an explanation of how this management works, see the Draft EIR/EIS, page 2-20. For additional information, please see Common Response – Opposition to Tolling. We acknowledge the opposition to tolling.

Slow-moving congested freeway lanes have lower and unstable throughput compared to uncongested lanes. During peak periods, the GP lanes on I-405 are forecast to be heavily congested with lower throughput (approximately 1,200 vehicles per lane per hour) than the Express Lanes, whose throughput will be managed to approximately 1,700 vehicles per lane per hour. For an explanation of how this management works, see the Draft EIR/EIS, page 2-20. By providing more throughput per lane through management of the Express Lanes, traffic in the GP lanes would be reduced and congestion eased; for two conditions with the same total number of lanes and congested conditions, congestion in the GP lanes would be less if two of the lanes were managed to increase their throughput. See the rows of Table 3.1.6-14 labeled “Brookhurst Street to SR-22 East” for a comparison of the throughput of Alternatives 2 and 3 with the same total number of lanes.

The population and employment forecasts used for traffic forecasting are approved by SCAG. A comparison of pre-recession traffic data (year 2005) to forecast volumes shows annual growth rates of 1.0 to 1.5 percent from 2005 to 2040 and annual rates of 1.1 percent or less from 2020 to 2040.

The travel time of approximately 2 hours to travel on I-405 between SR-73 and I-605 does not refer to the existing condition but is a forecast of conditions anticipated in year 2040, as shown in Table 3.1.6-7 of the Draft EIR/EIS.

Comment PH-R10-2

Please see Common Response – Preferred Alternative Identification.

Response to Comment Letter PH-R11

Comment PH-R11-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Response to Comment Letter PH-R12

Comment PH-R12-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Response to Comment Letter PH-R13

Comment PH-R13-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Comment PH-R13-2

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Comment PH-R13-3

The travel time of 133 minutes to travel on I-405 between SR-73 and I-605 does not refer to the existing condition but is a forecast of conditions anticipated in year 2040, as shown in Table 3.1.6-7 of the Draft EIR/EIS.

Comment PH-R13-4

Please see Common Response – Preferred Alternative Identification.

Response to Comment Letter PH-R14

Comment PH-R14-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Alternative 4 would neither reduce congestion nor enhance operations along the entire project corridor, but it would provide benefits limited to the portion of the corridor south of Beach Boulevard. Alternative 4 would not improve trip reliability nor maximize throughput within the corridor because it would not address reliability and throughput problems along the entire corridor. As such, Alternative 4 has been eliminated from further consideration in this EIR/EIS. All elements of Alternative 4 are included in Alternatives 1, 2, and 3. Please see Common Response – Preferred Alternative Identification.

Response to Comment Letter PH-R15

Comment PH-R15-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Response to Comment Letter PH-R16

Comment PH-R16-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Response to Comment Letter PH-R17

Comment PH-R17-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Opposition to Tolling.

Comment PH-R17-2

The current situation experienced was due to construction under the WCC Project. The I-405 Improvement Project, including the design phase, will work on effectively mitigating traffic impacts during construction.

Response to Comment Letter PH-R18

Comment PH-R18-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Opposition to Tolling.

Response to Comment Letter PH-R19

Comment PH-R19-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PH-R20

Comment PH-R20-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Response to Comment Letter PH-R21

Comment PH-R21-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Opposition to Tolling.

Response to Comment Letter PH-R22

Comment PH-R22-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

All reasonable and feasible noise abatement will be constructed, as described in Section 3.2.7 of the Final EIR/EIS and final Noise Abatement Decision Report. Please see Common Response – Noise/Noise Analysis.

Air quality Measures AQ-1 through AQ-14, described in Section 3.2.6 of the Draft EIR/EIS, will avoid and/or minimize all construction-related air quality effects. As described in Section 3.2.6, emissions will be reduced under all of the build alternatives compared to the future No Build Alternative, and no permanent adverse project-related air quality effects were identified. Please see Common Response – Air Quality.

Response to Comment Letter PH-R23

Comment PH-R23-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Response to Comment Letter PH-R24

Comment PH-R24-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Response to Comment Letter PH-R25

Comment PH-R25-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Alternatives with LRT are included in Section 2.2.7, Alternatives Considered but Eliminated from Consideration, of the Draft EIR/EIS. LRT was considered in four such alternatives. For a graphic summary of those alternatives, see Figure 2-39 of the Draft EIR/EIS. LRT in the project corridor would not be feasible or reasonable without extensions and connections north and south of the project limits. Please also see Common Response – Elimination of LRT and BRT Alternatives.

Response to Comment Letter PH-R26

Comment PH-R26-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred

Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Comment PH-R26-2

Coordination occurs regularly between Caltrans Districts 7 and 12, OCTA, Los Angeles Metro, COG, and the City of Long Beach regarding projects that cross county lines. Please see Common Response – Coordination between Caltrans Districts 7 and 12, OCTA, Los Angeles Metro, COG, and the City of Long Beach.

Comment PH-R26-3

Please see Common Response – Preferred Alternative Identification.

Response to Comment Letter PH-R27

Comment PH-R27-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Traffic Flow at the Orange County/Los Angeles County Line.

Response to Comment Letter PH-R28

Comment PH-R28-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

College Park East already has an 18-ft-high soundwall, which is higher by 2 ft than Caltrans' recommended maximum height of 16 ft. Existing soundwalls can only be replaced by higher soundwalls if an additional 5-dB noise reduction could be achieved. It would not be practical to increase the height of the existing 18-ft-high soundwall.

Response to Comment Letter PH-R29

Comment PH-R29-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Responses – Preferred Alternative Identification.

Air quality Measures AQ-1 through AQ-14, described in Section 3.2.6 of the Draft EIR/EIS, will avoid and/or minimize all construction-related air quality effects. As described in Section 3.2.6, emissions will be reduced under all of the build alternatives compared to the future No Build Alternative, and no permanent adverse project-related air quality effects were identified. Please see Common Response – Air Quality.

The I-405 Improvement Project may have an effect on property values, but it is not likely to be a major change because I-405 is an existing facility within Orange County. In addition, Caltrans has found no literature, studies, or evidence that property values decrease because of freeway widening near a home. Please see Common Response – Property Values.

Response to Comment Letter PH-R30

Comment PH-R30-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Response to Comment Letter PH-R31

Comment PH-R31-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Response to Comment Letter PH-R32

Comment PH-R32-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Responses – Preferred Alternative Identification and Opposition to Tolling.

Response to Comment Letter PH-R33

Comment PH-R33-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

It is common for transportation projects to have a funding shortfall in the planning phase. The project is considered a Major Project by FHWA, and a Draft Financial Plan must be submitted to FHWA prior to approval of the Final EIR/EIS. The Draft Financial Plan must show a fully funded Preferred Alternative is required before the Final EIR/EIS can be approved. Bonding against future Renewed Measure M sales tax receipts is planned for all of the build alternatives. The additional increment of cost of Alternative 3 as compared to Alternative 1 would be bonded against anticipated toll revenue and not require any additional funding from taxes. Please see Common Responses – Preferred Alternative Identification and Opposition to Tolling.

Response to Comment Letter PH-R34

Comment PH-R34-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Comment PH-R34-2

With respect to a potential bottleneck at the Los Angeles County line, please see Common Response – Traffic Flow at the Orange County/Los Angeles County Line. With respect to air quality, please see Common Response – Air Quality. With respect to noise please see Common Response – Noise/Noise Analysis.

All of the build alternatives are anticipated to reduce congestion in the I-405 corridor compared to the No Build Alternative; none are expected to eliminate congestion in the corridor. The anticipated performance of I-405 with and without the build alternatives is summarized in the Draft EIR/EIS in Tables 3.1.6-4 through 3.1.6-8 and Tables 3.1.6-12 through 3.1.6-14.

Comment PH-R34-3

Please see Common Responses – Preferred Alternative Identification and Opposition to Tolling.

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PUBLIC HEARING FOUNTAIN VALLEY COMMENTS (PH-FV)

PH-FV1

I-405 Improvement Project
Public Hearing
Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.

Meeting Venue (please check one of the following):

- ☐ Monday, June 4, 2012 – Orange Coast Community College
- ☐ Thursday, June 7, 2012 – Rush Park Auditorium
- ☐ Wednesday, June 6, 2012 – Westminster Community Center
- ☒ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): KENNETH ARNOLD
Organization:
Address (Optional): 16075 BANANA ST FV CA 92708
Phone Number: 714 369 4752
Email address: ARNCOMP@PACBELL.NET

Comments: I SEE HOW REMOVAL OF SOME OF THE EXIT LOOPS MAY WILL IMPROVE TRAFFIC FLOW ON THE FREEWAY BUT LOOKS LIKE THEY WILL OVER BURDEN ALREADY BUSY SURFACE INTERSECTIONS ESPECIALLY @ BEACH & BROOKHURST (THESE could CAUSE OFF RAMP BACKUP ONTO FREEWAY) 1

(Space for comments continued on reverse)

PH-FV2

I-405 Improvement Project
Public Hearing
Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.

Meeting Venue (please check one of the following):

- ☐ Monday, June 4, 2012 – Orange Coast Community College
- ☐ Thursday, June 7, 2012 – Rush Park Auditorium
- ☐ Wednesday, June 6, 2012 – Westminster Community Center
- ☒ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): KENNETH ARNOLD
Organization:
Address (Optional): 16075 BANANA ST FV 92708
Phone Number: 714 369
Email address: ARNCOMP@PACBELL.NET

Comments: PRIME CONCERN IS THAT YOU ARE NOT OFFERING BEST ALTERNATIVE which IS ADDITION OF 1 GP & 1 HOV AND NO toll/EXPRESS LANE(S). Through KEY AREAS TWO HOV would be of VALUE AND USE AT PEAK NEED TIMES. WE ARE ALREADY PAYING FOR THE CONSTRUCTION VIA MEASURE M & OTHER TAXES AND DON'T WANT TO HAVE TO PAY tolls TOO. 1

(Space for comments continued on reverse)

PH-FV3

I-405 Improvement Project
Public Hearing
Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.

Meeting Venue (please check one of the following):

- ☐ Monday, June 4, 2012 – Orange Coast Community College
- ☐ Thursday, June 7, 2012 – Rush Park Auditorium
- ☐ Wednesday, June 6, 2012 – Westminster Community Center
- ☒ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): KENNETH ARNOLD
Organization:
Address (Optional): 16075 BANANA ST FV 92708
Phone Number: 714 369 4752
Email address: ARNCOMP@PACBELL.NET

Comments: I KNOW THIS IS ABOUT 405 EXPANSION BUT TRAFFIC AND USAGE DEMANDS IN FUTURE WOULD BE GREAT REDUCED WITH COMMUTER RAIL CONNECTIONS TO BLUE LINE & CSULB/NA AREA FROM VARIOUS SPOTS ALONG OR NEAR THE 405 R of W (SCP/METRO POINT, 55/405, WESTMINSTER/BOLSA) 1

(Space for comments continued on reverse)

PH-FV4

I-405 Improvement Project
Public Hearing
Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.

Meeting Venue (please check one of the following):

- ☐ Monday, June 4, 2012 – Orange Coast Community College
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- ☐ Wednesday, June 6, 2012 – Westminster Community Center
- ☒ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): GUS AKER
Organization:
Address (Optional):
Phone Number:
Email address:

Comments: THERE WAS NO PROVISION IN MEASURE M FOR ANY EXPENDITURE ON ANY PROJECT INVOLVING TOLLS. 1

NO TOLLS!!

(Space for comments continued on reverse)

PH-FV5

I-405 Improvement Project
Public Hearing
Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.

Meeting Venue (please check one of the following):

- ☐ Monday, June 4, 2012 – Orange Coast Community College
- ☐ Thursday, June 7, 2012 – Rush Park Auditorium
- ☐ Wednesday, June 6, 2012 – Westminster Community Center
- ☑ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Lynn Duncan
Organization: resident FV Chateau Blanc ~~Ellis~~ Ellist Brookhurst
Address (Optional): 10079 San Pablo Ct FV 92708-6722
Phone Number:
Email address: duncanetal@aol.com

Comments: Very much against option 3. NO TOLL roads — 1
~~No~~
Option 1 is least oppressive but am against taking of 2
homes OR businesses
when hands were raised re Toll lanes + the Parsons employee said 10% — he must have been 3
joking — half the people in the room ~~we~~ were presenting + obviously not in that poll + others not listening

(Space for comments continued on reverse)

PH-FV6

I-405 Improvement Project
Public Hearing
Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.

Meeting Venue (please check one of the following):

- ☐ Monday, June 4, 2012 – Orange Coast Community College
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- ☐ Wednesday, June 6, 2012 – Westminster Community Center
- ☒ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Marianne Gentry
Organization: Sales Rep.
Address (Optional): Fountain Valley
Phone Number: 714 964-6415
Email address: N/A

Comments: Alt. 2#. Why not have a Metro-link instead of car pool lanes. There are tracks already being used for frieght trains. Why not also make our bus system more efficient and assessable. I am a non driver. 1

(Space for comments continued on reverse)

PH-FV7

I-405 Improvement Project
Public Hearing
Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.

Meeting Venue (please check one of the following):

- [ ] Monday, June 4, 2012 – Orange Coast Community College
- [ ] Thursday, June 7, 2012 – Rush Park Auditorium
- [ ] Wednesday, June 6, 2012 – Westminster Community Center
- [ ] Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): John Hill
Organization: Private Individual
Address (Optional):
Phone Number: 714-849-0972
Email address:

Comments: I fully support the improvements being made to 405. Too many people suffer from traffic congestion on this freeway. A few people may need to be relocated, but efforts should be made to compensate them appropriately. It is good to know that someone is trying to do something about the horrific traffic problem that plagues this area 1

(Space for comments continued on reverse)

PH-FV8

I-405 Improvement Project
Public Hearing
Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.

Meeting Venue (please check one of the following):

- [ ] Monday, June 4, 2012 – Orange Coast Community College
- [ ] Thursday, June 7, 2012 – Rush Park Auditorium
- [ ] Wednesday, June 6, 2012 – Westminster Community Center
- [x] Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): EDMOND KARAM
Organization: Resident
Address (Optional): COSTA MESA
Phone Number: 949-923-9490
Email address: FLYER38@GMAIL.COM

Comments: Don't take away a free HOV lane and replace it with an "express" pay lane! That sucks. I might move out of O.C. if you do that. 1

(Space for comments continued on reverse)

PH-FV9

I-405 Improvement Project
Public Hearing
Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.

Meeting Venue (please check one of the following):

- ☐ Monday, June 4, 2012 – Orange Coast Community College
- ☐ Wednesday, June 6, 2012 – Westminster Community Center
- ☐ Thursday, June 7, 2012 – Rush Park Auditorium
- ☑ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): MARK ALLEN KORANDO
Organization:
Address (Optional): 592 PARK DRIVE COSTA MESA, CA 92627
Phone Number: 949-705-8407
Email address: MKORANDO@DOWNEYCA.ORG

Comments: I AM NOT IN FAVOR OF OPTION #3 (EXPRESS TOLL LANES) I WOULD BE IN FAVOR TO INCRESSING THE CARPOOL SYSTEM FROM ONE LANE EACH DIRECTION to TWO LANES IN EACH DIRECTION AND ONE ADDITIONAL GENERAL PURPOSE LANE IN EACH DIRECTION. NO MORE FEE 'TAXATION' OF OUR ROADWAYS. 1

(Space for comments continued on reverse)

PH-FV10

I-405 Improvement Project
Public Hearing
Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.

Meeting Venue (please check one of the following):

- ☐ Monday, June 4, 2012 – Orange Coast Community College
- ☐ Wednesday, June 6, 2012 – Westminster Community Center
- ☐ Thursday, June 7, 2012 – Rush Park Auditorium
- ☒ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): A. LUCERO
Organization: HB Resident
Address (Optional):
Phone Number:
Email address:

Comments: in favor of Measure "M" only no other proposals!! 1

Do not take any lanes out. 2

(Space for comments continued on reverse)

PH-FV11

I-405 Improvement Project
Public Hearing
Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.

Meeting Venue (please check one of the following):

- ☐ Monday, June 4, 2012 – Orange Coast Community College
- ☐ Thursday, June 7, 2012 – Rush Park Auditorium
- ☐ Wednesday, June 6, 2012 – Westminster Community Center
- ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Chris Morrow
Organization: Highway Safety Supervisor
Address (Optional):
Phone Number:
Email address:

Comments: Alt #1 - is the only option voted for by Orange County taxpayers. It is also the only alternative actually fully funded. To charge the taxpayers, who have been taxed daily & by Measure M, to drive on the toll road should be voted for. 1

(Space for comments continued on reverse)

PH-FV12

I-405 Improvement Project
Public Hearing
Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.

Meeting Venue (please check one of the following):

- ☐ Monday, June 4, 2012 – Orange Coast Community College
- ☐ Thursday, June 7, 2012 – Rush Park Auditorium
- ☐ Wednesday, June 6, 2012 – Westminster Community Center
- ☒ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Tricia + Mike Paull
Organization: home owners
Address (Optional): 10270 Durango River Ct, F.V.
Phone Number: 714-968-5469
Email address: justcallmet@hotmail.com

Comments: Our vote is #2 please 1

(Space for comments continued on reverse)

PH-FV13

I-405 Improvement Project
Public Hearing
Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.

Meeting Venue (please check one of the following):

- ☐ Monday, June 4, 2012 – Orange Coast Community College
- ☐ Thursday, June 7, 2012 – Rush Park Auditorium
- ☐ Wednesday, June 6, 2012 – Westminster Community Center
- ☑ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Mervyn Simchowitz
Organization: The Sunset Group
Address(Optional): 475 Bluebird Canyon Dr. Laguna Beach CA 92651
Phone Number: (949) 497-3888
Email address: simchowitz@aol.com

Comments: The Freeway Interchange, both off and on ramps, that have been designed on the new proposed Magnolia/Warner Ave. should be eliminated. This would circumvent the need to condemn and remove the Sports Authority building fronting the 405 Freeway. 1

(Space for comments continued on reverse)

PH-FV14

I-405 Improvement Project
Public Hearing
Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.

Meeting Venue (please check one of the following):

- ☐ Monday, June 4, 2012 – Orange Coast Community College
- ☐ Thursday, June 7, 2012 – Rush Park Auditorium
- ☐ Wednesday, June 6, 2012 – Westminster Community Center
- ☑ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Scott Smith
Organization:
Address (Optional): 354 1st St. Seal Beach 90740
Phone Number: 310.497.5081
Email address: ssmith@westbaycommunications.com

Comments: I prefer option #3 because it provides the best means of improving traffic conditions and includes a revenue source outside of tax dollars. 1

(Space for comments continued on reverse)

RESPONSE TO PUBLIC HEARING FOUNTAIN VALLEY COMMENTS (PH-FV)

Response to Comment Letter PH-FV1

Comment PH-FV1-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

The Traffic Study prepared for and summarized in Section 3.1.6 of the Draft EIR/EIS provides evaluation of operations of the arterial streets at their intersections with ramps under all of the alternatives. The analysis shows that the ramp/arterial intersections proposed for the interchange reconfigurations at the Beach Boulevard and Brookhurst Street interchanges are anticipated to operate acceptably. Please see Table 3.1.6-16 in the Draft EIR/EIS.

Response to Comment Letter PH-FV2

Comment PH-FV2-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identificationidentification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Two alternatives (Alternatives M8 and M11) with one additional GP lane and one additional HOV lane are included in the Draft EIR/EIS in Section 2.2.7, Alternatives Considered but Eliminated from Consideration. That section explains each of those alternatives and why they were eliminated. For a graphic summary of those alternatives, see Figure 2-39 of the Draft EIR/EIS.

With respect to the issue of tolling as a form of double taxation, please see Common Response – Opposition to Tolling.

Response to Comment Letter PH-FV3

Comment PH-FV3-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred

Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Alternatives M3, M9, M10, M11, M12, and M13 (see Section 2.2.7 and Figure 2-8), evaluated as part of the I-405 MIS (2003-2006), included project components similar to what you are recommending within your comment. These alternatives were not considered viable alternatives for further consideration because they do not fulfill the project purpose and are substantially more expensive than the Preferred Alternative (see discussion of Alternatives M3, M9, M10, M11, M12, and M13 in Section 2.7). Please also see Common Response – Elimination of LRT and BRT Alternatives.

Response to Comment Letter PH-FV4

Comment PH-FV4-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Responses – Opposition to Tolling and Measure M Funding.

Response to Comment Letter PH-FV5

Comment PH-FV5-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Responses – Preferred Alternative Identification and Opposition to Tolling.

Comment PH-FV5-2

The build alternatives would all require full acquisition of the properties where Sports Authority, Days Inn, and Fountain Valley Skating Center are located, along with partial acquisition of the property where Boomers is located, on the south side of I-405 between Magnolia Street and Warner Avenue, as discussed in Section 3.1.4.2.3 of the Draft EIR/EIS. OCTA and Caltrans have developed design options for all of the alternatives that would remove the braided ramps between Warner Avenue and Magnolia Street on the north and/or south sides of I-405. If the design option for removal of the ramps on the south side of I-405 is incorporated into the Preferred Alternative, no acquisition or relocation of any these properties would be required. Please see Common Response – Impacts to Businesses.

Comment PH-FV5-3

Please see Common Response – Opposition to Tolling.

Response to Comment Letter PH-FV6

Comment PH-FV6-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Alternatives M3, M9, M10, M11, M12, and M13 (see Section 2.2.7 and Figure 2-8), evaluated as part of the I-405 MIS (2003-2006), included project components similar to what you are recommending within your comment. These alternatives were not considered viable alternatives for further consideration because they do not fulfill the project purpose and are substantially more expensive than the Preferred Alternative (see discussion of Alternatives M3, M9, M10, M11, M12, and M13 in Section 2.7). Please also see Common Response – Elimination of LRT and BRT Alternatives.

Response to Comment Letter PH-FV7

Comment PH-FV7-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PH-FV8

Comment PH-FV8-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Please see Common Response – Opposition to Tolling.

Response to Comment Letter PH-FV9

Comment PH-FV9-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Response to Comment Letter PH-FV10

Comment PH-FV10-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Comment PH-FV10-2

The build alternatives would all require full acquisition of the properties where Sports Authority, Days Inn, and Fountain Valley Skating Center are located, along with partial acquisition of the property where Boomers is located, on the south side of I-405 between Magnolia Street and Warner Avenue, as discussed in Section 3.1.4.2.3 of the Draft EIR/EIS. OCTA and Caltrans have developed design options for all of the alternatives that would remove the braided ramps between Warner Avenue and Magnolia Street on the north and/or south sides of I-405. If the design option for removal of the ramps on the south side of I-405 is incorporated into the Preferred Alternative, no acquisition or relocation of any these properties would be required. Please see Common Response – Impacts to Businesses.

Response to Comment Letter PH-FV11

Comment PH-FV11-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Response to Comment Letter PH-FV12

Comment PH-FV12-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Response to Comment Letter PH-FV13

Comment PH-FV13-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

The build alternatives would all require full acquisition of the properties where Sports Authority, Days Inn, and Fountain Valley Skating Center are located, along with partial acquisition of the property where Boomers is located, on the south side of I-405 between Magnolia Street and Warner Avenue, as discussed in Section 3.1.4.2.3 of the Draft EIR/EIS. OCTA and Caltrans have developed design options for all of the alternatives that would remove the braided ramps between Warner Avenue and Magnolia Street on the north and/or south sides of I-405. If the design option for removal of the ramps on the south side of I-405 is incorporated into the Preferred Alternative, no acquisition or relocation of any these properties would be required. Please see Common Response – Impacts to Businesses.

Response to Comment Letter PH-FV14

Comment PH-FV14-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.