

APPENDIX E

APPENDIX E-1

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Scoping comment breakdown (tallies represent individual comments, not submissions)

Topic	Subtopic	Number of comments in subtopic	Number of comments in topic
Alternatives	Oppose Alt 1	1	438
	Oppose Alt 2	2	
	Oppose Alt 3	0	
	Oppose Alt 4	0	
	Oppose Alt 5	1	
	Support Alt 1	35	
	Support Alt 2	9	
	Support Alt 3	3	
	Support Alt 4	10	
	Support Alt 5	22	
	Suggestion for Option/New Alt	173	
	Opposed to Tolling	103	
	Opposed to Expanding of Lanes	39	
	[no subtopic assigned]	40	
Environmental Topics	Air Quality/GHG	56	345
	Biological Env.	14	
	Community Impacts	46	
	Cultural/Tribal Resources	5	
	Cumulative Impacts	0	
	Energy	0	
	Environmental Justice	1	
	Geology/Soils/Seismicity	1	
	Growth	2	
	Hazardous Waste/Materials	0	
	Hydrology/Floodplain	1	
	Land Use	3	
	Noise/Vibration	3	
	Paleontology	0	
	Parks/Recreation Facilities	0	
	Pedestrian/Bike Facilities	0	
	Relocations/ROW	44	
	Transportation/Traffic/VMT	111	
	Utilities	10	

	Visual/Aesthetics	1	
	Water Quality/Stormwater	1	
	Wildfires	1	
	Construction Impacts	21	
	[no subtopic assigned]	24	
Other Projects	Past HOV Project	58	129
	Purple Line Construction	0	
	Sepulveda Transit Corridor	49	
	Comprehensive Multimodal Plan	1	
	[no subtopic assigned]	21	
Expresslanes Operations			62
Support for Transit in Corridor			173
Equity			117
Purpose and Need			97
Funding/Revenue			22
General Opposition			97
General Support			28
Community Engagement			24
Other			31

APPENDIX E

APPENDIX E-2

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Comment Code	Topic	Sub-Topic	Submit Method	First Name	Last Name	Comment	Comment Submitted
I- 1 -1	Support for Transit in Corridor		Website			This proposed project represents the latest in never-ending tax payer funded congestion improvement projects for this same stretch of the I405 over the last forty years. As soon as one is completed, the next begins. None of these has really worked. None of these has been a mass transit solution!	8/03/21 1:26 PM PT
I- 1 -2	Alternatives	Oppose Expanding of Lanes	Website			We pay taxes of every conceivable form to maintain a functional road system, and now you are proposing that we fund another improvement project and then pay ongoing tolls to actually use the theoretically improved road. We keep taking the same approach to this issue and expect a different outcome. Insanity defined! When will we stop the madness and move towards a mass transit solution instead of adding another lane for more cars?	8/03/21 1:26 PM PT
I- 2 -1	Alternatives	Oppose Expanding of Lanes	Website			The 405 has already endured an expansion that did little to make trips more reliable. The entire corridor should be tolled or express lanes made out of existing lanes. No more expansions.	8/03/21 4:20 PM PT
I- 3 -1	Equity		Website			Please do not add a toll lane on the 405. All this does is tax the working class more and doesn't ultimately help with traffic. Thank you.	8/03/21 5:03 PM PT
I- 4 -1	Alternatives	Suggestion for Option/New Alternative	Website			If you'd like to do something about traffic on the 405 as you approach the 10 from the South, address the drivers cutting across 3 lanes of traffic in 100 meters to get to the 10 off ramps. They cause an entire roadway of drivers to hit their breaks so someone can save 30 seconds of time.	8/03/21 5:04 PM PT
I- 5 -1	Alternatives	Oppose Tolling	Website			I am very against a paid HOV lane. Currently there is the carpool lane.	8/03/21 5:19 PM PT
I- 5 -2	Equity		Website			An HOV lane is classist, and creates a system where those with money get to travel more quickly, those without the extra money do not. We already pay for the roads with our taxes. Stop making this toll lane sound like a win for the area residents. It's a terrible idea.	8/03/21 5:19 PM PT
I- 6 -1	Alternatives	Oppose Tolling	Website			I am totally against "Express" toll lanes on the 405. Unlike other areas of Los Angeles we in the San Fernando Valley (and areas to the North and West) have no other viable way to get to the Westside of Los Angeles or South to LAX and beyond than the 405. The 405 through the pass has been widened and rebuilt twice since I've lived in Encino and the traffic is still unbearable. The entire freeway through the pass, including the HOV lane is already gridlocked every night so making the HOV lane an "express toll lane" would simply push more traffic onto the other 4 lanes and force a road tax onto those people who could afford it. Stupid, stupid, stupid!	8/03/21 5:26 PM PT
I- 6 -2	Support for Transit in Corridor		Website			Focus on putting in a viable rapid transit line (subway not silly monorail that doesn't fit in with the long term integration of LA's rapid transit system) and expedite it quickly instead.	8/03/21 5:26 PM PT
I- 6 -3	General Opposition		Website			Believe me, whomever came up with this lame idea has not heard the wrath that SFV residents who commute the 405 will voice. Again, we don't have options and the freeway is already at 120% of capacity during rush hours.	8/03/21 5:26 PM PT
I- 7 -1	Environmental Topics	Relocations/ROW	Website			I am strongly opposed to plan options that require taking land/homes from adjacent neighborhoods.	8/03/21 5:31 PM PT

I- 8 -1	Equity		Website			How will this affect those without the financial means to benefit from the HOT lanes? Will there be an economic impact report on the added time, energy, wages affected by sitting in traffic in places that once had HOV lanes?	8/03/21 5:37 PM PT
I- 8 -2	Support for Transit in Corridor		Website			Why not explore adding a rail between the valley and WLA/Santa Monica to facilitate fewer vehicles on the roadway and greater mobility for the workers in the valley to the work places on the coast.	8/03/21 5:37 PM PT
I- 8 -3	Equity		Website			I would suggest finding solutions that benefit all people and not just the wealthy Angelenos who can afford the HOT fees to skirt area traffic.	8/03/21 5:37 PM PT
I- 9 -1	Alternatives	Oppose Tolling	Website			I do NOT like the idea of a paid express lane. The freeway was widened at taxpayer expense several years ago. It should have been anticipated that the scope of the widening project was insufficient. This is just poor planning. Charging drivers additional to use a portion of the road that we already have paid for and continue to pay for through ever increasing gas taxes is not the answer. CalTrans has pushed carpools for years. Now to consider charging to use those lanes is a slap in the face to us.	8/03/21 5:38 PM PT
I- 9 -2	Alternatives	Suggestion for Option/New Alternative	Website			Get working on the tunnel through the mountain or a rail project over the hill (along the freeway only) as an alternative.	8/03/21 5:38 PM PT
I- 10 -1	Support for Transit in Corridor		Website			I suggest rather than toll lanes on the 405, metro develop a light rail system instead.	8/03/21 5:47 PM PT
I- 10 -2	Equity		Website			Toll roads (like ExpressLanes) only increase congestion, and discriminate against people of low income.	8/03/21 5:47 PM PT
I- 10 -3	Support for Transit in Corridor		Website			Light rail on the other hand, is inclusive of all income levels, creates alternatives to cars, and pollution. This system would make a great compliment to LA's expansive light rail system in Downtown. In conclusion, Light rail is more inclusive and eco friendly compared to HOT lanes, and would still produce income for Metro.	8/03/21 5:47 PM PT
I- 11 -1	Alternatives		Website			I don't see how charging people to drive in the HOV lane will do anything to help traffic or the environment unless there are significant physical changes to the freeway	8/03/21 5:57 PM PT
I- 12 -1	Alternatives	Oppose Tolling	Website			These for-a-fee Express Lanes fly in the face of California's history of having freeways. It's in the name. They were specifically and deliberately built as freeways, as opposed to tollways. For-a-fee express lanes do nothing to improve traffic flow. They just allow people with money to buy their way into carpool lanes. And at crowded times, only those with the most money will be able to use these HOV lanes.	8/03/21 5:59 PM PT
I- 12 -2	ExpressLanes Operations		Website			The system is also skewed in favor of daily commuters. If there has to be for-a-fee Express Lanes, it makes sense for commuters to pay for the fast passes or whatever system is in place. For those of us who only use the freeways a couple days a week, we have no need to acquire fast passes. But then we're precluded from using the for-a-fee HOV lanes even when we have two, three, or more people in our cars.	8/03/21 5:59 PM PT
I- 12 -3	Alternatives	Oppose Tolling	Website			Last, the HOV lanes already exist on the 405. These for-a-fee Express Lanes would be stealing them from the public. That's just wrong on its face.	8/03/21 5:59 PM PT

I- 13 -1	Support for Transit in Corridor		Website			Please scrap wealthy bypass lanes and replace with a train running down the center of the 405.	8/03/21 6:23 PM PT
I- 14 -1	Alternatives	Suggestion for Option/New Alternative	Website			Alternative: Carpool transition lanes at the 405/118 junction will be more effective in relieving congestion on 405 north as it eliminates the left to right merging at the last carpool exit near Nordhoff. Similarly, carpool entrance/exits at Sunset and Howard Hughes will be very beneficial for those parts of the 405.	8/03/21 6:45 PM PT
I- 14 -2	Alternatives	Oppose Tolling	Website			Opinion: Converting carpool lanes to toll lanes will not relieve congestion, and will, of course, make it much worse during the construction period.	8/03/21 6:45 PM PT
I- 15 -1	Alternatives	Oppose Tolling	Website			I dont know why so-called express lanes for a fee is your answer to the congestion on the 405 freeway? In the so-called rush hour those HOV lanes move just like every other lane. Making the taxpayer (who gave you Measure M) pay to access those lanes won't mak a difference.	8/03/21 6:55 PM PT
I- 15 -2	Support for Transit in Corridor		Website			If you want to make a difference, ditch the cars and use your right of ways for RAIL!!!	8/03/21 6:55 PM PT
I- 16 -1	Alternatives	Suggestion for Option/New Alternative	Website			Please add two Expresslanes for full length from 101 to Orange County border ASAP.	8/03/21 8:42 PM PT
I- 17 -1	Equity		Website			I am against a "pay as you go" lane. Gas is costly enough, without having to pay for what is basically a toll lane. Also, those that are financially secure with enjoy the lane, but lower income people will not be able to afford this lane. To me the richer people will get to use the lane, while the rest will have to be in even more crowded lanes. That is definitely not fair.	8/03/21 10:20 PM PT
I- 17 -2	Support for Transit in Corridor		Website			The ultimate answer is a monorail type system built at the center of the freeway, or along side the freeway that would take you from the north valley to the beach with stops along the way that connect to other modes of transportation. If need be there should be a tunnel built under the 405 where some kind of fast track vehicle/train could bring people to and from the San Fernando Valley.	8/03/21 10:20 PM PT
I- 17 -3	Alternatives	Oppose Tolling	Website			I vote no at adding a pay lane.	8/03/21 10:20 PM PT
I- 18 -1	General Opposition		Website			All of your proposals are worthless and counterproductive.	8/04/21 1:30 AM PT

I- 18 -2	Support for Transit in Corridor		Website			<p>You should offer reliable, frequent public transit on that route, with a dedicated bus lane.</p> <p>If the bus lane gets blocked, the California Highway Patrol and the California Department of Transportation should have an automatic standard operating procedure to open another lane for public transit only.</p> <p>If the entire freeway is blocked, the Los Angeles Police Department's West Los Angeles patrol station, West Traffic Bureau, and Transit Bureau and the Los Angeles Department of Transportation should have an automatic standard operating procedure to open a surface street for public transit only.</p> <p>Car pool riders should not be obligated to tailor their schedules to each other's convenience</p>	8/04/21 1:30 AM PT
I- 19 -1	Alternatives	Oppose Tolling	Website			I haven't seen dynamic pricing affect the crowding of freeways in a positive way nor the speed traveled. I don't want toll roads on the Sepulveda Pass.	8/04/21 5:08 AM PT
I- 19 -2	Support for Transit in Corridor		Website			I wish you would build a monorail over the Sepulveda Pass that would connect with rail in Westwood.	8/04/21 5:08 AM PT
I- 19 -3	Alternatives	Support for Alt 5	Website			I suggest a second HOV lane in the meantime. I suggest you avoid removing shoulders - 289,000 cars per day - some of them are bound to break down. Both shoulders are needed.	8/04/21 5:08 AM PT
I- 20 -1	Purpose and Need		Website			I think the concept of easing the traffic issues on this freeway is warranted.	8/04/21 6:55 AM PT
I- 20 -2	Alternatives	Oppose Tolling	Website			However, it basically seems like you are just taking the FREE HOV lanes and converting them to Toll lanes that will charge! That is what I object to.	8/04/21 6:55 AM PT
I- 20 -3	Funding/Revenue		Website			We pay extremely high gas taxes and other voted propositions that are supposed to handle this type of project. I am insulted that after all this our state leadership has not used this money for it's intended purpose!!!! Let's first use ALL the money we have given to these projects so we can keep the HOV lanes free!!!! Don't just add more costs to a state that is overtaxed now!! Make the administration spend the money they already have in the areas it was meant to go to!!!! Don't just add more costs to the individuals that are already taxed too much!!!	8/04/21 6:55 AM PT
I- 21 -1	Other Projects	Past HOV Project	Website			I have been driving the 405 between the South Bay and Westwood for the last 28 years and as we know the traffic keeps getting more and more congested. I endured the construction of the HOV lanes, and in the end it did not help the gridlock traffic one bit. I am concerned that tax dollars are being spent on a solution that will not ease the problem.	8/04/21 7:49 AM PT
I- 21 -2	Support for Transit in Corridor		Website			We have no efficient mass transit or public transportation that travels South-to-North (I don't want to take a bus that adds more time to my commute). And now you want to build an express lane that is a paying lane, again to be paid by tax-payers. I am opposed to this express lane and would prefer our environmental and infrastructure experts to find better alternatives that are more long-term, such as a metro that runs South/North bound.	8/04/21 7:49 AM PT

I- 21 -3	Environmental Topics	Air Quality/GHG	Website			For those who can't afford to use the express lanes, time travelled will be exponentially increased, which harms our environment/air quality by idling during rush hour gridlock.	8/04/21 7:49 AM PT
I- 22 -1	Alternatives	Oppose Tolling	Website			Absolutely OPPOSED to HOT lanes. Most of us cannot afford an expense like this & it would cause the regular lanes to back up because they can't afford to pay the toll. NO to HOT lanes.	8/04/21 8:08 AM PT
I- 23 -1	Alternatives	Suggestion for Option/New Alternative	Website			I'm surprised and confused why you don't have the option to add 1 Express Lane (either expanding or replacing left shoulder) besides the existing HOV lane. Express Lanes generate income that can be used to improve public transit but don't incentivize people to carpool or drive low to zero emission cars. HOV lanes incentivize people to carpool and buy low to zero emissions cars but don't generate income. I like to see the best of both worlds.	8/04/21 8:49 AM PT
I- 23 -2	Support for Transit in Corridor		Website			However, the most sustainable option is having express mass transit along the corridor. It takes about one hour (too long) for me to take the bus from Westwood to the Sherman Oaks. I wish for a new Metro rail line that connects Purple Line Extension to Orange Line. Don't let our dreams be dreams... https://lacmtalibrary.tumblr.com/post/138565264619/subwaymaps-los-angeles-2040-includes-all-of-la	8/04/21 8:49 AM PT
I- 24 -1	Alternatives	Oppose Tolling	Website			You should have made the lanes into metro lines years ago, and now you want to charge to drive in the lanes? Bad. It's probably too late now, but I don't want you to turn our roads into toll roads.	8/04/21 9:12 AM PT
I- 24 -2	Equity		Website			it is expensive enough to drive in LA. You are really making this city into the haves/have nots. Terrible!	8/04/21 9:12 AM PT
I- 25 -1	Alternatives	Support for Alt 2	Website			I suggest Alternative 2 as the preferred alternative as it is the most feasible and requires the least amount of ROW acquisition.	8/04/21 9:21 AM PT
I- 26 -1	Purpose and Need		Website			The main issue with the 405, which is the issue with almost all freeways in LA, is that the vast majority of cars have a single driver. We need to encourage carpooling, which was more common in the 80s or 90s than it is now.	8/04/21 10:21 AM PT
I- 26 -2	Equity		Website			I also believe that LA Freeways are a democratic institution. Whether you are rich or poor, you can get stuck in traffic on the 405. By circumventing that, we're upending the social contract that has existed, and telling people they are valued less because they cannot afford to pay the toll.	8/04/21 10:21 AM PT
I- 26 -3	Alternatives	Support for Alt 5	Website			For these reasons, I think the only logical alternative is alternative 5, with two HOV lanes. It does not require the high tech infrastructure of FasTrak (with an added bonus of giving commuters more privacy), and accomplishes the main goal in a more direct way, getting more people into less cars and improving travel times for everyone.	8/04/21 10:21 AM PT
I- 27 -1	General Opposition		Website			It is my personal opinion that I don't believe that this will help.	8/04/21 12:20 PM PT

I- 27 -2	ExpressLanes Operations		Website			With the other freeways already on this pay plan in lower income areas, there are not as many people with the funds to spend on using the HOV lane. On the westside, where the incomes are higher, there will be a larger amount of people using the HOV lane, which will make it constantly saturated with vehicles. Please do not bring this to the 405.	8/04/21 12:20 PM PT
I- 28 -1	Alternatives	Support for Alt 4	Website			What I suggest is that Metro and Caltrans prusue Alternative #4. I have lived in L. A. my entire life. There is no such thing as overestimating the capacity that COULD be used on L. A. freeways.	8/04/21 1:34 PM PT
I- 29 -1	Purpose and Need		Website			I don't see how this is anything more useful than a revenue generator for the City. It certainly won't create less traffic clogging. It will simply fill the former HOV lane with people who can afford the toll. The HOV lane had a real reason to exist: a)less cars with more people in them and b) encouraging people to buy more fuel efficient and/or electric automobiles, both laudable goals.	8/04/21 2:38 PM PT
I- 29 -2	Equity		Website			This "solution" simply indicates another loss of egalitarianism as it only benefits the wealthy.	8/04/21 2:38 PM PT
I- 30 -1	General Support		Website			What I like: better travel time reliability. Faster bus service through the pass. More competitive bus travel time vs. car travel time. HOT lanes.	8/04/21 3:21 PM PT
I- 30 -2	Alternatives	Suggestion for Option/New Alternative	Website			What I wish: physical buffers/barriers between HOT lanes and general use lanes. The 10 HOT lanes are more effective and more consistently meet federal standards than the 110 because they are separated from the general purpose lanes. Integrated corridor management: electronic boards showing motorists cost & travel time along corridor by bus using HOT lanes vs as a private vehicle using the HOT lanes or general lanes. Variable pricing reflecting overall travel demand along the corridor. Weekend and evening transit service.	8/04/21 3:21 PM PT
I- 30 -3	Alternatives	Oppose Expanding of Lanes	Website			What I suggest: NO ADDITIONAL LANES OF TRAFFIC. CONVERT ECISTING GENERAL USE LANES TO HOT LANES AND ADD BARRIERS. Metro already spent over \$1 billion and many years widening this freeway, only for congestion to become worse than before. Metro's own transportation planners could predict that. Reduce greenhouse gas emissions and particulate pollution! No more lanes.	8/04/21 3:21 PM PT
I- 30 -4	Alternatives	Suggestion for Option/New Alternative	Website			However, please add separated access ramps and freeway entrances/exits for the HOT users, similar to how they discharge at Alameda St in Downtown LA. This will be especially valuable at hideously congested intersections like Ventura, Sunset, Wilshire, and Santa Monica Blvds and lead to larger travel time savings.	8/04/21 3:21 PM PT
I- 30 -5	Other Projects		Website			The City of LA should establish painted, separated bus only lanes on the Blvds above to further improve the experience of using transit along the corridor. Otherwise people taking the bus will get stuck with everyone else trying to get on the freeway.	8/04/21 3:21 PM PT
I- 31 -1	Alternatives	Support for Alt 4	Website			I really like alternative four and believe that would best position this corridor to handle current demand as well as future growth.	8/04/21 8:00 PM PT

I- 31 -2	Alternatives	Suggestion for Option/New Alternative	Website			I know that money is a factor in what is able to be done but at some the interchange at the 101 needs to be addressed as does I-10's congestion spilling onto the 405 creating a bottleneck that easily affect the pass.	8/04/21 8:00 PM PT
I- 31 -3	Other Projects	Comprehensive Multimodal	Website			Sepulveda BLVD should be also eyed for improvements adding more landscaping, adding protected bike lanes, sidewalks, pavement reconstruction, and a widened tunnel to accommodate four lanes with bike and pedestrian accessibility. There should also be a study that looks to extend these lanes to the Orange line down the road.	8/04/21 8:00 PM PT
I- 32 -1	General Opposition		Website			What I suggest is that METRO's idea to create express lanes on the I-405 freeway is a very bad idea.	8/05/21 1:24 AM PT
I- 32 -2	Environmental Topics		Website			It does not solve the current traffic congestion problems, it does not reduce carbon emissions, it does not help the ecology of Los Angeles in any way whatsoever, there will be no real benefit to the regular users of the I-405 corridor,	8/05/21 1:24 AM PT
I- 32 -3	Purpose and Need		Website			and it does not offer the general public a solution to the long standing problem of traffic congestion on that freeway. All it does is generate revenues for Cal-Trans and METRO.	8/05/21 1:24 AM PT
I- 33 -1	Alternatives	Oppose Tolling	Website			I totally appreciate the HOV lanes on the Sepulveda Pass I-405. However, I completely disagree with turning them into Toll Lanes. The cost of driving in CA is already among the highest in the nation. Adding this cost to a driver's list of expenses is really hurting the commuter and everyone else who travels with a carpool. If anything, we should be charging a toll to those who are not in an HOV vehicle. STOP adding to the cost of living in LA. More of us will be leaving if the costs keep climbing every time we turn around.	8/05/21 10:40 AM PT
I- 34 -1	Alternatives	Support for Alt 5	Website			Alternative 5 is the only one that does not impose additional burdens on low/fixed income people.	8/05/21 11:13 AM PT
I- 34 -2	Alternatives	Oppose Tolling	Website			I do not like the pay to drive lanes since they require purchasing equipment and having additional costs.	8/05/21 11:13 AM PT
I- 34 -3	Other Projects	Past HOV Project	Website			I do like adding another carpool lane, though the addition of the last one nearly spanned my entire 30 year career at UCLA.	8/05/21 11:13 AM PT
I- 35 -1	General Support		Website			I highly support the 2 lane in each direction option, standard or non-standard width.	8/05/21 11:21 AM PT
I- 35 -2	Funding/Revenue		Website			Hopefully revenue can be used for the Sepulveda pass multi modal project.	8/05/21 11:21 AM PT
I- 36 -1	General Support		Website			I think it's a wonderful idea it will decrease traffic therefore decrease air pollution and congestion on the road	8/05/21 4:06 PM PT
I- 37 -1	Environmental Topics	Transportation/Traffic/VMT	Website			Any of these changes will result in increased congestion onto Sepulveda and other canyon roads. What are your proposals incorporating into mitigating the impact on local neighborhoods? Wake devastated the local streets of Sherman Oaks as commuters from out of the area avoided congestion on the 405?	8/06/21 7:32 AM PT

I- 37 -2	Other Projects	Sepulveda Transit Corridor	Website			Also, how will this integrate with the potentially proposed monorail system? Will the center divide be expanded to accommodate this option or will your work eliminate that as a viable option?	8/06/21 7:32 AM PT
I- 38 -1	Support for Transit in Corridor		Website			What I like - the freeway has been well maintained in the Sepulveda pass. What I wish - I wish we had a train through the Sepulveda pass that connected the SFV to the west side. Why? - I used to commute from Culver City to Calabasas 5 days a week for 3 years. If there is an accident in the sepulveda pass, there is nowhere to go really. It's just hundreds of cars polluting the air huts stalled there for an hour-3 hours (this has happened to me haha). A train, while costly, would benefit current and future generations of Angelenos. Many people would opt for public transportation rather than sitting in traffic for hours, tired after work. There would be less cars on the road, meaning less accidents, less pollution, less congestion. Let's make it happen!	8/06/21 12:54 PM PT
I- 39 -1	Alternatives	Oppose Tolling	Website			We already paid for it once a TOLL is not acceptable and it wouldn't work,more space more cars.	8/06/21 12:57 PM PT
I- 39 -2	Alternatives	Suggestion for Option/New Alternative	Website			You would have to add lane to the 101 E and W bound to relieve traffick.	8/06/21 12:57 PM PT
I- 39 -3	Support for Transit in Corridor		Website			Build a monorail and force people out of their cars and cut pollution	8/06/21 12:57 PM PT
I- 40 -1	General Opposition		Website			1405 Sepulveda Express Pass NO!. Charging more money for the 405 rich white privilege lane is NOT a solution. you want more money, so only the rich can continue to drive spoiled & reckless? Don't charge more money for the privileged. It's called you should have addressed the traffic and population issue before. Now that you waited and let all the roads go to crap and planned poorly this pass lane is NOT the answer. We need better roads, better freeway system, and less people. Better roads, More jobs, more housing, less people, got that?	8/06/21 1:04 PM PT
I- 41 -1	Support for Transit in Corridor		Website			Instead of continuously spending more money on the already fully built-out 405 FWY, I would suggest spending all time, money and energy on advancing the long-planned tunneling project between the Valley and Westwood for a subway line, just like the existing metro line between North Hollywood and Hollywood. Mass transit in this area is much more urgent.	8/06/21 1:07 PM PT
I- 41 -2	Environmental Topics	Air Quality/GHG	Website			It will get current automobile commuters out of their cars and reduce freeway traffic. And thus it would cut down on the enormous greenhouse gas emissions - that should be the No.1 priority for any traffic project.	8/06/21 1:07 PM PT
I- 42 -1	Alternatives	Oppose Tolling	Website			Please do not implement toll lanes on the 405. I-10 traffic is a disaster due to the removal of 2 lanes for normal commuter traffic. Do we really want the same for the 405?	8/06/21 1:58 PM PT
I- 42 -2	Purpose and Need		Website			The expansion of the 405 Sepulveda corridor is an unqualified success, despite what the media prints. Pre-pandemic traffic in my experience flow rarely exceeds half a hour. Don't fix what is not broken.	8/06/21 1:58 PM PT

I- 43 -1	Equity		Website			I am apprehensive to support changing the HOV lanes to HOT lanes. I believe this to be a good idea overall but I am fearful for those individuals who are not making a lot of money but still need to travel the 405 for work. Why shouldn't some of them also have the opportunity to cut their commute times? I would support the project of changing the HOV lanes to HOT lanes if within this project there was a minimum amount of free or reduced passes that were given to people at the poverty level and under so that they could utilize those lanes as well without financially affecting them.	8/06/21 2:32 PM PT
I- 43 -2	General Support		Website			I also understand that the HOV lanes have become very packed and that changing them to HOT lanes may not only help with the flow of traffic but will also bring much needed income to continue to advance projects on the 405. Overall I am in favor of the project.	8/06/21 2:32 PM PT
I- 44 -1	Alternatives	Oppose Tolling	Website			I strongly oppose the proposal to add a HOT lane to the 405 fwy.	8/06/21 3:59 PM PT
I- 44 -2	Equity		Website			It's yet another burdensome tax that will be favored only by those who can well afford to pay more for what we as taxpayers have been paying for forever!	8/06/21 3:59 PM PT
I- 44 -3	Alternatives	Suggestion for Option/New Alternative	Website			I would love to see all lanes on the 405 opened up to go in one direction & build a 2-story structure for those vehicles heading in the opposite direction. It would be innovative & efficient & it would work with ease & flow - which is why it is a pipe dream.	8/06/21 3:59 PM PT
I- 45 -1	Equity		Website			"HOT lanes" serve only the well to do. If you are retired and/or a casual traveler/commuter you are at a disadvantage driving the 405 with Hot lanes. Open all lanes to everyone without charge. My taxes paid for that HOT lane too!	8/06/21 6:18 PM PT
I- 46 -1	General Opposition		Website			Free HOV lanes are OK. Don't add lanes or use existing lanes that have fees.	8/06/21 10:21 PM PT
I- 47 -1	General Support		Website			Build express lanes! I love the idea and wish we had them years ago!	8/07/21 9:35 AM PT
I- 48 -1	General Support		Website			Great idea	8/07/21 11:38 AM PT
I- 48 -2	Equity		Website			But Are slower trucks/old cars & older slower drivers going to be able to use it? Many low income people will not be able to take advantage	8/07/21 11:38 AM PT
I- 48 -3	Alternatives	Suggestion for Option/New Alternative	Website			If it were 2 lanes on each side or especially the 405 S, I could see a benefit in the traffic. Otherwise a lot of money and no real benefits. I suggest to: Spend the money and make a toll road above the 405. Leave the free fwy to the masses. In a rush pay the toll! You'll recoup your money in time and will still have many takers in the toll Every other state has invested in it Do right once. Thx!	8/07/21 11:38 AM PT
I- 49 -1	Alternatives	Oppose Tolling	Website			The current HOV lanes already get congested during rush hour. Turning it into a HOT lane as proposed only very mildly solves the issue. It looks like a total cash grab instead of an actual fix	8/07/21 1:45 PM PT
I- 49 -2	Alternatives	Suggestion for Option/New Alternative	Website			Improve public transport. Educate drivers better. Require freeway driving instruction for all of California. Clamp down on texting and driving especially during rush hour.	8/07/21 1:45 PM PT

I- 50 -1	Support for Transit in Corridor		Website			Aside from improving the transit options for the Sepulveda Pass, money should be put into making more efficient public transportation network. That's one reason why commuters will suffer the long drive than to take public transportation. It's that the system lacks good connections from one destination to another. I tried taking the bus the last couple of months. The main streets are good with frequency and number of buses but after you get off, I find myself having to walk a long way to my destination or I have to wait 15-20 min for a transfer bus for smaller streets, if any. There should be smaller buses with more frequent stops for smaller streets. Unlike many other big cities that have well-defined public transportation system, this over-pass solution will help very little and it's temporary. We need to get people out of their cars and onto buses and trains.	8/07/21 2:23 PM PT
I- 51 -1	Alternatives	Oppose Tolling	Website			1. You can't have a toll (tax) on a FREEWAY because it is FREE. 2. There is no incentive by charging drivers. It will only make them angry. 3. Rising gas prices certainly has not helped reducing drivers so tolls will not affect them continuing driving.	8/07/21 2:37 PM PT
I- 51 -2	Support for Transit in Corridor		Website			4. Majorly improve the public transport system	8/07/21 2:37 PM PT
I- 51 -3	Alternatives	Suggestion for Option/New Alternative	Website			5. Undocumented residents should not be able to drive on the freeway during rush hour. Put a different registration sticker on their license plate to identify them.	8/07/21 2:37 PM PT
I- 52 -1	Alternatives	Suggestion for Option/New Alternative	Website			Instead of charging people with express lanes to get to their homes and work, it's time to consider adding another freeway connecting the 118 to the 5 north via chatsworth to add another route to the 5 that would connect in Stevenson's ranch via the west valley.	8/07/21 3:37 PM PT
I- 53 -1	Alternatives	Oppose Tolling	Website			I do not want the carpool lanes to be replaced with toll lanes.	8/07/21 5:10 PM PT
I- 53 -2	Equity		Website			They are a form of regressive taxation which disproportionately burdens those with lower incomes.	8/07/21 5:10 PM PT
I- 53 -3	Support for Transit in Corridor		Website			If the lane is going to be repurposed I would prefer to see it exclusively for bus use, similar to the silver line. Public transportation should be encouraged.	8/07/21 5:10 PM PT
I- 54 -1	Equity		Website			I am concerned that placing HOV lanes "for sale" by charging for access goes against the principle of shared responsibility (through taxes that we all pay) and benefit from public infrastructure. The public good should not be for sale to those who can pay the most! Wendy S. Rosenstein, M.D.	8/07/21 10:21 PM PT
I- 55 -1	General Opposition		Website			Adding more express lanes to 405 for more cars to use is not the answer to our commuting / pollution problem. We need a different solution than making more room for more cars. We need a bigger and better solution for the future of Los Angeles. I am totally opposed to this expansion.	8/09/21 6:17 AM PT
I- 55 -2	Other Projects	Past HOV Project	Website			We all know the last construction on the 405 to expand express lanes cost travelers more time during it's years long construction, than they will ever make up commuting after it opened.	8/09/21 6:17 AM PT

I- 55 -3	Support for Transit in Corridor		Website			We'd be better off with a "middle" lane for shuttles or trains going over the hill. But it needs to be connected to actual system of public transportation that is easy to use. CAN WE PLEASE THINK BEYOND CARS?	8/09/21 6:17 AM PT
I- 56 -1	Support for Transit in Corridor		Website			Light rail or some other form of mass transit is the ONLY option I support. Anything else is an expensive public relations stunt that will do nothing to improve the movement of people in the long run.	8/09/21 7:07 AM PT
I- 57 -1	General Opposition		Website			How do we kill this stupid idea before any money is spent on it? I for one and everyone else I know that uses the 405 WILL NEVER PAY FOR EXPRESS LANES.	8/09/21 10:08 AM PT
I- 57 -2	ExpressLanes Operations		Website			I have an EV with the carpool lane permit and regularly use it as a single person in the carpool lane. When I travel the 405, I look at other cars in the lane and see a small amount of other authorized EVs, but mostly cars with at least 2 people in them. The car pool lane is usually only running a few miles per hour faster than the general traffic, the lane is almost as full as the fast lane next to it. If you were to check www.sigalert.com during rush hour times, it will show in real time the difference in speed between general traffic and car pool lanes. Most of the time the difference is not a lot. But, very few are driving cars that would suggest they have the extra money to spend on using express lanes whenever they travel the 405. They would be forced out of the car pool lanes into the general traffic. At the same time, those in general traffic who do have the means, may or may not want to spend the extra money. I would suspect it would be fewer than expected based on seeing the majority of the general traffic is made up of less affluent cars. I have seen how busy the express lanes are in Orange country and can only come to the conclusion that they are a complete waste of space. The system down there would be much better served if they were converted to standard HOV lanes. What would be the end result on the 405? Essentially a loss of a lane of traffic. The vast majority would not want to pay for the relatively short "Lexus Lane" because they would need to get into the lanes for the 101 transition. Normal traffic flow has those continuing north on the 405 past the 101 reaching normal non congested speeds by the time they reach the peak at Mulholland. It is those who now need to move over to the right most lanes for the 101 that are in a continued back up. The express lane will be empty while more is added to the general traffic lanes, making them even slower.	8/09/21 10:08 AM PT
I- 57 -3	Environmental Topics	Transportation/Traffic/VMT	Website			I can only imagine the nightmare that would be created on the south 405 if at about the 101 the HOV lane is ended and becomes an express lane. Right at the worst possible spot about 10% more traffic would be added to the general traffic lanes.	8/09/21 10:08 AM PT
I- 57 -4	Alternatives	Suggestion for Option/New Alternative	Website			All of what I have just written is assuming the conversion of the existing HOV lane and turning it into the toll express lane. BUT, a much better solution would be keep the existing lanes as they are and ADD one more lane that would be the express lane. I still think the express lane would still be mostly empty, but at least no more traffic would forced into the general traffic lanes. How that would be squeezed into the existing available space would be a nice trick. But I could start with replacing the 101 bridges over the 405 to widen them like the Mulholland bridge was a few years ago. This could also be used to improve the 101S to 405S transition. That is the worst bottleneck.	8/09/21 10:08 AM PT

I- 57 -5	Support for Transit in Corridor		Website			The highest priority should be, is to get the light rail subway system built. Link the orange and red lines down the Sepulveda pass to the purple, expo and blue lines. That alone would be the best way to reduce traffic. If it was in place now, I would leave the car at home.	8/09/21 10:08 AM PT
I- 57 -6	Purpose and Need		Website			I do intend to fight this misguided idea because I do not see any way it could improve traffic on the Sepulveda pass area. One of the stated goals on the metro.net website is: "Improving traffic flow, freeway capacity and travel times". This will do exactly the opposite. Slower because same amount of cars in less lanes, less capacity because most people will not pay for using the express lane, longer travel times because of the previous conditions.	8/09/21 10:08 AM PT
I- 58 -1	Equity		Website			I believe that HOT lanes may be seen by some a way to improve traffic flow, it is a benefit at public expense largely for those who can afford to pay the tolls.	8/09/21 10:43 AM PT
I- 58 -2	ExpressLanes Operations		Website			In addition, if you look at the carpool lane on the 405, it is usually just as packed as the other lanes. And HOT lanes on other routes are often empty or lightly used,	8/09/21 10:43 AM PT
I- 59 -1	Support for Transit in Corridor		Website			Please don't do this! We don't need a Mercedes lane, we need practical public transport options!	8/09/21 11:22 AM PT
I- 60 -1	General Support		Website			I believe that adding express lanes on the 405 is a needed alternative the current design of the freeway system in LA. The express lanes are reasonable as seen on the 10 and 110 freeways.	8/09/21 2:05 PM PT
I- 60 -2	Support for Transit in Corridor		Website			More importantly the Sepulveda Pass Transit Corridor needs to continue to focus on improving and implementing quicker transit services in this area. I have previously commented on the need for Heavy Rail in this area and not Monorail and having the additional funding from the Express Lane would be a win-win.	8/09/21 2:05 PM PT
I- 61 -1	ExpressLanes Operations		Website			I hope that the project will continue to incentivize high occupancy vehicles -- this is crucial for environmental reasons and traffic control reasons.	8/09/21 4:33 PM PT
I- 61 -2	Support for Transit in Corridor		Website			And I hope this is underway in dialogue with the effort to add public train transportation along that corridor.	8/09/21 4:33 PM PT
I- 61 -3	Equity		Website			What I DO NOT wish is that people will be able to buy their way out of traffic. Please don't make LA traffic be an issue of the haves and the have-nots. That's not a decent society -- it's one that has lost its sense of values.	8/09/21 4:33 PM PT
I- 62 -1	Support for Transit in Corridor		Website			1.WHAT WE NEED IS TO FINSH UP ON THE METRO RAIL FROM CULVER CITY TO THE GREEN LINE	8/09/21 6:14 PM PT
I- 62 -2	Other		Website			. OPEN JOBS FOR SOMEONE WHO WANTS TO WORK LIKE SENORS CLEANING IAM open as I can work as I get SSI benefits I still can work up to 1,000 per month THANK YOU JAY	8/09/21 6:14 PM PT

I- 63 -1	General Opposition		Website			I am COMPLETELY AGAINST the Express Lane project on the 405 Sepulveda Pass. I like the existing carpool lanes. Carpool lanes are supposed to encourage carpooling, and eliminate the number of cars on the road. They are NOT pay-to-use shortcuts for rich people.	8/09/21 6:38 PM PT
I- 63 -2	ExpressLanes Operations		Website			I've been on other roads that have a pay-to-use feature, and it just ends up putting MORE cars in the carpool lanes, diminishing their value to people who are actually carpooling and reducing vehicles on the road.	8/09/21 6:38 PM PT
I- 63 -3	Funding/Revenue		Website			This just seems like a money grab by Metro. Aren't we already paying for these lanes with our Measure M money? I didn't vote for Measure M to make express lanes for the wealthy.	8/09/21 6:38 PM PT
I- 64 -1	Alternatives	Suggestion for Option/New Alternative	Website			The area of impact includes the transition from Eastbound I10 to Southbound 405 which is almost always jammed (to Bundy or beyond) without a dedicated merge lane. It is the only such merge portion of this interchange with this limitation. Please ensure that any I405 modification would not make it harder to address this related problem if such an accommodation is not addressed now.	8/09/21 8:05 PM PT
I- 65 -1	Alternatives	Suggestion for Option/New Alternative	Website			What I wish for the project would be to start as an express lane where the I-110 meets the I-405. Traffic starts or tail end of it in that area of the 405 freeway and would significantly help us in the harbor area commute quicker. Residents in the harbor area seem to always be left out of these transit projects and even with the grey bus line we still have to rely on our cars as the bus isn't very efficient for us that would need local bus transfers.	8/10/21 3:20 AM PT
I- 66 -1	Alternatives	Oppose Tolling	Website			Unfortunately what is best financially for politicians is what prevails. Making a toll lane will only make money for whoever is in charge of selling it and further disturb an already terrible driving corridor.	8/10/21 4:32 AM PT
I- 67 -1	General Opposition		Website			What kind of imbeciles are you people don't you know if it ain't broke don't fix it.	8/10/21 5:25 AM PT
I- 67 -2	Funding/Revenue		Website			Who is getting the payoff from this project??	8/10/21 5:25 AM PT
I- 68 -1	General Opposition		Website			Please do not replace the HOV lanes on the 405 through the Sepulveda Pass. First, they were put there to encourage people to carpool, thereby reducing cars on the road and helping the environment.	8/10/21 6:39 AM PT
I- 68 -2	Equity		Website			Secondly, by doing this in the Sepulveda Pass, it would essentially be to punish and tax (by charging a toll) to people who live and or work in the San Fernando Valley exclusively. Also, those who cannot afford the toll, but who pay taxes through gas taxes to support the roads will also be put at a great disadvantage. Please do not change the existing HOV lanes into toll roads.	8/10/21 6:39 AM PT
I- 69 -1	General Opposition		Website			This proposed toll road would be a disaster--both for residents of the area who commute into the city proper and the west side and those who live and work here who are less well-heeled than others. I am against this proposal, I vote, I donate, and I fundraise. NO TOLL.	8/10/21 7:00 AM PT

I- 70 -1	Other		Website			How does this proposed change to toll lanes correlate with SB 9 and SB 10? or does it??	8/10/21 7:15 AM PT
I- 71 -1	General Support		Website			What I like - On the occasions I travel on the 105/110/etc where this type of HOV system is in place, it's worked well. Living close to the Sepulveda Pass, I look forward to it on the 405 as well.	8/10/21 7:22 AM PT
I- 72 -1	Environmental Topics	Construction Impacts	Website			1.) Option 1 or 2 should only be considered. No more years of construction and delays on the freeway, or taking of peoples property.	8/10/21 8:07 AM PT
I- 72 -2	ExpressLanes Operations		Website			2.) Continue this use as a Carpool Lane, free for cars with two or or more passengers, the same as was done on the 110 Fwy. toll rates.	8/10/21 8:07 AM PT
I- 72 -3	Alternatives	Suggestion for Option/New Alternative	Website			3.) Extend this all the way to the 110 Fwy. 4.) OPEN these lanes to the general public for use during non peak hours like was done on the 14 FWY. 5.) Make the lanes so you can enter and get as needed out like what has been done in Orange and Riverside counties. This will eliminate the dangerous illegal entries and exits that cause so many accidents and near misses of cars illegally entering the express lanes going much slower than the flow of traffic.	8/10/21 8:07 AM PT
I- 72 -4	Support for Transit in Corridor		Website			6. Add the damn light rail down he center of every freeway where you are building express lanes and widening freeways. When is the reality that we cannot continue this car dependence going to sink into the planning process?	8/10/21 8:07 AM PT
I- 73 -1	Alternatives	Oppose Tolling	Website			Adding tolls is not a good idea. I'm very familiar with this program in South Florida. This idea does not save time, is costly to implement, and creates more traffic hazards.	8/10/21 8:57 AM PT
I- 74 -1	Purpose and Need		Website			A decision needs to be made whether Express/HOV lanes are to be utilized as revenue generators or to improve air quality. To try to apply both, at the local and State levels, is counter-productive, and will result in the failure of both. Nate Brogin, Former Technical Advisor to MTA, Chair of VICA Transportation Committee, and State Department of Transportation Committee member.	8/10/21 9:18 AM PT
I- 75 -1	Other		Website			Metro's info is pure salesmanship and no substance. I am not able to find what actually plan consists of.	8/10/21 10:04 AM PT
I- 75 -2	ExpressLanes Operations		Website			How many lanes, how does one qualify for carpool, what happens to the poor? Will those who can afford the pay lanes have a fast drive and the others be stuck in even more congestion?	8/10/21 10:04 AM PT
I- 76 -1	Other Projects	Past HOV Project	Website			It is not fair to put the Sherman Oaks/West LA residents, and all the commuters through another massive construction project to adjust lanes on the 405. The last project, that added the Carpool Lane did not improve traffic one bit, yet it disrupted millions of lives for years!	8/10/21 11:24 AM PT

I- 76 -2	Alternatives	Oppose Expanding of Lanes	Website			The only option that seems remotely reasonable is the conversion of the existing HOV lane to a toll lane because I'm assuming that would not have a large impact on traffic while it is being implemented. Any massive land acquisition/extra lanes is NOT OK!!!	8/10/21 11:24 AM PT
I- 76 -3	Support for Transit in Corridor		Website			The rail project down the middle of the 405 is the best use of dollars and time and space. That would be worth the headache and investment. NO encroachment of rail infrastructure on Sepulveda or the adjacent neighborhoods.!!!	8/10/21 11:24 AM PT
I- 77 -1	Environmental Topics	Air Quality/GHG	Website			In the EIS/EIR,I suggest that the discussion therein includes the potential impact to air quality and noise along the 405, and the 101 and I-10 due to 1) the congestion caused by more vehicles using the non-HOV by carpools of people who cannot pay for the HOV lane; 1) by people who do not have an HOV account because their use of the lane is limited by not being local to the area or not typically have another person in the car; and individuals who were formerly in a carpool but now drive independently because there is no longer a benefit to be in a carpool.	8/10/21 11:34 AM PT
I- 77 -2	ExpressLanes Operations		Website			Also,in the project description there should be clarification if electric type vehicles will be permitted to use the lanes without payment.	8/10/21 11:34 AM PT
I- 77 -3	Environmental Topics	Transportation/Traffic/VMT	Website			While I do not believe that it can be included in the environmental documents, but if it can, the deficit that the congestion will cause to productivity of people who no longer ride in a carpool, if the project is implemented. I am writing this as someone who has reviewed and edited EIRs (CEQA) for more than 30 years which have withstood review by the State Clearinghouse, et al, and lawsuits from groups such as the Sierra Club. Thank you. W.M Brogin, AICP	8/10/21 11:34 AM PT
I- 78 -1	General Opposition		Website			This is a terrible idea. More money for what? Decreased lanes? At least now we have an option. Taxes are up. Gas is up. The border is unattended as people stream through illegally. Guess where they will travel - on the freeways. Travel will become that more clogged and slow. Start coming up with solutions that don't cost more money in an already money-grabbing economy and which use innovation instead of taxes and tolls.	8/10/21 11:37 AM PT
I- 79 -1	Alternatives	Oppose Tolling	Website			Keep it as is, or add another lane, but don't make it available ONLY for the wealthy, who can afford to pay extra. It's a public highway.	8/10/21 12:20 PM PT
I- 80 -1	General Support		Website			I am strongly in favor of the 405 ExpressLanes. This is a very congested corridor, and desperately needs congestion pricing so that people can decide just how important it is. When I have traveled on the 10 I have been very happy with the implementation.	8/10/21 1:35 PM PT
I- 81 -1	Alternatives	Oppose Tolling	Website			Let's keep the freeways free. Continue to allow those who drive electric cars to use the HOV lanes. Thank you.	8/10/21 1:39 PM PT
I- 82 -1	Alternatives	Oppose Tolling	Website			Creating a toll lane in place of the hov lane is a bad idea. Number 1 you will force car poolers to pay a toll. Number 2 you will m penalize all electric car owners forcing them to pay. Number 3 you will force 2 or more car riders into already crowded lanes.	8/10/21 2:17 PM PT

I- 82 -2	Alternatives	Suggestion for Option/New Alternative	Website			Why not keep the hov lane and add a Toll lane This would force more people to car pool because of the already	8/10/21 2:17 PM PT
I- 83 -1	Alternatives	Oppose Tolling	Website			Changing the HOV lanes to a toll lane is a bad idea. It will add to the congestion on the 405. the morning and evening commute is a nightmare now. It will be worse if the lane is changed to a toll.	8/10/21 2:19 PM PT
I- 83 -2	Equity		Website			A number of people will not or cannot afford the tolls.	8/10/21 2:19 PM PT
I- 83 -3	Environmental Topics	Air Quality/GHG	Website			It will add to the smog in LA because more cars will be stuck or more slowed than currently.	8/10/21 2:19 PM PT
I- 84 -1	ExpressLanes Operations		Website			I don't see how maximizing traffic through dynamic toll pricing helps for the greater good. This is about revenue enhancement. HOV traffic flow, through what's really a tax, limits the amount of people that can use the express lanes while increasing the traffic in regular lanes. This only creates revenue not more maximizing more efficient traffic control.	8/03/21 10:39 AM PT
I- 85 -1	Alternatives	Oppose Tolling	Website			No toll lanes. No vehicle mileage tax.	8/10/21 8:39 PM PT
I- 86 -1	General Opposition		Website			There are alternatives to gouging us with Express Lanes. We've already spent so many millions - billions? - on the 405. This plan is a money grabbing plan and I doubt it will improve transportation for the majority of people.	8/10/21 9:01 PM PT
I- 86 -2	Equity		Website			Yes, the rich can afford it and that's who this plan is for. Only the rich. The rest of us shouldn't have to pay a dime for this in taxes since it will only make our commutes a lot more difficult.	8/10/21 9:01 PM PT
I- 87 -1	Alternatives	Oppose Tolling	Website			I pay a huge amount of taxes that should cover your proposed toll. You are asking the public to pay a surcharge on another project in the most expensive state in the union where we pay the highest gas prices and an out of control housing and food market. And you want me to pay more? I can barely make ends meet the way it is. Why don't you tax the trucks that make driving the 405 nearly impossible. Tax the birds too while you are at it. So no. I am not in favor of a toll.	8/10/21 9:23 PM PT
I- 88 -1	General Opposition		Website			Creating toll lanes will not alleviate traffic.	8/11/21 6:27 AM PT
I- 88 -2	Equity		Website			It will reduce traffic flow further and create a class system where the wealthy will buy privilege for less traffic.	8/11/21 6:27 AM PT
I- 89 -1	Equity		Website			Existing lanes can not be taken away for this project. This is a money grab on the part of the state and disproportionately affects lower income persons as they will be relegated to the slower lanes. Once again, we see the wealthy being accommodated with quicker drive times. Nice of you to think of charging drivers for the right to go to work. Don't do it.	8/11/21 7:51 AM PT

I- 90 -1	Equity		Website			They are called FREE-WAYS and are already paid for by our taxes. After years of a project that delivered no improvements in commute times, now you want to remove a lane and give it to people/companies that have the money to pay to drive on it. I am 100% opposed to making it a pay lane as it is unfair to lower income and even average people that can't afford to pay for driving on road that they already paid for with their taxes.	8/11/21 9:28 AM PT
I- 90 -2	Alternatives	Suggestion for Option/New Alternative	Website			BTW the work on the 101 freeway putting a higher jersey barrier is going to have the unintended consequence of improving traffic by preventing "looks-loos" from seeing accidents on the other side of the road. Police that pull people over should be required to exit the freeway, as this frequently is the cause of backups and accidents as people slow to look. Common sense, not more \$ is going to have the greatest impact on our traffic.	8/11/21 9:28 AM PT
I- 91 -1	General Opposition		Website			This is a stupid idea.	8/11/21 10:18 AM PT
I- 91 -2	ExpressLanes Operations		Website			Congestion would become worse in the toll lane and particularly if there is a stop to take the tolls.	8/11/21 10:18 AM PT
I- 91 -3	Equity		Website			It is not fair to those who cannot afford the toll.	8/11/21 10:18 AM PT
I- 91 -4	Alternatives	Support for Alt 1	Website			Car pool lane isn't great but continuing it is a better option	8/11/21 10:18 AM PT
I- 92 -1	Environmental Topics	Transportation/Traffic/VMT	Website			Charging a toll to drive this section of the 405 will only cause drivers to change routes & more drivers going through residential neighborhoods to avoid the Toll costs!	8/11/21 11:19 AM PT
I- 92 -2	Equity		Website			It serves no real purpose other than further dividing who can afford the toll cost & who cannot!	8/11/21 11:19 AM PT
I- 92 -3	Alternatives	Oppose Tolling	Website			It is a major thoroughway & adding a toll will not fix the traffic problem on this portion of the 405!	8/11/21 11:19 AM PT

I- 93 -1	General Support		Website			<p>Hi, I'm an economist who retired from CSUN and was very active in the Valley. In 1996 I started the SFV Economic Research Center at CSUN.</p> <p>I wanted to put my two cents in because a toll lane is actually a good idea. It won't slow the other lanes -- in fact getting more cars through on the toll lane will free up space on the other lanes. Crowded lanes limit throughput (think about a crowd trying to exit a stadium). It's physics. See the attached explanation (I asked Bob Poole to explain it when I was teaching Urban Economics).</p> <p>As to the poor, the gas tax is regressive as well and that is accepted, and gasoline tax revenues are falling as fuel efficiency increases. Also, even the poor can benefit from the option to pay a toll to get somewhere quickly! Reduced congestion on the remaining lanes (at least initially) will benefit everyone. The ability to increase the capacity (throughflow) of the highway means we are less likely to need to build incremental infrastructure.</p> <p>Where toll lanes have been put in, people do not fight to get rid of them. They work! It's win-win (advantageous to all parties involved).</p> <p>One of my CSUN colleagues, Robert Krol, writes for Mercatus, and he has written about tolls and traffic flow and the poor. This article is excellent and addresses the issues raised in the SOHA email message -- attached and here: https://www.mercatus.org/system/files/Krol-Congestion-Pricing-v1.pdf</p>	8/11/21 11:42 AM PT
I- 94 -1	Equity		Website			<p>Rebranded as an Express Lane.This toll road is also classist, rewarding those who can afford the toll, typically the more affluent, while the poor person who punches a time clock waits in traffic and watches their gas tax dollars benefit only the rich.</p>	8/05/21 3:03 PM PT
I- 94 -2	Alternatives	Suggestion for Option/New Alternative	Website			<p>Here's a more equitable solution: Why not improve the grades at Southbay and Culver City curves, as well as, improve the interchange at 405/101 freeways and Ventura Blvd exit first. Determine if streamlining those bottleneck areas will ease traffic congestion, before imposong a classist TOLL ROAD.</p>	8/05/21 3:03 PM PT
I- 94 -3	General Opposition		Website			<p>HOV and freeway lane expansion have not worked. I've lost trust that your costly, wasteful projects and proposals will work. NO TOLLS, rebranded as "Express Lanes".</p>	8/05/21 3:03 PM PT
I- 95 -1	Alternatives	Oppose Tolling	Website			<p>Dear Metro, Please do not implement any Express Lanes on this section of the I-405. These lanes discriminate against poorer people who cannot afford to pay the toll to use the Express Lane. This is unfair.</p>	8/09/21 5:55 PM PT
I- 95 -2	ExpressLanes Operations		Website			<p>Moreover, if you do implement Express Lanes, I will have to pay for a FasTrak transponder to use them, even though I already drive an electric vehicle, and, apparently, a monthly fee to maintain it. This is wrong. The transponder should be free, and no monthly maintenance account should be required.</p>	8/09/21 5:55 PM PT
I- 95 -3	Equity		Website			<p>The transponder cost and monthly fee discriminate against poor people, so they are unfair.</p>	8/09/21 5:55 PM PT

I- 95 -4	Support for Transit in Corridor		Website			The solution to gridlock is not this misguided project but improved public transportation. I would happily take it if it were able to get me where I need to go in a reasonable amount of time, which it does not do now. Thank you. Daniel Kotin Culver City resident	8/09/21 5:55 PM PT
I- 96 -1	Alternatives	Support for Alt 1	Website			I support Alternative 1: The no build option. I drive the I 405 from Culver City to the north Valley Monday through Friday. The carpool lane is already full. I view this as merely a money grab.	8/11/21 6:19 PM PT
I- 96 -2	Support for Transit in Corridor		Website			When the pandemic is over and virus transmission concerns have abated, targeted "smart" vanpool programs such as Metro Micro should be expanded and improved upon.	8/11/21 6:19 PM PT
I- 97 -1	Purpose and Need		Website			Re Purpose: (1) converting HOV to HOT will likely force numerous (most?) HOV vehicles into the remaining 'normal' lanes, thus AGGRAVATING 'normal' lane traffic. This is CONTRARY to any purpose statement that includes 'reducing congestion'. (2) it would appear the 'real' (unacknowledged) purpose is generating HOT revenue from one of the heaviest-traveled ways in SoCal ("Brilliant!" I hear them shout in the Board Room), while disregarding (a) numerous negative effects of such a change, and (b) numerous studies that show 'adding lanes' does NOTHING to alleviate congestion, and in fact worsens it.	8/12/21 10:39 AM PT
I- 97 -2	Alternatives	Suggestion for Option/New Alternative	Website			RE ALTERNATIVES: Convert existing HOV lane to HOT lane, AND simultaneously convert the current 'fast lane' to HOV lane. Thus preserving the numerous benefits of an HOV lane in this area.	8/12/21 10:39 AM PT
I- 97 -3	Environmental Topics	Air Quality/GHG	Website			Re Environmental issues: The inevitable added congestion in the normal lanes (following conversion of HOV to HOT) will slow traffic and increase air pollution	8/12/21 10:39 AM PT
I- 98 -1	Alternatives	Support for Alt 4	Website			I like the fact that you are thinking about improvements. I like Alternative 4 the most, but am concerned this will prevent any construction of light rail in the future above the median of the 405.	8/12/21 2:38 PM PT
I- 98 -2	Support for Transit in Corridor		Website			I would hope that alternative modes of transit can be considered to solve the 405 crisis	8/12/21 2:38 PM PT
I- 98 -3	Equity		Website			- adding HOV/Express lanes will favor those who can afford it but slow down everyone else.	8/12/21 2:38 PM PT
I- 98 -4	Support for Transit in Corridor		Website			We need more mass transit options - especially with the Purple Line extended to the West side, an expansion of the metro system between the West Side to the SFV (under or above ground). Hence, my hope is that this project does not prevent the construction of a future elevated light rail above the 405, and that other mass transit options are favored in the future.	8/12/21 2:38 PM PT
I- 99 -1	General Support		Website			We absolutely need tolled Express Lanes. As it is today, the HOV lanes are slower than the non-HOV lanes, so there's no incentive to use them	8/12/21 3:18 PM PT

I- 100 -1	Alternatives	Oppose Tolling	Website			I wish for the existing carpool lanes to stay free. I have an EV and have paid for carpool stickers so I can specifically take advantage of the carpool lanes during my commute along the 405. I do not wish to see these lanes disappear and be replaced by something that people have to pay for. If having an EV sticker grants me free access to these proposed pay lanes then I'm on board.	8/12/21 3:26 PM PT
I- 101 -1	Alternatives	Suggestion for Option/New Alternative	Website			What I suggest to avoid bottleneck at 405/101 interchange by starting and ending at Victory/405.	8/12/21 3:30 PM PT
I- 101 -2	General Support		Website			I suggest choosing the alternative with 2 express lanes	8/12/21 3:30 PM PT
I- 102 -1	Alternatives	Oppose Tolling	Website			During most of rush hour the HOV lanes are currently at least as crowded as the regular lanes. So what good will converting them to toll lanes do? You will need to price access to those lanes high enough so that fewer people are using them than the number of multi-passenger vehicles and EVs that use the lanes now. So for the few people able to afford a stiff toll there will be a small time savings. For everyone else the remaining lanes will be even more congested than they are now, filled with everyone not willing or able to pay the new toll. It only stands to reason that the number of cars on the freeway is not going to change, and if you reduce the number using the HOV lanes then the other lanes will be more congested than they are now, because given the inadequate public transit alternatives the total number of cars on the freeway is not going to change.	8/12/21 3:41 PM PT
I- 102 -2	Equity		Website			So by converting these lanes to toll lanes you are giving a benefit to rich folks able and willing to pay for a faster drive, as opposed to the current system where at least some of the time you are instead giving an advantage to folks trying to do some good by carpooling or driving EVs.	8/12/21 3:41 PM PT
I- 103 -1	ExpressLanes Operations		Website			If Fast Pass lanes are going to eliminate car pool lanes, what happens to the incentives for people to car pool? If they register, they get discounts on fast pass costs? Can fast pass lanes be utilized outside of rush hours for no charge, i.e. 3 am? If there is an accident in the fast pass lanes, does the charge continue even though drivers were forced to merge into regular lanes? I'm all for reducing commute times but can potential charges for pass lanes be predicted now? Will the cost of fast passes ever be paid for by issuance of passes? Is the cost of installation/maintenance borne by all taxpayers, or the users of fast pass are paying for the installation/maintenance of the lanes?	8/12/21 4:08 PM PT
I- 103 -2	Equity		Website			Poor persons forced to go on buses should not be paying for the more wealthy suburbanites to 'skip' the line.	8/12/21 4:08 PM PT
I- 104 -1	Alternatives	Oppose Tolling	Website			While the intent of the project is to allow cars to move through the pass quicker, it will actually cause longer delays in the remaining lanes. No new lanes are going to be created for these toll lanes. Instead it will entail removing existing carpool lanes. This does not mean that the people using the toll lanes will be carpooling, just that they can afford to pay for the luxury of a less crowded lane(s).	8/12/21 4:34 PM PT

I- 104 -2	Equity		Website			The existing carpool lanes were paid for once with taxpayer money. Now you propose to transform that lane into a toll lane, in essence limiting it to those that can afford to pay yet more money for something that was already paid for.	8/12/21 4:34 PM PT
I- 104 -3	Environmental Topics	Air Quality/GHG	Website			Whether or not the freeway is widened in a way to add two toll lanes, this still means that the air quality will not be getting any better due to the excess volume in the remaining lanes.	8/12/21 4:34 PM PT
I- 104 -4	Support for Transit in Corridor		Website			Instead of putting money into toll lanes, that money should be earmarked for some form of mass transit. We're in a climate crisis. We need to get people out of their cars, and not invite more onto the freeway.	8/12/21 4:34 PM PT
I- 105 -1	Support for Transit in Corridor		Website			Another giant waste of money along with the ridiculous studying of a monorail over this pass. Funds from both of these items should be used to jump start the subway on this line, as it is the only alternative that attempts to get cars off the road.	8/12/21 4:38 PM PT
I- 105 -2	Alternatives	Suggestion for Option/New Alternative	Website			But since you are going to build it regardless :(why wasn't a contra-flow lane option discussed? The traffic pattern is heavily S/B in AM and N/B in PM, so why not modify the 2 car pool lanes in the center for this? Why not make it with no exits from the 101 to the 10 to get all the traffic heading south of the 10 through the pass without interfering the local traffic who is trying to get off at Sunset, Wilshire, Santa Monica Blvd etc.	8/12/21 4:38 PM PT
I- 106 -1	General Opposition		Website			I believe that the I-405 Express Lanes are ridiculous! I cannot believe you are going here as the 405 thru the Sepulveda Pass is the only NORTH-SOUTH route thru the Sepulveda pass without sending cars into residential neighborhoods. It is bad enough right now with cars speeding on residential streets between the valley floor and Mulholland. Maybe address this issue after the Monorail/Metro is installed. You will be deleting a lane and making current congestion even worse. Who are you? Make your identity known. Let's have some transparency here. You obviously do not live here, nor taken the time to investigate the neighborhoods that will be affected if congestion pricing is implemented.	8/12/21 4:55 PM PT
I- 107 -1	Support for Transit in Corridor		Website			Please build a light rail or a subway along the 405/Sepulveda to reduce the number of cars, and not lanes to add more cars on the roads.	8/12/21 5:10 PM PT

I- 108 -1	ExpressLanes Operations		Website		<p>Questions that I don't see answered include:</p> <p>Other Express Lanes such as on the 91 are privately owned/operated. These private operators were able to prevent the government from making improvements to the regular lanes because it would influence their ability to make money. Are we talking here about private or public ownership and operation of these Express Lanes. I am 100% opposed unless the Express Lanes are publicly owned and operated.</p> <p>All express lanes require a transponder, but if you don't spend money on the transponder, a monthly fee is deducted. This means that people who who use the express lanes for carpooling are penalized. I am 100% opposed unless carpooling is 100% free, a carpooler doesn't have to load money on the transponder, and no fees are applied when the carpooler doesn't use the express lanes in a way that costs money.</p> <p>For the life of me, I don't understand who this is going to improve traffic on the 405. It seems logical to me that the carpool lane will just slow down even more as more people are eligible to drive in it.</p>	8/12/21 6:23 PM PT
I- 109 -1	Support for Transit in Corridor		Website		<p>As a native Californian growing up on the West Side we would use the area in question from about Sunset Blvd South to the Santa Monica Freeway and branch out from there.</p> <p>In my college years I attended summer school at Valley College and got a good look everyday of the 405 North. During these years I have evolved, hopefully for the better.</p> <p>I had moved to the SF Valley shortly after our wedding to affordable housing back then-1977. So started my journey to Work in Hawthorne along the grinding 405 South. It got so bad I relocated our business to North Hollywood, which took, at that time 20 minutes. comparted to the hour plus.</p> <p>I must say in all the years of driving, I have watched CalTrans and other agencies, tear up, re-strip, add HOV lanes, rip up, tear down, add more lanes, tear down bridges, re-strip and constant median work. Each time it was touted to "solve" the problem, and that is why we have to spend the tax money, bond money, special fund monies etc.</p> <p>Do you know what the result has been. Net value ZERO. All is the same. The Pandemic pushed us back to the 1975 levels and it was great.</p> <p>It is contended that this will be an end all be all, but in reality, the only thing that should have been done 40 years ago, was to take that center median and make it a mass transit section; metro, or monorail or something.</p>	8/12/21 7:02 PM PT
I- 109 -2	General Opposition		Website		<p>What was done was and what is being contemplated, will be more expensive and the end result after years of working on the project, making the driving participants angry, upset, stressed and making it smaller, while you are striving to make it better, is a bit puzzling. Why you are asking for input, when all has been determined, and funding laid out and lobbied for is beyond me. I am sad to say I feel this a waste of time, money and energy for a project doomed in its scope, to start charging people after 50 years of promises with less than stellar results.</p>	8/12/21 7:02 PM PT

I- 110 -1	Environmental Topics	Transportation/Traffic/VMT	Website			I don't know, comma I'm thinking that all the people who aren't paying are now gonna be pushed into the regular lanes and the traffic is going to be worse	8/12/21 8:32 PM PT
I- 111 -1	Alternatives	Oppose Tolling	Website			Bad idea! Why should I have to pay to travel this freeway?	8/13/21 12:33 AM PT
I- 111 -2	Equity		Website			By imposing a toll you are purposely eliminating a necessary lane for those of us unwilling or unable to pay to travel this route. It is unnecessary and extravagant.	8/13/21 12:33 AM PT
I- 112 -1	Alternatives	Support for Alt 4	Website			•Alternative 4: Convert the HOV lanes on the 405 to two ExpressLanes of standard lane widths in each direction.	8/13/21 12:39 AM PT
I- 113 -1	Support for Transit in Corridor		Website			What I like is an alternative to taking a car to reach LAX, the west side and beyond. Advancing a light rail system connecting on either side of the pass with express trains to LAX, BUR, LGB airports would greatly impact the number of car trips though the pass in the mornings.	8/13/21 5:38 AM PT
I- 113 -2	Alternatives	Oppose Tolling	Website			Adding tolls to the HOV lanes is a fools errand. There will never be enough car capacity on a freeway.	8/13/21 5:38 AM PT
I- 113 -3	General Opposition		Website			An alternative to needing a car is the only kind of meaningful solution to reducing automobile traffic.	8/13/21 5:38 AM PT
I- 114 -1	Alternatives	Support for Alt 4	Website			I agree with trying to make the 405 drive a better one. After looking over the suggested alternatives, I think the Alternative 4 is a good one.	8/13/21 11:45 AM PT
I- 114 -2	General Support		Website			The dynamic pricing is an interesting concept, but, I think you're gonna have an issue with people saying that type of toll system elicits classism. I know, rolls eyes. I'm not being all preachy, just something to think about that I am sure is going to rear it's head. But as a system, it will keep a certain percentage of drivers from accessing the express lane because they are either cheapskates or cant afford it if they travel every day. I guess what other way is there to keep everyone from piling into the express lanes and nullifying the point of the project. I don't see it this way at all and welcome a pay to play system so to speak. The argument against a response like the one I brought is, we all make choice to pay for a better anything or just pay for the average. Airline seats, concert tickets, anything where your comfort or time saving is involved cost more. It's a pretty accepted system so I think you can get around any grumblings on this.	8/13/21 11:45 AM PT
I- 114 -3	Environmental Topics	Transportation/Traffic/VMT	Website			Only other thing is, to have a shoulder or not on the Express Lanes. I feel like its needed for safety for police, ambulance or car trouble.	8/13/21 11:45 AM PT
I- 114 -4	ExpressLanes Operations		Website			I also think electric cars definitely get free or a discounted rate for these express lanes.	8/13/21 11:45 AM PT
I- 115 -1	Equity		Website			I live off of Sepulveda. When the freeway was expanded, it was with the stated purpose of providing more lanes to reduce congestion. The stated purpose was not to provide a toll lane for only the rich and to discriminate against those who cannot afford to pay to use the freeway.	8/14/21 7:03 AM PT
I- 115 -2	Alternatives	Oppose Tolling	Website			If you take away one lane, you will be creating the same congestion that used to exist. Shame on you for telling a lie. Do not go back on your word.	8/14/21 7:03 AM PT

I- 116 -1	Alternatives	Oppose Tolling	Website			Please please do not change the existing job lane to toll. This will only force more commuters through our already burdened canyons. It's nit like the other toll roads where's there's a choice. We only have one freeway from the valley to the city so it seems quite unfair to charge people when there are no choices. The sepulveda streets have an abundance of traffic already to abs now people will simply flock to the side streets We beg you to NOT make this a toll toad	8/14/21 7:13 AM PT
I- 116 -2	Other Projects	Past HOV Project	Website			I'd also like to see the traffic impact study done that provided approval to make the carpool lane.	8/14/21 7:13 AM PT
I- 117 -1	Equity		Website			HOV lanes are currently largely occupied with traveling cars. Each of these has a minimum of 2 passengers. Replacing HOV lanes with a toll lane is a bad idea for several reasons. First, it is undemocratic, creating a special road for only those who can afford it. Our public tax dollars are to provide road access for all.	8/14/21 8:50 AM PT
I- 117 -2	Environmental Topics	Air Quality/GHG	Website			Second, a toll road will increase single car occupancy drivers which increases pollution—not what we need amidst the climate crisis.	8/14/21 8:50 AM PT
I- 117 -3	Environmental Topics	Transportation/Traffic/VMT	Website			Third, replacing the HOV lane will shift an increasing number of cars into the remaining lanes, slowing the commute of the larger number of travelers. The toll road idea for the 405, one of the busiest highways in the US, is a regressive, undemocratic fee that does not solve traffic congestion. Don't believe the pipe dream.	8/14/21 8:50 AM PT
I- 118 -1	Alternatives	Oppose Tolling	Website			I don't like idea of changing HOV lanes to toll lanes. More people need to carpool rather than pay additional monies to use those lanes.	8/14/21 10:19 AM PT
I- 118 -2	Equity		Website			This seems like an elitist idea — pay more to use lanes.	8/14/21 10:19 AM PT
I- 118 -3	Support for Transit in Corridor		Website			Additionally, I think an elevated train to move traffic off the freeway would be good idea.	8/14/21 10:19 AM PT
I- 119 -1	Alternatives	Oppose Tolling	Website			We are opposed to paid express lanes. The residents of Los Angeles are already highly taxed. Enough is enough. All these extra "fees" are getting to be unbearable.	8/14/21 11:41 AM PT
I- 120 -1	General Opposition		Website			I do not support the building of a toll lane on the 405 through the Sepulveda pass. I prefer the currently existing HOV lane.	8/14/21 12:42 PM PT
I- 120 -2	Alternatives	Suggestion for Option/New Alternative	Website			I would also support a special Lane for environmentally friendly vehicles such as hybrid or electric vehicles.	8/14/21 12:42 PM PT
I- 120 -3	Alternatives	Oppose Tolling	Website			Permitting the purchase of a fast pass by a single driver of a fossil fuel burning car is neither environmentally nor socially conscious. We already pay so many taxes. Versus the just congressional infrastructure bill, we should not exactly have to raise funds for the 405.	8/14/21 12:42 PM PT

I- 121 -1	Equity		Website			I think our freeways should be FREE. Toll lanes and roads are elitist and prohibit people of low income from using their services. The express roads in orange county are completely unfair. People are forced to find routes around them to avoid fees. Also, when we are changing existing HOV lanes to toll lanes... we are not making more space, we are will still have the SAME amount of traffic, squeezed into one less lane and the wealthy will be able to pay for a faster emptier lane. That's ridiculous.	8/15/21 7:23 AM PT
I- 121 -2	Support for Transit in Corridor		Website			What we should be doing with this energy is turning the HOV lanes of the 405 into a metro line, connecting the westside and the valley.	8/15/21 7:23 AM PT
I- 122 -1	Alternatives	Oppose Tolling	Website			I am opposed to the charge to drive on HOV lanes. It would slow traffic because many people with financial hardship would avoid that lane,	8/15/21 12:48 PM PT
I- 123 -1	Alternatives	Oppose Tolling	Website			Charging to drive on the roadways we have already paid for will not make the SLOW405 traffic any better! HOV lanes, no matter what you call them or how much you charge to use them will still just be two more lanes clogged with cars.	8/15/21 11:19 PM PT
I- 123 -2	Support for Transit in Corridor		Website			PLEASE DITCH THIS IDEA AND USE THOSE RIGHT A WAYS FOR RAIL!	8/15/21 11:19 PM PT
I- 124 -1	General Support		Website			Looking forward it!	8/16/21 8:30 AM PT
I- 124 -2	Alternatives	Suggestion for Option/New Alternative	Website			Will there possibly be an expressway to connect to California High Speed Rail?	8/16/21 8:30 AM PT
I- 125 -1	Alternatives	Oppose Tolling	Website			I like the effort to reduce traffic but I do not support converting HOV lanes into HOT lanes.	8/16/21 2:26 PM PT
I- 125 -2	Equity		Website			HOT lanes will improve the drive time for those with financial resources to pay for it as opposed to those who carpool. I believe this creates a benefit that disproportionately benefits those with more financial resources. While HOV enables anyone, rich or poor, to access an express lane if they have more than one person in the vehicle.	8/16/21 2:26 PM PT
I- 126 -1	Alternatives	Oppose Tolling	Website			I oppose changing the 405 carpool lanes in to express lanes. I'm against this because it's just another way to collect money from the tax payer who have already paid to build these lanes.	8/16/21 5:40 PM PT
I- 126 -2	Equity		Website			Only rich drivers or drivers who can charge their customers will benefit from this and will not help with the congestion. I'm against this project.	8/16/21 5:40 PM PT
I- 126 -3	Support for Transit in Corridor		Website			I would suggest alternatives such as mass transit along the 405.	8/16/21 5:40 PM PT
I- 127 -1	Equity		Website			What I'd like is an easier way to get to the west side, over the Sepulveda Pass. What I wish for is not an easier drive for those who have the money to be able to drive on HOV lanes.	8/17/21 7:59 AM PT

I- 127 -2	Support for Transit in Corridor		Website			What I suggest is more public transportation to get to the west side and more public transportation on the west side that is clean safe and runs often. Most important is centralized free parking to use public transportation.	8/17/21 7:59 AM PT
I- 127 -3	Alternatives	Suggestion for Option/New Alternative	Website			If this passes what I suggest is that the HOV lanes are available on weekends and holidays free of cost. This makes the HOV lanes available to all people.	8/17/21 7:59 AM PT
I- 128 -1	Equity		Website			Please do not go forward with this project! We have to stop privatizing public assets. I'd rather pay higher taxes and have public goods i.e., highways, available and accessible to everyone.	8/17/21 10:18 AM PT
I- 128 -2	Environmental Topics	Air Quality/GHG	Website			Privatizing the "carpool" lane into an express lane would create more traffic, and therefore have a higher carbon footprint than it already does.	8/17/21 10:18 AM PT
I- 128 -3	Support for Transit in Corridor		Website			Please invest this time an money into developing the very much needed metro in the Sepulveda pass/corridor to connect the valet to the west side and LAX.	8/17/21 10:18 AM PT
I- 129 -1	Equity		Website			Please do not use money to control traffic! Seniors and low income will suffer the most.	8/17/21 10:39 AM PT
I- 129 -2	Alternatives	Suggestion for Option/New Alternative	Website			Proposal: Build more scooter and ebike lanes. Proposal: prevent cutting into exit lanes at the last second. It slows everyone down. Proposal: limit truck hours like we did for Olympics. The trucks really slow the whole commute. Proposal: use train track types of gates if freeway is too full.	8/17/21 10:39 AM PT
I- 130 -1	Environmental Topics	Community Impacts	Website			Do not put an elevated road above the existing freeway. This will ruin the surrounding property values.	8/17/21 11:27 AM PT
I- 130 -2	Alternatives	Suggestion for Option/New Alternative	Website			Open the 2 or more in car lane. Make it like the other lanes.	8/17/21 11:27 AM PT
I- 131 -1	Alternatives		Website			Since the existing HOV lane in each direction is already congested, Alternatives 1 and 2 would not solve the problem and shouldn't be considered.	8/17/21 11:27 AM PT
I- 131 -2	Alternatives	Support for Alt 4	Website			The only logical choice is to add a lane. Since this will be an expensive project, have the lanes as Express lanes could at least recover some of the costs. I also feel that any additional lanes should be standard size for safety. The standard sized lanes should also reduce interruptions caused by accidents. What I would like is for Alternative 4 to be adopted.	8/17/21 11:27 AM PT
I- 131 -3	Alternatives		Website			Or if Alternatives 3 or 5 are adopted, the amount of non-standard lanes be kept to an absolute minimum.	8/17/21 11:27 AM PT

I- 132 -1	Other Projects		Website		<p>SCAG conducted a feasibility study and analysis, in concert with the FAA, for segments, alignments, technology, and elevation, including the I-405 Corridor, and its interface with LA airports, bus transitways,, education and business centers. The alternatives were designed to meet the EIS mandates.</p> <p>Please post in a timely manner all prior comments submitted</p>	8/17/21 11:33 AM PT
I- 133 -1	Alternatives	Oppose Tolling	Website		I have already paid taxes for the freeway and to construct the HOV lanes. Now you want me to pay additional fees to drive in that lane every day I need to go to work?	8/17/21 12:21 PM PT
I- 134 -1	Alternatives	Oppose Tolling	Website		Adding yet another cost to LA drivers is not the answer.	8/17/21 12:45 PM PT
I- 135 -1	Support for Transit in Corridor		Website		Right off the bat, MTA should NEVER have done away with MTA Lines 788 and 734. If you want to unclog traffic, there absolutely and positively must be more attention to create incentive for more people to get out of there cars to ride public transportation in the first place which MTA at best, has done microscopically. Very disturbing soul wrenching system you have and in many different ways. People would rather pay for cars, gas, maintenance, insurance, and mental frustration in traffic than be on your thug infested system.	8/17/21 12:49 PM PT
I- 136 -1	Alternatives	Oppose Tolling	Website		I'm really disappointed to hear that the solution for the Sepulveda Pass is to add a paid express lane.	8/17/21 12:53 PM PT
I- 136 -2	Support for Transit in Corridor		Website		<p>As a five-year valley resident, I take the red line all the time to visit NoHo, Hollywood, and Downtown - but I rarely ever visit the west side because it's such a pain to drive there and the only reliable public transport is to take the red line to the expo line in a huge loop around the entire city that takes just as long as sitting in traffic. Closing the gap between Sherman Oaks and the purple line extension with another train would greatly improve the efficiency of the entire Metro network. With the recent IPCC report we shouldn't be incentivizing any more car usage - we should be focusing our efforts on clean, accessible transport solutions that will take people off the freeway entirely.</p> <p>I love Los Angeles, I love living here, but it's frankly embarrassing that our public transportation system lags so far behind other major American cities.</p>	8/17/21 12:53 PM PT
I- 137 -1	Equity		Website		What this seems like is a way to make it those who can afford the carpool lane will be able to, and those who can't have to sit in traffic longer.	8/17/21 1:51 PM PT
I- 137 -2	Purpose and Need		Website		And what exactly is the time advantage to the HOT lanes over the current HOV lanes? Most likely less than 5-10 minutes to get over the pass, and it will jam up traffic while it is being installed. This seems more like something to grease the pockets of the toll companies than to help the general public.	8/17/21 1:51 PM PT
I- 138 -1	Equity		Website		This is a terrible idea. So rather than incentivizing ride sharing and carpooling, instead rich people will be able to purchase faster means of commuting and greater polluting capabilities, and the less fortunate will sit in traffic. This is an absolutely terrible proposal.	8/17/21 1:54 PM PT

I- 139 -1	Alternatives	Oppose Tolling	Website			<p>What I wish is that instead of trying to punish those who have to work on the Westside, but cannot afford to live there, you stop this.</p> <p>This is nothing more than a fleecing of those who already cannot afford it.</p>	8/17/21 2:00 PM PT
I- 139 -2	Alternatives	Suggestion for Option/New Alternative	Website			<p>What I suggest is that you eliminate the HOV lane and allow it to be used by everyone!</p>	8/17/21 2:00 PM PT
I- 140 -1	General Support		Website			<p>I think having a dedicated express lane would help ease the congestion of the 405.</p>	8/17/21 2:08 PM PT
I- 140 -2	Alternatives	Suggestion for Option/New Alternative	Website			<p>At rush hour the southbound lanes come to a stop at the 10 freeway and snake at 7-10 mph until Howard Hughes Parkway when it opens wide again. I would say the research should be put into why it opens at Howard Hughes and backs up before then.</p> <p>Some of it may be the 10 freeway but south of the 10, it is still bumper to bumper.</p>	8/17/21 2:08 PM PT
I- 141 -1	Alternatives	Oppose Tolling	Website			<p>The original idea for the 405 carpool lanes was to reduce the number of vehicles on the freeway NOT to be an incentive for purchases of alternative fuel vehicles or to raise revenue. These lanes were ultimately paid for using taxpayer funds and yet taxpayers will be forced to pay to use them in the future. For even if the taxpayer is carpooling, they still need to purchase a transponder that allows them to use the lane.</p>	8/17/21 2:37 PM PT
I- 142 -1	Environmental Topics	Transportation/Traffic/VMT	Website			<p>I think traffic deaths/injuries should be studied in conjunction with the different options, but this item is not listed under your "potential topics for environmental study." However, user safety is paramount for constructing a humane environment and serving local needs.</p> <p>Some questions: If non-standard lane-widths are used, will that lead to more dangerous conditions, especially if the project increases vehicle speeds over the pass? If shoulders are eliminated, will that put motorists and passengers at higher risk in case of an accident/breakdown?</p>	8/17/21 3:23 PM PT
I- 142 -2	Environmental Topics	Utilities	Website			<p>If shoulders are eliminated, what will be the impact on emergency vehicle access and response times?</p>	8/17/21 3:23 PM PT
I- 142 -3	Support for Transit in Corridor		Website			<p>Increased traffic flow and speed through the area are not worth it if more people will die. If user safety in the alternatives cannot be guaranteed, then I support a no-build option, and diverting these funds to shifting people out of their cars and into other modes, such as public transportation.</p>	8/17/21 3:23 PM PT
I- 143 -1	Alternatives	Oppose Tolling	Website			<p>What I'd like to see: STOP THIS SCOPING PROCESS. I am NOT in favor of the change from HOV to HOT lanes. We pay so much in gas tax, more than any other state, to be able to use the freeways. Enough of this price gouging!</p>	8/17/21 3:38 PM PT
I- 143 -2	Purpose and Need		Website			<p>There is no purpose or need for HOT lanes except to enrich the pockets of the state. HOV lanes serve their purpose on the 405 through the Sepulveda Pass -- transporting 2 people.</p>	8/17/21 3:38 PM PT

I- 143 -3	Equity		Website			HOT lanes will favor those who can afford it and leave the rest of us to use the remaining lanes. Stop this insanity.	8/17/21 3:38 PM PT
I- 143 -4	Alternatives	Suggestion for Option/New Alternative	Website			Instead of this "scoping project," how about resurfacing boulevards/streets that need it. And we have plenty of those.	8/17/21 3:38 PM PT
I- 144 -1	Alternatives	Oppose Tolling	Website			I am really sorry that we must once again see what were free lanes for high occupancy vehicles to help reduce traffic turned into a money maker whose benefits the rest of us using the 405 won't see. I've seen this on other high traffic routes into and out of Los Angeles and changing the HOV lanes to toll lanes doesn't reduce traffic at all.	8/17/21 5:09 PM PT
I- 144 -2	Other Projects	Past HOV Project	Website			I wish they'd leave the 405 alone for a while. It seems we've just emerged from a lengthy period putting these lanes in and expanding access with all the dirty air from the work and machines and ridiculous traffic while the projects were being worked. It seems that the idea that these would be toll lanes was always there and we were just told they'd be free and helpful. What a disappointment!	8/17/21 5:09 PM PT
I- 144 -3	Alternatives	Support for Alt 1	Website			My comment is to leave the 405 alone and quit turning our freeways into toll roads.	8/17/21 5:09 PM PT
I- 145 -1	Alternatives	Oppose Tolling	Website			I would prefer for you not to move forward with these express lanes. The HOV lanes are helpful and this would be taking that away.	8/17/21 8:22 PM PT
I- 145 -2	Environmental Topics	Transportation/Traffic/VMT	Website			Also, those lanes do not move so quickly relative to the rest of the traffic. Making those paid lanes might speed up that lane but it would likely come at the expense of the remaining lanes being more congested.	8/17/21 8:22 PM PT
I- 146 -1	Alternatives	Support for Alt 3	Website			I really like alternative 3. That would be the best use of money and time to have two lanes one not a standard size. As long as there is still the gap to put in the white dividers and that the price is set right. This would help put more money into the transit corridor and that would help provide better transit connectivity to lower income people. Fastrack would also help people who needed to use that to cut travel time for important activities. The two lanes would cut down on HOV by single car riders who are skirting the laws. Alternative 3 is the best option.	8/17/21 10:56 PM PT
I- 147 -1	Equity		Website			the last thing the 405 needs is a classist express lane. the solution to traffic woes should never be "allow rich people to skip it."	8/18/21 12:03 AM PT
I- 147 -2	ExpressLanes Operations		Website			transponders are annoying, and incredibly obnoxious for people who don't use the corridor often enough to justify getting one.	8/18/21 12:03 AM PT
I- 147 -3	Alternatives	Support for Alt 1	Website			doing nothing would be better than this.	8/18/21 12:03 AM PT
I- 148 -1	Alternatives	Support for Alt 1	Website			What I want is alternative one	8/18/21 6:25 AM PT
I- 148 -2	Alternatives	Support for Alt 5	Website			or alternative five.	8/18/21 6:25 AM PT
I- 148 -3	Equity		Website			The toll lanes will only speed up the trip for the WEALTHY, while the poor watch the rich speed by	8/18/21 6:25 AM PT

I- 149 -1	Alternatives	Oppose Tolling	Website			<p>I AM AGAINST TURNING THIS PUBLIC LANE INTO A PAID LANE.</p> <p>It is an outrage that this lane would be turned into a paid, for profit venture after taxpayers have spend billions of dollars for this improvement. Those of us who use this lanE and plan our trips with the necessary number of occupants will be penalized after suffering for years with construction and inconvenience. STOP THIS STEAL OF A PUBLIC RIGHTAWAY.</p>	8/18/21 8:12 AM PT
I- 150 -1	Alternatives	Oppose Expanding of Lanes	Website			<p>Adding a lane is ignoring historical data. It's guaranteed to add even more traffic rather than ease traffic.</p>	8/18/21 8:13 AM PT
I- 150 -2	Support for Transit in Corridor		Website			<p>Please spend funding to add and expand trains. Another option is to create an express bus only lane rather than second hov. Let commuters consider public transportation as a bus whips pass them as they are stuck in traffic.</p>	8/18/21 8:13 AM PT
I- 151 -1	Alternatives	Oppose Tolling	Website			<p>We don't want to pay for a toll lane in a freeway that we taxpayers paid to build.</p>	8/18/21 10:12 AM PT
I- 151 -2	Support for Transit in Corridor		Website			<p>We need mass transit that will reduce the volume of vehicles on the road.</p>	8/18/21 10:12 AM PT
I- 152 -1	Support for Transit in Corridor		Website			<p>This is a terrible way to spend taxpayer money. Spend it on a rail line. More and more lanes, even "express lanes", is not going to solve traffic nor make it manageable.</p>	8/18/21 10:53 AM PT
I- 153 -1	Support for Transit in Corridor		Website			<p>I would much prefer an extension of Metro trains on the I-405, as well as improved quality of buses to make them more on par with trains for comfort</p>	8/18/21 11:09 AM PT
I- 153 -2	ExpressLanes Operations		Website			<p>The FasTrak system is challenging to navigate, especially in how it works vs. payment. Not using it still costs money, which seems unfair</p>	8/18/21 11:09 AM PT
I- 153 -3	Alternatives	Oppose Tolling	Website			<p>I'm against converting diamond lanes to FasTrak. Currently, the lanes work pretty well even during high traffic times, and my experience with FasTrak on other busy areas is that they are also well used, so don't really provide much benefit</p> <p>All this seems to be is a tax to try and get people to kind of move faster, but it mostly doesn't work</p>	8/18/21 11:09 AM PT
I- 153 -4	Alternatives	Suggestion for Option/New Alternative	Website			<p>I'd prefer a tire tax, then use it to improve and subsidize mass transit and exploration of automated vehicle traffic and EV charging infrastructure (since those vehicles are more likely to have self-driving)</p> <p>Also, there used to be a program to encourage businesses to spread out their work hours to reduce rush hour traffic. Perhaps financial incentives for having employees in walking distance, or locating near train stations, would be more effective?</p>	8/18/21 11:09 AM PT
I- 154 -1	Alternatives	Suggestion for Option/New Alternative	Website			<p>Increasing the HOV required # to 3 people. Add this to alternative 1.</p> <p>In Northern CA, the HOV lane can be used by all certain times of day.</p> <p>Alternative #1</p>	8/18/21 11:26 AM PT

I- 155 -1	General Opposition		Website			I agree with many of the callers on Wednesday's presentation. All the proposed options have not proven to be successful and therefore I oppose all alternatives. I think Metro should stop using practices that prove don't have any results and continue to waste tax payer dollars.	8/18/21 11:56 AM PT
I- 155 -2	Equity		Website			I also think if you have to pay for the service, if the HOV lane alternative proceeds, then as a single rider now you've made this no longer equitable to people in Los Angeles. If we learned anything during the COVID-19 pandemic it equality is not here and its sad that Metro is not taking any of this in to their practices. We pay taxes to ensure we can travel safely to our ending destinations.	8/18/21 11:56 AM PT
I- 156 -1	Environmental Topics		Website			As no Notice of Preparation has been provided/circulated nor provided to the State Clearinghouse, Metro/CTS7 must immediately prepare, circulate, and make available to the public a complete and adequate NOP. Until such time, the entire scoping process must be placed on hold.	8/18/21 12:59 PM PT
I- 157 -1	Other Projects	Past HOV Project	Website			Unfortunately, I live in the Sepulveda Pass area and endured years of a massively over-budget freeway expansion, which was promised to solve all our problems by adding a lane in each direction to the 405. It literally didn't make a dent or reduce traffic at all. All it did was give people a massive headache for like 10 years. Converting carpool lanes into paid lanes is just more of the same.	8/18/21 1:47 PM PT
I- 157 -2	Support for Transit in Corridor		Website			Put a subway in.	8/18/21 1:47 PM PT
I- 158 -1	Purpose and Need		Email			I-405 Sepulveda Pass ExpressLanesRe Purpose: (1) converting HOV to HOT will likely force numerous (most?) HOV vehicles into the remaining 'normal' lanes, thus AGGRAVATING 'normal' lane traffic. This is CONTRARY to any purpose statement that includes 'reducing congestion'. (2) it would appear the 'real' (unacknowledged) purpose is generating HOT revenue from one of the heaviest-traveled ways in SoCal ("Brilliant!" I hear them shout in the Board Room), while disregarding (a) numerous negative effects of such a change, and (b) numerous studies that show 'adding lanes' does NOTHING to alleviate congestion, and in fact worsens it.	8/12/21 10:45 AM PT
I- 158 -2	Alternatives	Suggestion for Option/New Alternative	Email			RE ALTERNATIVES: Convert existing HOV lane to HOT lane, AND simultaneously convert the current 'fast lane' to HOV lane. Thus preserving the numerous benefits of an HOV lane in this area.	8/12/21 10:45 AM PT
I- 158 -3	Environmental Topics	Air Quality/GHG	Email			Re Environmental issues: The inevitable added congestion in the normal lanes (following conversion of HOV to HOT) will slow traffic and increase air pollution.	8/12/21 10:45 AM PT
I- 159 -1	ExpressLanes Operations		Email			The point of commuting is moving as many people as possible in the most inefficient and effective manner. Dynamic Pricing only serves those that can pay a premium for access. To reward people for carpooling there should not be any HOV fees. For individuals that want access, but don't carpool should pay a fee. Dynamic Pricing will not maximize the HOV lanes and will over burden the regular lanes. It's a waste of taxpayers money to do a report/study, when we all know the outcome is to push what you're advocating-dynamic pricing HOV lanes.	8/12/21 5:22 PM PT

I- 160 -1	Alternatives		Email			As it is, the HOV lanes are almost useless to us. First, our family rarely can get over all the lanes to even access the HOV lane. Getting out is often difficult, so we hardly ever use them, despite frequently having two or three people in the car. Second, the option of narrowing lanes comes precisely when cars are getting wider, many no longer fit into a traditional garage. Many trucks, vans and SUVs barely fit in a 12 foot wide lane.	8/14/21 8:23 AM PT
I- 160 -2	Equity		Email			Third, this proposed move will benefit the rich at the expense of the middle class, the poor and minorities.	8/14/21 8:23 AM PT
I- 160 -3	Environmental Topics	Construction Impacts	Email			Fourth, tearing up the highway, again, for years, is counter productive.	8/14/21 8:23 AM PT
I- 160 -4	Alternatives	Suggestion for Option/New Alternative	Email			Fifth, during the 1984 Olympics so many people left the city that even at 9AM traffic moved at 65 MPH and smog was almost invisible. Obvious solution: Restrict car size or tax large SUVs/vans. One mini car takes 1/3 the space of a say, a Chevy Tahoe on a street or highway. Do the math. Lissa Morrow Christian	8/14/21 8:23 AM PT
I- 161 -1	General Support		Email			My only question is why only at the Sepulveda Pass? How about doing it all the way past the airport? It's really a great idea. I vote yes on Capitalism. Leave the free lanes for the illegal immigrants.	8/14/21 9:37 AM PT
I- 162 -1	Support for Transit in Corridor		Email			With billions of federal dollars coming in from Biden's 'Build Back Better' bill and the Olympics right around the corner you want to add MORE car lanes when the thing we need most down the middle of the 101 & 10 is a easy to build and maintain mag lev route down the middle of each of those freeways? Are you totally insane? Were you not here during the last Olympics? The street congestion was awful and the investment dollars left few if any legacy projects that benefited the citizens of Los Angeles. A maglev system down each of our busiest freeways will DO just that. The current freeways already intersect with most of the hotel hub areas and reflect the current traffic models. You know that or you wouldnt be asking to add more "express lanes" which service few citizens and eventually become over crowded with (wait for it) too many cars. Maglev service has been studied every time and lobbied out by the freeway construction contractors. Why? Because it's cheaper and easy and people will love it and they will be out of business. Additionally, if project managed correctly, maglev can foster in a new job growth era for LA citizens from the labor force to the people to build the cars to people who will pilot and maintain the trains. Make this a maglev system from the Oaks Mall in Thousand oaks to LAX and Sofi with connecting shuttle or Metro express red buses. Make this maglev on the 10 from the beach to CalState LA and Downey where the need is beyond critical. Olympic tourists will use it as opposed to being on the 10 or the 405 or the 101 and whne they leave...the citizens of Los ANgeles will have and be acclimated to a new future leaning mass transit system that will continue to be used be generations. Get out of the dark ages. Think big and bold. Best regards, Gaston Hinostraza	8/17/21 9:19 AM PT
I- 163 -1	Other Projects	Sepulveda Transit Corridor	Email			The monorail option has terrible station locations, poor design, and the costs are underestimated. Don't be fooled by salesmanship. Don't waste taxpayer (my) money on a poorly designed system that will give Metro a bad name. Thanks.	8/17/21 2:12 PM PT

I- 164 -1	Support for Transit in Corridor		Email			Dear Mr. Kosinski, May I suggest that we consider converting the two carpool lanes on the 405 freeway between LAX and Sherman Way (Van Nuys Airport) into two light-rail lines to service both daily commuters between West Los Angeles and the Valley and commuters to the two airports in our area. Respectfully submitted, John LoMonaco	8/17/21 3:09 PM PT
I- 165 -1	General Support		Email			awesome idea loosen up traffic and time saving	8/18/21 9:46 PM PT
I- 166 -1	General Opposition		Email			I submit these comments in response to the proposal to create paid express and/or HOV lanes between the 10 and 101 freeways. As a resident of the San Fernando Valley, I oppose this proposal. In the last 10 years, residents of the valley have had to suffer through various projects and changes in the Sepulveda corridor. Cal trans expanded the freeway, which results in significant traffic delays for years and minimal improvement to traffic.	8/18/21 10:35 AM PT
I- 166 -2	Equity		Email			In addition, LA city officials blocked or limited access to various residential streets to serve and benefit the higher-income communities south of ventura Blvd. at the expense of other residents. This has resulted in even more traffic. And now cal trans proposes to privatize and monetize a portion of public-funded highways, further impacting residents of the valley, especially those who are not wealthy enough to afford these tolls or to live in wealthy areas that can block access to public street.	8/18/21 10:35 AM PT
I- 166 -3	Support for Transit in Corridor		Email			And all of this without offering rail or subway service. (The bus lines that go over the 405 or on Sepulveda are not a good substitute.) Until the state, county and city provide rail or subway transportation from the valley to the westside (I.e., over the Sepulveda pass), they should NOT limit or restrain transportation means. I understand that traffic and air quality in the area is bad, but these limitations only serve the wealthy and harm lower-income communities. Instead, focus on and prioritize finalizing public rail transportation that serves all residents. Thank you, Stacy Procter	8/18/21 10:35 AM PT
I- 167 -1	Alternatives	Oppose Tolling	Email			I do not support any priced HOV lanes on the 405 sepulveda pass.	8/18/21 10:37 AM PT
I- 167 -2	Alternatives	Support for Alt 1	Email			Keep the current HOV LANE PLEASE.	8/18/21 10:37 AM PT
I- 167 -3	Support for Transit in Corridor		Email			it should only be replaced if you have a train track in its place. Steven Dadaian 3379 Alginet dr Encino ca 91436.	8/18/21 10:37 AM PT
I- 168 -1	Equity		Email			Toll roads are bad for working people. SHAME ON YOU. The toll road is just a way to collect traffic tickets. This is a scam and poor people will suffer. You should be ashamed.	8/18/21 10:56 AM PT
I- 169 -1	General Opposition		Email			I'd like to recommend: 1. Stop fiddling around with improving vehicle flow through the 405's Sepulveda Corridor. No matter how lanes might be jiggered with special lanes, it's never going to efficiently accommodate the necessary traffic flow.	8/18/21 11:30 AM PT

I- 169 -2	Support for Transit in Corridor		Email			2. Abandon all consideration of expensive tunneling for a train. Build a surface train, elevated as necessary down the 405 that will easily connect to the planned train to LAX. Whether or not a surface train takes a few minutes longer from the valley to Westwood is inconsequential. A surface train down the 405 will be much cheaper, faster to build, easier to service, and provide a much nicer ride! Jacques Bailhé jbailhe@gmail.com H 310-476-6957 C 310-869-2807	8/18/21 11:30 AM PT
I- 170 -1	Alternatives	Suggestion for Option/New Alternative	Email			Add alternative for 2 carpool lanes and no new construction/eminent domain. Can you include an alternative with 2 carpool lanes and no new construction/eminent domain? It may require eliminate of one solo/general purpose lane.	8/18/21 11:35 AM PT
I- 170 -2	Environmental Topics	Air Quality/GHG	Email			People will drive less with increase in telecommuting, and we must take drastic action to reduce driving because of global burning.	8/18/21 11:35 AM PT
I- 171 -1	Support for Transit in Corridor		Email			We don't want this project! Express lanes are convenience for a tiny fraction of the population at everyone else's expense. Measure M was sold to us as a transit initiative. Freeway lanes for private vehicles is not transit. Metro should be emphasizing subway (not monorail) construction between the San Fernando Valley and Westwood. Express lanes are only a distraction from what's actually needed to reduce congestion in the Sepulveda Corridor.	8/18/21 12:06 PM PT
I- 171 -2	Alternatives	Suggestion for Option/New Alternative	Email			If express lanes are inevitable, which seems to be Metro's foregone conclusion, limit this project to new signage only. Avoid construction and, especially, don't add freeway lanes. We are sick to death of construction on the 405 in the Sepulveda Pass and the money spent on it. Michael de Villiers Santa Monica 90401	8/18/21 12:06 PM PT
I- 172 -1	General Support		Email			Overall, our family supports Metro / Caltrans building more expresslanes ASAP throughout LA county, including 405. There will be similar study of adding express lanes to east / west I-105 freeway. I-105 seems wide enough to add one additional E/W traffic lane without significant environmental impact or cost. Width of I-405 corridor seems more constrained (but more needed due to higher traffic volume).	8/18/21 12:51 PM PT
I- 172 -2	Environmental Topics	Construction Impacts	Email			Overall, Metro / Caltrans are studying / building several good transportation improvement projects (i.e. purple line subway E/W extension and tunnel N/S over Sepulveda Pass). However, it seems like these various project studies are independent but the final project builds should be coordinated to minimize overall disruption. Project construction seems to crawl along for years with little progress but significant disruption impacting commuters.	8/18/21 12:51 PM PT
I- 172 -3	Funding/Revenue		Email			For 405, can Metro/CalTrans please study how financial incentives for quicker completion can be accomplished (as LA did successfully after the Northridge earthquake when I-10 freeway collapsed)? How can Metro / CalTrans expand the study scope to also study extending I-405 express lanes further south beyond I-10 to I-105?Funding limitations may force lanes construction to be phased in over time, but in current scoping phase, other nearby (potential) projects should also be studied to improve overall network. How much "profit" do the existing I-110 and I-10 expresslanes make annually from toll revenue above operating costs? How much 'profit' would be generated from 405 expresslanes when complete? How has Metro / CalTrans used the I-110 expresslanes "profit" within the I-110 corridor in recent years? What kinds of related projects could receive this corridor funding from 405 expresslane tolls?	8/18/21 12:51 PM PT

I- 172 -4	ExpressLanes Operations		Email			Which additional new Metro, LAX flyaway buses, or BRT routes might use the proposed expanded I-405 expresslanes or HOV lanes? How would commuters from nearby east/west Metro purple line subway stations (i.e. VA station, Westwood/UCLA), Sepulveda pass subway, and Expo line light rail stations access I-405 north/south expresslane bus stops? How would these various nearby transportation projects integrate together to improve overall flow? How many I-405 expresslane intermediate entry / exit points would be built between I-10 and I-101? How many overhead RF toll meters along the route (just 2 at N/S entries / exits)? I am concerned about how I-405 south expresslane drivers coming from 101 freeway can access expressway efficiently (without lots of fast unsafe lane changing)? Similarly, how can I-10 E/W drivers safely access I-405 expressway without similar fast lane changing near I-405 / I-10 interchange? Are direct HOV <-> 405 expresslane flyover lanes part of the scoping study (i.e. 105/110 interchange)? We realize flyover expresslanes would be more costly and more disruptive but ultimately much safer and faster for drivers. Thanks!Daniel WalkerLos Angeles, CA 90045	8/18/21 12:51 PM PT
I- 173 -1	Alternatives	Support for Alt 4	Website			I highly approve and support METRO's I-405 Sepulveda Pass ExpressLanes Project. Adding Express Lanes to I-405 from the I-10/I-405 Interchange to the US-101/I-405 Interchange will help reduce congestion and improve mobility and throughput on I-405 especially crossing the Sepulveda Pass. The alternative that I support for METRO's I-405 Sepulveda Pass ExpressLanes Project is Alternative 4: Convert HOV to two ExpressLanes (Standard Lane and Shoulder Widths).	8/18/21 4:45 PM PT
I- 173 -2	Environmental Topics	Transportation/Traffic/VMT	Website			The reason for my support of Alternative 4 is because this alternative will allow for safe motorist pull off areas and emergency vehicle access with standard lane and shoulder widths as compared to Alternative 3: Convert HOV to two ExpressLanes (Non-Standard Lane and Shoulder Widths) which will create a safety hazard for motorists, and roadside assistance workers, and emergency vehicles, which that safety hazard is obvious - A PERSON BEING HIT BY A CAR, OR A IMPAIRED MOTORIST, OR GOD FORBID A CHP POLICE CHASE IN PROGRESS.	8/18/21 4:45 PM PT
I- 174 -1	Support for Transit in Corridor		Website			What I suggest is to consider creating BRT lanes instead of express lanes. The heavy rail won't be ready in time for the Olympics but creating dedicated bus lanes on the right hand shoulders of the 405 can be feasible in time. Connecting the orange line, UCLA and the expo line would have greater throughput and more accessibility to everyone.	8/19/21 10:39 AM PT
I- 174 -2	Environmental Topics	Transportation/Traffic/VMT	Website			The Express Lanes is still not accessible to those without a car. It is still prone to congestion especially if there's accidents in the express lanes. And if these express lanes are on the left-hand shoulder, they can still get stuck in traffic when trying to exit the freeway. I believe the goal should be to try to maximize throughput. Cars in densely populated areas of the city don't solve that problem but rather make it worse. The freeway is already large enough don't let our buses get stuck in traffic.	8/19/21 10:39 AM PT
I- 175 -1	General Opposition		Email			I was on the CAC for the 405 widening project. The cost of 1.4 billion dollars.5 1/2 years of misery in our region.Federal money requires 12ft wide lanes.You cannot build your way out of congestion. Many studies confirm this fact.	8/18/21 11:19 AM PT
I- 175 -2	Support for Transit in Corridor		Email			Put the money in the subway project.	8/18/21 11:19 AM PT

I- 175 -3	Equity		Email			Charging for the Express Lanes is so undemocratic.	8/18/21 11:19 AM PT
I- 175 -4	Alternatives	Support for Alt 1	Email			Alternative # 1	8/18/21 11:19 AM PT
I- 175 -5	Environmental Topics	Biological Env	Email			The Sepulveda Pass is an environmental sensitive area. It is a wildlife area.	8/18/21 11:19 AM PT
I- 176 -1	Alternatives	Oppose Tolling	Email			You are screwing people on the 405 How can you say Tol lanes are going to help my commute? What a stupid idea.	7/07/21 5:03 PM PT
I- 176 -2	Equity		Email			Screwing poor people and jacking up fees, but be honest. This is not helpful and I hope you get sued. Jonathan Posell	7/07/21 5:03 PM PT
I- 177 -1	Equity		Email			This is being presented as if it's a positive for the people who work in the area and travel the 405. In reality it is classist, and is just one more thing that separates the Haves and Have Nots. Currently we all can use the carpool lane if we decide to carpool. What is being proposed appears to be a situation where people who have the money will be able to take advantage of what once was equally available for all.	7/07/21 4:55 PM PT
I- 177 -2	Alternatives	Suggestion for Option/New Alternative	Email			The only way for this to be a win-win would be for it to be continued as a free carpool lane, but those who want to pay extra and use it while driving solo could do so. -Kendra Munger	7/07/21 4:55 PM PT
I- 178 -1	General Opposition		Email			Greetings, my wife and I wanted to provide our comments about the proposed toll lanes on the 405 through the Sepulveda Pass. We are opposed to the removal of the replacement of the HOV lane with a toll lane. We believe the current HOV lane was paid for by tax dollars and should remain available for those who need it without charge.	8/19/21 10:32 AM PT
I- 178 -2	Alternatives	Suggestion for Option/New Alternative	Email			If a toll lane is necessary then it should be in addition to the current HOV lane, and it can be paid for with user fees paid by those who choose to use the lane.	8/19/21 10:32 AM PT
I- 178 -3	Equity		Email			We believe a toll lane would adversely affect those low income individuals who have to commute through the Sepulveda Pass,	8/19/21 10:32 AM PT
I- 178 -4	Environmental Topics	Transportation/Traffic/VMT	Email			and it would place more traffic on the streets adjacent to the 405. Thank you, Lee & Terrie Norris	8/19/21 10:32 AM PT
I- 179 -1	Equity		Website			This is pejudical in nature, favoring rich people over poor. Shame on you!	8/19/21 6:58 PM PT

I- 180 -1	Alternatives	Suggestion for Option/New Alternative	Website			While the prospect of Express Lanes segregating Single occupant and commercial vehicles from HOVs is inventive, the project will fall short if proper connections to the interchanges are ignored or glossed over. I reside in South LA and am a frequent user of the Harbor Freeway Express Lanes. The ease of transition at the I-105 interchange is one of the main pull factors in my continued use in the HOV/Toll project. While the engineering of dedicated interchanges for the Sepulveda Corridor may seem challenging, this increased incentive will prove popular with commuters in the region. Their absence in the plans will only lead to the project transitioning into glorified carpool lanes that will be inundated with commuters who will be forced to traverse the width of the freeway at already dense interchanges. This is a shortfall that I have at the eastern end of the I-10 Express lanes, especially at evenings traveling east. While the volume of vehicles on I-605 does not match the enormity of the freeways of the Sepulveda corridor, the issue still persists and discourages commuters. Interchange improvements and dedicated transitions should be a keystone of the Sepulveda Expresslanes Project.	8/20/21 2:11 AM PT
I- 181 -1	ExpressLanes Operations		Scoping Meeting 1	Kristina	Clyde	when will the express lane be implemented?	8/14/21 12:00 AM PT
I- 182 -1	Alternatives	Oppose Expanding of Lanes	Scoping Meeting 1	Lorenzo	Mutia	If Express lanes are built, will the overall lanes to the freeway be expanded? I am supportive of converting existing general lanes for HOV but not expanding the physical footprint of the freeway	8/14/21 12:00 AM PT
I- 183 -1	Purpose and Need		Scoping Meeting 1	Jason	Feldmar	The slide indicated the current HOV in the project area is "extremely degraded" but the HOV lanes were just completed within the last 5-10 years. What does "extremely degraded" mean?	8/14/21 12:00 AM PT
I- 184 -1	Alternatives	Suggestion for Option/New Alternative	Scoping Meeting 1	Samuel	Lev	Why do none of the alternatives involve the repurposing of general purpose lanes into toll lanes?	8/14/21 12:00 AM PT
I- 185 -1	Environmental Topics	Transportation/Traffic/VMT	Scoping Meeting 1	Stephen	Drimmer	How much width reduction per lane is anticipated if one of the alternatives requiring lane width reduction is selected? And what effect would it have on safety?	8/14/21 12:00 AM PT
I- 186 -1	Purpose and Need		Scoping Meeting 1	Stephen	Drimmer	What are the anticipated results to improve average commuting time lost (56 hours) - how many hours of lost time would you believe would be recouped?	8/14/21 12:00 AM PT
I- 187 -1	Purpose and Need		Scoping Meeting 1	Roy	Johnston	If the car pool lane is already degraded, how can any toll or other plan reduce congestion?	8/14/21 12:00 AM PT
I- 188 -1	Other Projects		Scoping Meeting 1	Lorenzo	Mutia	Is this project independent of studying a congestion charge into the affected area?	8/14/21 12:00 AM PT
I- 189 -1	Other Projects		Scoping Meeting 1	Jason	Feldmar	Is there any location/website we can go to to see how the express lane project is coordinated with tigh speed rail or other 405 transit options?	8/14/21 12:00 AM PT
I- 190 -1	Environmental Topics	Transportation/Traffic/VMT	Scoping Meeting 1	Samuel	Lev	How does utilizing non-standard lane widths affect the safety of the freeway?	8/14/21 12:00 AM PT
I- 191 -1	Environmental Topics	Transportation/Traffic/VMT	Scoping Meeting 1	Maureen	Levinson	How will Metro mitigate traffic impacts for people who cannot afford to use the express lanes and thus must be in the congested slower lanes from using the substandard hillside community roads?	8/14/21 12:00 AM PT
I- 192 -1	Other		Scoping Meeting 1	Tom	Jenkins	No general purpose lanes would be added, correct?	8/14/21 12:00 AM PT

I- 193 -1	ExpressLanes Operations		Scoping Meeting 1	Roy	Johnston	For a car pool to use a toll lane for free, does the vehicle have to have a transponder?	8/14/21 12:00 AM PT
I- 194 -1	Other		Scoping Meeting 1	Stephen	Drimmer	I am the President of the Mountaingate Association - we are a 300 home community in the Sepulveda Pass south of Mulholland	8/14/21 12:00 AM PT
I- 195 -1	ExpressLanes Operations		Scoping Meeting 1	Irene	Sandler	From Irene Sandler, BABCNC Traffic Committee Chr.;Bus Lanes being considered separately or use Toll Lanes/or?	8/14/21 12:00 AM PT
I- 196 -1	ExpressLanes Operations		Scoping Meeting 1	Irene	Sandler	How are you (or are you) addressing truck traffic...including considering the numbers of trucks using this area, speed on Sepulveda south grade? Are truck allowed in the toll lanes?	8/14/21 12:00 AM PT
I- 197 -1	Purpose and Need		Scoping Meeting 1	Stephen	Drimmer	In terms of your process - don't you normally set goals and then design plans to meet those goals? From what I saw today, your process seems backwards	8/14/21 12:00 AM PT
I- 198 -1	General Support		Scoping Meeting 1	John	Aalto	Thanks for this info/comments session. I agree with the plan to add toll lanes through the pass. Are there any added bicycle paths included in this planing?	8/14/21 12:00 AM PT
I- 199 -1	Other Projects		Scoping Meeting 1	Irene	Sandler	Because Metro has worked on other I-405 Projects and it has done numerous studies on many aspects to be considered now, how can the general public access results of current or past studies?	8/14/21 12:00 AM PT
I- 200 -1	Community Engagement		Scoping Meeting 1	Tom	Jenkins	What outreach will be happening between 8/19 and 10/1?	8/14/21 12:00 AM PT
I- 201 -1	Purpose and Need		Website			Hi, how did this project get prioritized over a high speed rail connection from the Valley to the West Side. We just expanded this stretch of the 405 a few years ago and it isn't clear why it is being done again..	8/16/21 11:00 PM PT
I- 202 -1	Other		Website			Jay Greenstein is here as the Transportation Deputy for LA City Councilmember Paul Koretz.	8/16/21 11:00 PM PT
I- 203 -1	Other		Website			Will the recording be available to others after this program?	8/16/21 11:00 PM PT
I- 204 -1	Alternatives		Scoping Meeting 1	Anonymous		It seems like all the additional time, extra money spent and the inconvenience to the users on the 405 was all-for-not. Will the 405 be widen or existing lanes be used?	8/16/21 11:00 PM PT
I- 205 -1	Alternatives		Website			Looking at the I-10 and I-110 ExpressLane projects, one can see that new lanes were added to the freeways where these projects were installed. Is that part of the plan/vision for the 405? Would lanes be removed from the current configuration of traffic lanes? Single lane ExpressLane or double lane?	8/16/21 11:00 PM PT
I- 206 -1	Purpose and Need		Scoping Meeting 1	Anonymous		Traffic on I-10 became absolutely horrible after toll lanes were opened. Why is Metro seeking to reduce throughput on a major artery for everyone else who can't afford tolls? What are the measures of so-called "success" from the project?	8/16/21 11:00 PM PT
I- 207 -1	ExpressLanes Operations		Scoping Meeting 1	Les	Hartzman	do carpoolers still have to purchase/rent a FastTrak device? and if so, how much?	8/16/21 11:00 PM PT
I- 208 -1	Environmental Topics	Transportation/Traffic/VMT	Scoping Meeting 1	John	Tapia	what can be done about ucla traffic? always crossing fingers lanes to exit.	8/16/21 11:00 PM PT

I- 209 -1	Purpose and Need		Scoping Meeting 1	Anonymous		Don't understand why you are spending money AGAIN. Didn't you just enlarge the corridor some years back?	8/16/21 11:00 PM PT
I- 210 -1	Alternatives	Suggestion for Option/New Alternative	Scoping Meeting 1	Anonymous		Why is there no alternative that considers conversion of the inner general purpose lanes to Express lanes?	8/16/21 11:00 PM PT
I- 210 -2	Environmental Topics	Transportation/Traffic/VMT	Scoping Meeting 1	Anonymous		Otherwise all the Build Alternatives are adding capacity and will induce more vehicle-miles traveled (VMT), which is a CEQA impact. (Relatedly, you said the average daily traffic is 289,000 vehicles. What was the projection for the recently completed widening project? How much of an increase in traffic volume is this prior to that project, and what is projected for the future?)	8/16/21 11:00 PM PT
I- 211 -1	Environmental Topics	Transportation/Traffic/VMT	Scoping Meeting 1	Anonymous		How long is this traffic nightmare going to last?	8/16/21 11:00 PM PT
I- 212 -1	Environmental Topics	Transportation/Traffic/VMT	Scoping Meeting 1	John	Tapia	people drive to slow in the 1st and 2nd lane, even trucks use them. this really slows traffic. can lanes be better 'coded' and enforced?	8/16/21 11:00 PM PT
I- 213 -1	Other Projects	Sepulveda Transit Corridor	Scoping Meeting 1	Barbara	Broide	Given the limitations of space, it would seem that this project could have a significant impact on the feasibility of having the monorail option going through the Pass as part of the Sepulveda Pass project. You mentioned that Metro projects are coordinated; how will that be done?	8/16/21 11:00 PM PT
I- 214 -1	Community Engagement		Scoping Meeting 1	Barbara	Broide	If you have not recorded this session, please record the session planned for tomorrow so that it can be posted and shared with others.	8/16/21 11:00 PM PT
I- 215 -1	Funding/Revenue		Scoping Meeting 1	Anonymous		where did this money come from or coming from? The fees from MetroExpress, the \$1 mandatory monthly fee charged even if you don't use it? \$12 a month per person per million users, that's a lot of \$.	8/16/21 11:00 PM PT
I- 216 -1	Other Projects		Scoping Meeting 1	Barbara	Broide	At one time, I was aware of a proposal to have EXpress Lanes on the 101 freeway going through the Cahuenga Pass. What other similar projects are pending?	8/16/21 11:00 PM PT
I- 217 -1	Environmental Topics	Transportation/Traffic/VMT	Scoping Meeting 1	C	McClam	Given the proliferation of large SUVs and heavy semi truck traffic on the highway, please consider the impact on safety as you reduce the width of the lanes to less than standard size	8/16/21 11:00 PM PT
I- 218 -1	Other Projects		Scoping Meeting 1	Richard	Foos	years ago we had variable lane additions on sepulveda blvd.	8/16/21 11:00 PM PT
I- 219 -1	Alternatives	Suggestion for Option/New Alternative	Scoping Meeting 1	Richard	Foos	which seemed to work very well is that something being looked at. [note: see I-238-1 for reference]	8/16/21 11:00 PM PT
I- 220 -1	Other Projects	Sepulveda Transit Corridor	Scoping Meeting 1	Barbara	Broide	Is there a chance that the ExpressLanes project might be implemented BEFORE the Sepulveda Transit Corridor Project is completed?	8/16/21 11:00 PM PT
I- 221 -1	Environmental Topics	Transportation/Traffic/VMT	Scoping Meeting 1	Barbara	Broide	Since both the I-110 and the I-10 projects consist of double lanes, how can Metro/CalTrans evaluate the effectiveness of a single lane ExpressLane in reducing congestion?	8/16/21 11:00 PM PT

I- 222 -1	Environmental Topics	Utilities	Scoping Meeting 1	Barbara	Broide	With proposed shoulder reduction size, would there still remain adequate space for a disabled vehicle to escape the traffic lanes?	8/16/21 11:00 PM PT
I- 223 -1	ExpressLanes Operations		Scoping Meeting 1	Anonymous		Will there be a charge for the transponder?	8/16/21 11:00 PM PT
I- 224 -1	Environmental Topics	Transportation/Traffic/VMT	Scoping Meeting 2	Les	Hartzman	you are talking about a degraded existing carpool lane now. but if you converted the carpool lane to a toll lane, you would be opening it up to more than just carpoolers and alternate-fuel vehicles. this means MORE traffic in the toll lane that exists currently in the existing lane. this is going to increase traffic in the other lanes, as well as onto Sepulveda itself.	8/17/21 12:00 AM PT
I- 225 -1	Alternatives	Suggestion for Option/New Alternative	Scoping Meeting 2	Anonymous		can you charge more tolls? for all free way users?	8/17/21 12:00 AM PT
I- 226 -1	Alternatives	Suggestion for Option/New Alternative	Scoping Meeting 2	Robert	Enger	Our region lacks adequate transportation redundancy to protect us in the event of calamity (e.g. earthquake, chemical spill, etc.) Given the scarcity of paths across the mountains, why don't we bite-the-bullet and add MULTIPLE new lanes (say another 4 full-size lanes EACH WAY) This is not a complete solution (fixing US-101 and other routes are needed too). BUT it is a first step. (It will also lower density, making the drive more comfortable for drivers, lower likelihood of accidents, and greatly reduce the traffic-backup impact if an accident does occur.)	8/17/21 12:00 AM PT
I- 226 -2	Alternatives	Oppose Tolling	Scoping Meeting 2	Robert	Enger	We need MASSIVE capacity upgrades, not just one more lane. IMHO, WE SHOULD NOT MAKE THESE TOLL LANES. WE ARE HEAVILY TAXED ALREADY. WE SHOULD BUILD THIS WITH TAX REVENUES. (We should ESPECIALLY not set up a toll system with the goal to divert funds to the antiquated, pokey-slow dinosaur metro rail system.)	8/17/21 12:00 AM PT
I- 227 -1	Funding/Revenue		Scoping Meeting 2	Barbara	Broide	how much does Metro's desire to generate revenues to support free transit options influence this process?	8/17/21 12:00 AM PT
I- 228 -1	Environmental Topics	Relocations/ROW	Scoping Meeting 2	Robert	Enger	Regarding ROW acquisition, may I suggest that we BUY OUT property owners at a 25% to 50% premium of their maximum property value. This "should" make the existing owners go away HAPPY! Also, provide a cash moving allowance. Finally, if it is a rental property, I suggest that we pay the renter the equivalent of 2-years of their existing rent PLUS the cash moving allowance. This should reduce opposition from rental citizens groups. WE PAY A LOT IN TAXES. Use some of that money to sweeten the deal with we eminent-domain properties. PAY THEM A PREMIUM AND THEY WILL GO AWAY HAPPY (and NOT fight us in court).	8/17/21 12:00 AM PT
I- 229 -1	Alternatives	Suggestion for Option/New Alternative	Scoping Meeting 2	Robert	Enger	If we are going to build, we should add MANY MANY lanes of new capacity. Even if we have to double-deck the freeway (in an earthquake-proof design). We need new capacity!	8/17/21 12:00 AM PT
I- 230 -1	Other Projects	Past HOV Project	Scoping Meeting 2	Ruth	Doxsee	Is there less congestion after the last widening?	8/17/21 12:00 AM PT
I- 231 -1	Other Projects		Scoping Meeting 2	Barbara	Broide	The examples of success from the I-110 and I-10 Expresslane examples are based upon twin lanes in each direction. Did the EIR documents for those documents show how their experience would have been, how congestion might be impacted if they had had just a single ExpressLane?	8/17/21 12:00 AM PT

I- 232 -1	Alternatives	Suggestion for Option/New Alternative	Scoping Meeting 2	Robert	Enger	The scope of this project should be extended to help BYPASS the interchanges at I-10 and US-101. We should allow the new lanes to FLY OVER the interchange. This will allow traffic to move freely without being encumbered by the (often deadly slow) interchange region.	8/17/21 12:00 AM PT
I- 233 -1	Environmental Topics	Utilities	Scoping Meeting 2	Patrice	Fisher	With the double HOV lanes option, there was no emergency lane. Is this lane currently never used or if it is, what will happen when there is a breakdown or accident?	8/17/21 12:00 AM PT
I- 234 -1	Other		Scoping Meeting 2	Anonymous		Team, thank you for putting this presentation together. Please add target dates to the projects you have listed. I don't know what the time frame is for this project.	8/17/21 12:00 AM PT
I- 234 -2	Other Projects		Scoping Meeting 2	Anonymous		Also, it does not seem to make sense to manage the 3 Sepulveda pass projects independently while they are essentially trying to meeting the same objectives using the same north-south trajectory.	8/17/21 12:00 AM PT
I- 234 -3	Environmental Topics	Transportation/Traffic/VMT	Scoping Meeting 2	Anonymous		I am in the west valley. My life is very much impacted by the congestion of the 405 be it trips to UCLA, Cedar Sinai or LAX. it's really tough to do anything spontaneous. I won't even consider going to the new stadium in Inglewood because of the traffic. This is no way to live.	8/17/21 12:00 AM PT
I- 235 -1	Other Projects		Scoping Meeting 2	Anonymous		Your video states that multiple projects are required to address the problems. That is true only because you want it to be. There is no requirement that the results be achieved by multiple projects. Multiple projects increase cost and inefficiency.	8/17/21 12:00 AM PT
I- 236 -1	Environmental Topics	Transportation/Traffic/VMT	Scoping Meeting 2	Barbara	Broide	Given changes in congestion, commuters often go from one possible route to another to go "over the hill." It is important to look at how this project will impact the hillsides if it is the only "over the hill" toll route and then if both routes (405 and 101) are changed to tolling. If the toll routes do not result in a reduction in congestion (and drivers seek to find alternative routes), what will be the impacts on city streets and particularly upon the canyon routes?	8/17/21 12:00 AM PT
I- 237 -1	Other Projects	Sepulveda Transit Corridor	Scoping Meeting 2	Barbara	Broide	Is the Sepulveda Pass transit project also to be completed by the Olympics? Is it wise to implement this project BEFORE the public transit option is available?	8/17/21 12:00 AM PT
I- 238 -1	Environmental Topics	Transportation/Traffic/VMT	Scoping Meeting 2	Barbara	Broide	The pandemic has brought many changes (at least for now) in terms of how and where people live and work. Some of those changes will be permanent and others will not. None of us has a crystal ball to know the exact impact. It would seem that this adds a new challenge to completing environmental assessments and particularly PROJECTIONS. What is your thinking on this challenge?	8/17/21 12:00 AM PT
I- 239 -1	Alternatives	Suggestion for Option/New Alternative	Scoping Meeting 2	Robert	Enger	Have we considered building reinforced (earthquake-safe) tunnels under the mountain, as a method to add multiple lanes of new capacity through the mountain? Is it even possible to build an earthquake-proof tunnel? We really really need a LOT more capacity on that path, not just one more lane. I hope you can find a way to get us a gargantuan upgrade. (An upgrade that will justify the huge pain we will endure during the construction project).	8/17/21 12:00 AM PT

I- 240 -1	Alternatives	Suggestion for Option/New Alternative	Scoping Meeting 3	Fred	Emmer	If there is room for 2 Express Lanes, is it possible to have 1 Express Lane and 1 HOV Lane?	8/18/21 12:00 AM PT
I- 241 -1	Alternatives		Scoping Meeting 3	Anonymous		Will the car pool lane north of the 101 on the 405 still remain?	8/18/21 12:00 AM PT
I- 242 -1	Environmental Topics	Community Impacts	Scoping Meeting 3	Alex	Campbell	Hi Alex Campbell I'm here representing LAUSD Office of Environmental Health and Safety. I just wanted to make sure the schools were being considered when the Environmental review process is taking place.	8/18/21 12:00 AM PT
I- 243 -1	Support for Transit in Corridor		Scoping Meeting 3	Bob	Wolfe	Are there any plans for a Silver Line type BRT system on the Express Lanes between LAX, the Westside and the San Fernando Valley? At the moment, there is no BRT on the 405 in the segment between LAX and the Expo Line, and no Measure M planned upgrades for the next 20-30 years. Can the Express Lanes be used to accelerate mass transit alternatives during the next several decades? If not, why not?	8/18/21 12:00 AM PT
I- 244 -1	ExpressLanes Operations		Scoping Meeting 3	Neal	Roden	Would you allow any single occupancy vehicle in the express lanes? If so, is it not an equitable measure to allow the wealthier community to pay for this while the lower income would find a hardship to pay. All express lanes should be carpool (2 or more only) at all times and should be free for carpools.	8/18/21 12:00 AM PT
I- 245 -1	Alternatives	Oppose Tolling	Scoping Meeting 3	Anonymous		Toll road is a horrible idea. This is a way to screw the poor in this highly taxed state. Our taxes pay for FREE ways. Don't do this please.	8/18/21 12:00 AM PT
I- 246 -1	Alternatives	Oppose Tolling	Scoping Meeting 3	Gregory	Prestopino	Why are you telling us what we already know? The 405 is difficult. Dynamic pricing will only provide revenue for the county. It will make no difference to anyone except maybe those wealthy enough to pay for it. This is just a promo for a bad idea... From this pitch, it seems Metro has already made up its minds to do this.	8/18/21 12:00 AM PT
I- 246 -2	Environmental Topics		Scoping Meeting 3	Gregory	Prestopino	Also, without HOV lanes, that's one less incentive for folks to swap their ICEs for electric vehicles. What's the environmental impact of that?	8/18/21 12:00 AM PT
I- 247 -1	ExpressLanes Operations		Scoping Meeting 3	Faramarz		If Metro converts the 405 HOV lanes to ExpressLanes with tolls, Metro should study: 1. Carpools with 3 or more people in their vehicle should continue to be able to use the lanes without a transponder, advance reservation, or charge? 2. When drivers are working on a paid taxi or transportation network company ride, such as Uber or Lyft, the driver should not count toward the discount for the number of riders? 3. Allocating any net revenues from tolls to increases in Metro bus revenue service miles on lines crossing through the project area?	8/18/21 12:00 AM PT
I- 248 -1	Environmental Topics		Scoping Meeting 3	Sergio	Ibarra	How will you reduce environmental impacts in the project area	8/18/21 12:00 AM PT
I- 249 -1	ExpressLanes Operations		Scoping Meeting 3	Anonymous		How do I get a transponder? Does it cost any money? How much? Can I use it where ever there are Express Lanes in Southern California?	8/18/21 12:00 AM PT
I- 250 -1	Alternatives	Oppose Tolling	Scoping Meeting 3	Rudy	Melendez	Keep Our Freeways Free	8/18/21 12:00 AM PT
I- 251 -1	Funding/Revenue		Scoping Meeting 3	Rudy	Melendez	Where is the gas-tax money? #SB1	8/18/21 12:00 AM PT

I- 252 -1	Other Projects	Past HOV Project	Scoping Meeting 3	Leonard	Footlik	In 2013, L.A. Metro completed a huge project widening of the I-405 in the Sepulveda pass. This project was supposed to reduce travel times between the S.F. Valley and the westside of L.A. Ultimately, facts showed that traffic actually took a few minutes longer to make this 8-mile journey than it did prior to the project construction.	8/18/21 12:00 AM PT
I- 252 -2	Support for Transit in Corridor		Scoping Meeting 3	Leonard	Footlik	Had he installed rail with that money a decade ago, we wouldn't be in this position now. It appears that adding more lanes is an invitation for more cars to use the freeway, in lieu of giving the public an alternative to leave their cars at home. Less cars on the road is the solution to reducing traffic. Now, with the plan to install additional HOV and Fasstrack lanes, I am wondering if L.A. Metro has learned anything from the previous failure.	8/18/21 12:00 AM PT
I- 253 -1	ExpressLanes Operations		Scoping Meeting 3	G	L	HOV lane does not require users to pay additional fees to use it compared to Express lanes correct?	8/18/21 12:00 AM PT
I- 254 -1	Other		Scoping Meeting 3	G	L	HOV lane is like the carpool lane we have right now correct?	8/18/21 12:00 AM PT
I- 255 -1	Alternatives	Oppose Expanding of Lanes	Scoping Meeting 3	J	Ross	Avoid widening and eminent domain - there's no need to take properties when other solutions are better to preclude widening.	8/18/21 12:00 AM PT
I- 255 -2	Alternatives	Suggestion for Option/New Alternative	Scoping Meeting 3	J	Ross	Reduce the number solo lanes to accommodate the 2 carpool express lanes. People need to learn to drive alone less. Our world is burning.	8/18/21 12:00 AM PT
I- 256 -1	Equity		Scoping Meeting 3	Joe	Susca	I have observed very little use of the 10 Express lanes. How is it equitable that all that PROW is dedicated to rich individuals who can afford to pay to use them, all the while the general purpose lanes are even more congested than prior to their creation? Is success only defined as rich people being able to travel through the segment more quickly at the expense of those who cannot afford to pay to use them?	8/18/21 12:00 AM PT
I- 257 -1	Other Projects		Scoping Meeting 3	Daniel	Walker	Can you confirm there will be similar study of adding express lanes to east / west I-105 freeway?	8/18/21 12:00 AM PT
I- 258 -1	Other Projects	Sepulveda Transit Corridor	Scoping Meeting 3	Neal	Roden	Has any consideration been given to delaying this whole project until a determination is made regarding an "Equitable Subway" for the valley. If they determine a monorail will go down the center of the 405, there shouldn't be any redoing of construction on the 405. Do it once---and don't waste the money to make a mess of the 405 twice.	8/18/21 12:00 AM PT
I- 259 -1	Environmental Topics	Biological Env	Scoping Meeting 3	Anonymous		Will you include tree removal as an environmental issue in your EIR?	8/18/21 12:00 AM PT
I- 260 -1	Alternatives	Suggestion for Option/New Alternative	Scoping Meeting 3	Daniel	Walker	How can Metro / CalTrans expand the study scope to also study potentially extending I-405 express lanes further south beyond I-10 to I-105?	8/18/21 12:00 AM PT
I- 261 -1	Environmental Topics	Transportation/Traffic/VMT	Scoping Meeting 3	Anonymous		Having traveled the 405, I do appreciate that consideration is given to accommodate as many travelers as possible. However, my experience is that the 405 has a high number of vehicle accidents. What steps are being taken to reduce traffic accidents especially if lanes are going to be narrowed?	8/18/21 12:00 AM PT

I- 262 -1	Alternatives	Suggestion for Option/New Alternative	Scoping Meeting 3	Terri	Tippit	How does this help if you are north bound on 405 and need to transfer to 101-we will need to move over many lanes that are at a stand still during rush hour. I have used on 91 and it provides express lane transition onto other frwys but in this case it does not bc 101 does not have express lane. I know switch over from car pool lane prior to when it tells us to.	8/18/21 12:00 AM PT
I- 263 -1	Environmental Topics	Relocations/ROW	Scoping Meeting 3	Darrell	Clarke	Southbound between Skirball Center and Getty Center there isn't a left shoulder; I presume that is a location where more right-of-way would need to be built for the dual-lanes options?	8/18/21 12:00 AM PT
I- 264 -1	Purpose and Need		Scoping Meeting 3	Nancy	Matson	I am a member of both the Neighborhood Council Sustainability Alliance's Transportation Committee as well as the Westside Regional Alliance of Council's Transportation Committee — given the state of the climate crisis, and the fact that 40% of greenhouse gases come from the transportation sector, why would reducing greenhouse gases not be a stated goal of this project to act as a critical measure of its success?	8/18/21 12:00 AM PT
I- 264 -2	Alternatives	Suggestion for Option/New Alternative	Scoping Meeting 3	Nancy	Matson	Also, if there are two HOV lanes shouldn't one of them be bus only, making it by far the fastest way to get over the pass and thus encouraging its use?	8/18/21 12:00 AM PT
I- 265 -1	Community Engagement		Scoping Meeting 3	Martha	Escobedo	Make sure you do outreach thru the regular riders on MTA!	8/18/21 12:00 AM PT
I- 266 -1	Other Projects	Sepulveda Transit Corridor	Scoping Meeting 3	Bob	Anderson	Can Metro guarantee that this project could not in any way interfere with the potential of constructing and operating a monorail along the 405, operating in either the median or shoulder? If Metro cannot guarantee this for all alternatives, will Metro commit to eliminate any alternative that has the potential to interfere with a monorail along the 405?	8/18/21 12:00 AM PT
I- 267 -1	ExpressLanes Operations		Scoping Meeting 3	Terri	Tippit	Second question- Many electricians, plumbers etc are one-person operation. This will add to their expense which they will pass on to consumer. Will there be any rate for a utility truck using the lane?	8/18/21 12:00 AM PT
I- 268 -1	Other Projects	Sepulveda Transit Corridor	Scoping Meeting 3	Jerard	Wright	How will this Express Lanes project intersect with the Monorail option for the Sepulveda Pass Transit Corridor as the Monorail team assumes having monorail columns in the middle of the 405 Freeway through the Sepulveda Pass?	8/18/21 12:00 AM PT
I- 269 -1	Support for Transit in Corridor		Scoping Meeting 3	Robert	Footlik	As has been proven over the years, additional lanes do not help traffic flow in California. The only way to reduce traffic is to get people out of their cars. The only way to get people out of their cars is to provide fast, efficient rail transportation.	8/18/21 12:00 AM PT
I- 269 -2	Other Projects	Sepulveda Transit Corridor	Scoping Meeting 3	Robert	Footlik	Does L.A. Metro have an update on the Sepulveda corridor rail project northbound and southbound?	8/18/21 12:00 AM PT
I- 270 -1	Other Projects	Past HOV Project	Scoping Meeting 3	Bob	Wolfe	As a follow-up to my previous question, Metro's environmental process for the initial carpool lane construction on the 405 has been widely criticized for its failure to consider mass transit options to roadway widening.	8/18/21 12:00 AM PT
I- 270 -2	Alternatives		Scoping Meeting 3	Bob	Wolfe	Is Metro endeavoring to learn from its previous environmental process on the carpool lane project so as not to repeat the same mistakes here?	8/18/21 12:00 AM PT

I- 271 -1	Funding/Revenue		Scoping Meeting 3	Daniel	Walker	How much "profit" do the existing I-110 and I-10 expresslanes make annually from toll revenue above operating costs?	8/18/21 12:00 AM PT
I- 272 -1	Alternatives		Scoping Meeting 3	Sonya	Blake	Is a toll a component that CalTrans and Metro definitively want to include or is that just a consideration at this point?	8/18/21 12:00 AM PT
I- 273 -1	Other Projects		Scoping Meeting 3	Fiona	Cole	When CalTrans widened the 405 freeway, Bel Air Crest Rd underpass clearance was reduced to be less than state minimum standards.	8/18/21 12:00 AM PT
I- 273 -2	Alternatives		Scoping Meeting 3	Fiona	Cole	Would build alternatives 2 - 5 also include a possible reduction in vehicle clearance for that underpass?	8/18/21 12:00 AM PT
I- 274 -1	Environmental Topics	Transportation/Traffic/VMT	Scoping Meeting 3	Michelle	Weiner	Will the scoping process try to determine how much of an increase in single occupancy vehicles will be expected when motorists are offered an Express Lane?	8/18/21 12:00 AM PT
I- 275 -1	Funding/Revenue		Scoping Meeting 3	Daniel	Walker	How has Metro / CalTrans used the I-110 expresslanes "profit" within the I-110 corridor in recent years?	8/18/21 12:00 AM PT
I- 276 -1	Environmental Topics	Transportation/Traffic/VMT	Scoping Meeting 3	Glenn	Bailey	Wouldn't the removal of the shoulder in certain alternative be a safety concern?	8/18/21 12:00 AM PT
I- 277 -1	Alternatives		Scoping Meeting 3	Daniel	Walker	How many I-405 expresslane intermediate entry / exit points would be built between I-10 and I-101?	8/18/21 12:00 AM PT
I- 278 -1	Equity		Scoping Meeting 3	G	L	If the HOV lane is to be converted to all Express lane than it would exclude the users who does not want to paid for express. This is NOT ideal for everyone because you are giving more advantages for users who can paid for additional express account.	8/18/21 12:00 AM PT
I- 279 -1	Alternatives	Suggestion for Option/New Alternative	Scoping Meeting 3	G	L	One lane should still be HOV and you can add Express Lane on top of it for other selective users.	8/18/21 12:00 AM PT
I- 280 -1	Alternatives	Suggestion for Option/New Alternative	Scoping Meeting 3	J	Ross	I'll rephrase this into a question: Can you include an alternative with 2 carpool lanes and no new construction/eminent domain? It may require eliminate of one solo/general purpose lane. People will drive less with increase in telecommuting, and we must take drastic action to reduce driving because of global burning.	8/18/21 12:00 AM PT
I- 281 -1	ExpressLanes Operations		Scoping Meeting 3	Daniel	Walker	Which additional new Metro (or LAX flyaway) bus routes might use the proposed expanded I-405 expresslanes?	8/18/21 12:00 AM PT
I- 282 -1	ExpressLanes Operations		Scoping Meeting 3	Daniel	Walker	How would commuters from nearby east/west Metro purple line subway stations (i.e. VA station, Westwood/UCLA) and Expo line light rail stations access I-405 north/south expresslane buses?	8/18/21 12:00 AM PT
I- 283 -1	Alternatives	Suggestion for Option/New Alternative	Scoping Meeting 3	Michelle	Weiner	I think that providing a bus lane instead of an Express lane is preferable.	8/18/21 12:00 AM PT
I- 283 -2	Equity		Scoping Meeting 3	Michelle	Weiner	It does not makes sense to encouraged those with enough income to pay a toll to stay in their single occupancy vehicle.	8/18/21 12:00 AM PT
I- 284 -1	Alternatives	Oppose Tolling	Scoping Meeting 3	Don	Garstang	Agree with other commenters, PLEASE no more Express Toll lanes.	8/18/21 12:00 AM PT

I- 284 -2	Alternatives	Support for Alt 5	Scoping Meeting 3	Don	Garstang	I support Option 5 with no Toll lanes and two HOV lanes.	8/18/21 12:00 AM PT
I- 285 -1	Alternatives		Scoping Meeting 3	Daniel	Walker	I am concerned about how I-405 south expresslane drivers coming from 101 freeway can access expressway efficiently (without lots of fast unsafe lane changing)? Similarly, how can I-10 E/W drivers safely access I-405 expressway without similar fast lane changing near I-405 / I-10 interchange?	8/18/21 12:00 AM PT
I- 286 -1	General Support		Scoping Meeting 3	Daniel	Walker	My family uses and supports the I-110 expresslane. When complete, the I-405 expresslanes will be even more busy and helpful to overall flow of commuters in the corridor.	8/18/21 12:00 AM PT
I- 286 -2	Environmental Topics	Construction Impacts	Scoping Meeting 3	Daniel	Walker	The key will be to complete the project quickly without years of construction delays.	8/18/21 12:00 AM PT
I- 287 -1	Other Projects		Scoping Meeting 3	Sonya	Blake	Do you have data on before and after commute times from previous similar projects?	8/18/21 12:00 AM PT
I- 288 -1	Environmental Topics	Biological Env	Scoping Meeting 3	Anonymous		Will you include effects of any tree removal as an environmental issue in your EIR? 91401	8/18/21 12:00 AM PT
I- 289 -1	Alternatives	Support for Alt 1	Scoping Meeting 3	Robert	Footlik	I would like to see LA Metro select alternative #1 to make no changes to the existing roadway and save \$260 million that could help support a subway system through the Supulveda Transit Corridor. Please stop wasting taxpayer dollars on expanding freeways.	8/18/21 12:00 AM PT
I- 290 -1	Alternatives	Suggestion for Option/New Alternative	Scoping Meeting 3	Faramarz		Will Metro consider changing the HOV lanes to reversible HOV lanes that could change direction based on time of day and congestion?	8/18/21 12:00 AM PT
I- 291 -1	General Opposition		Website			I am absolutely against the proposal to change HOV to HOT lanes on the 405 freeway. This proposal does nothing to alleviate traffic, but only creates more headaches, tickets, fines, and congestion for westside commuters. It is nothing but a money grabbing opportunity for Caltran and agencies. Big NO to more bureaucracy for our roadways!	8/21/21 3:32 PM PT
I- 292 -1	Alternatives	Oppose Tolling	Website			Keep carpool lanes accessible by carpoolers without a transponder.	8/22/21 12:48 PM PT
I- 292 -2	Equity		Website			Making the lanes pay-only or requiring a transponder is exclusionary and adversely impacts those with lower socioeconomic status. This idea used to be called 'Lexus lanes' and was rejected years ago.	8/22/21 12:48 PM PT

I- 293 -1	Support for Transit in Corridor		Website			Please consider adding a express bus transit component to the project or at least preserving the ability for express bus service to use the project. Express buses ideally require 12 foot lanes and express lane access/egress points need to coincide where the buses need to get on and off. AVTA, Santa Clarita and LADOT all have express bus service through the corridor. Metro has had bus service on the freeway in the past and could conceivably again in the future especially the Sepulveda Pass project get delayed. One of things that has prevented successful use of the freeways lanes is that current HOV access/egress point don't coincide where bus and its patrons need to get on and off.	8/23/21 7:51 AM PT
I- 294 -1	Alternatives	Suggestion for Option/New Alternative	Website			If Alternatives 3 or 4 end up being the final alternative to be constructed (two ExpressLanes in each direction), I would suggest that one of the two lanes in each direction be a bus-only lane so that buses can travel faster through the corridor instead of waiting in traffic. This can also encourage more people to take public transit along the corridor. Thank you for your consideration.	8/23/21 8:50 AM PT
I- 295 -1	ExpressLanes Operations		Website			zero emission vehicles (all years), motorcycles, and car pools of 3 should be able to drive these lanes for free.	8/23/21 5:14 PM PT
I- 295 -2	Alternatives	Suggestion for Option/New Alternative	Website			A motorcycle ONLY lane, or a safety lane between car pool lane and non car pool lane should installed so motorcycles can safely get from West Los Angeles to Valley protected from vehicles changing lanes illegally across solid lines. A motorcycle safety lane could be a trial lane, to see if it reduces the amount of motorcycle accidents riding the car pool lanes from illegal entry and exit of car pool lanes.	8/23/21 5:14 PM PT
I- 296 -1	Alternatives	Suggestion for Option/New Alternative	Website			How about an express lane on Sepulveda Blvd instead since there's considerably more room there? Just a thought.	8/23/21 7:13 PM PT
I- 297 -1	Equity		Website			I am absolutely appalled that a pay-to-travel model is being pitched as an "improvement" to the problems of the 405's Sepulveda Pass. This is not an improvement, it's just a way for the wealthy to buy their way out of a problem while making things worse for everyone else. We all pay taxes for these roads, we should all have equal access to them.	8/23/21 9:33 PM PT
I- 298 -1	Alternatives	Oppose Tolling	Website			What I suggest: absolutely not. This pay to play model is absolute garbage.	8/23/21 10:11 PM PT
I- 298 -2	Equity		Website			We *all* pay taxes on these roads. Those who can afford to bypass traffic should not get to pad caltrans pockets when a more realistic solution for all taxpayers should be explored.	8/23/21 10:11 PM PT
I- 299 -1	Equity		Website			Thank you for opening this to input from the community. This proposed solution solves this issue for the select few who will be able to afford to use these pay-to-play lanes. This is short term narrow-minded thinking.	8/23/21 10:12 PM PT

I- 299 -2	Support for Transit in Corridor		Website			Expanding our rapid public transit options from the Westside to the Valley is a much better use of resource than freeways for the rich. We need a light rail that runs along the Sepulveda pass with connection points to better expanded and more reliable bus and shuttle options and safe green bike paths that give people the option to get out of traffic and out of gas-guzzling single occupancy vehicles.	8/23/21 10:12 PM PT
I- 299 -3	Environmental Topics	Transportation/Traffic/VMT	Website			For those of us not in the financial one percent, forcing us out of HOV lanes will only increase traffic in the lanes that are already congested.	8/23/21 10:12 PM PT
I- 299 -4	Environmental Topics		Website			The environmental impact of continued reliance on the all-mighty car should be clear to everyone by now. When are we going to understand that more cars and more freeways leads to more heat and more forest fires, droughts and mudslides? How many does it take every year for us to get it? Please waste no more time or money on projects that keep us moving in the wrong direction. Thank you for your attention and careful consideration of the above points.	8/23/21 10:12 PM PT
I- 300 -1	Alternatives	Suggestion for Option/New Alternative	Website			Please make them fastrak flex with full barricades , but please make them 2 lanes like the 110.	8/24/21 11:11 AM PT
I- 301 -1	Alternatives	Oppose Tolling	Website			I do NOT like the idea of HOT/Toll lanes. In general, it raises funds, but doesn't reduce traffic. If anything , increases it. I tend NOT to drive in those lanes since you need a FAST PASS responder....and the other...IT COSTS MONEY!	8/24/21 1:27 PM PT
I- 301 -2	Support for Transit in Corridor		Website			What I wish/suggest....light rail going over the pass, or under it....	8/24/21 1:27 PM PT
I- 302 -1	Alternatives	Oppose Tolling	Website			What I suggest is NOT doing this project! It didn't work for the Harbor Freeway (per "The Los Angeles Times"). All that project did was to push more people with two occupants into the regular lanes because they couldn't afford to pay the exorbitant express lanes fees. Prior to that project two people could travel in the carpool lanes at no charge. This made traffic in the regular lanes worse than ever before. The same thing will happen on the San Diego Freeway. Regular people, including carpoolers with two occupants, will be stuck in ever more crowded regular lanes while the very wealthy pass them by.	8/24/21 2:00 PM PT
I- 302 -2	Alternatives	Support for Alt 5	Website			If adding an additional carpool lane that 2 people may use at no charge is an option, then obviously that is the only way to go. Why are you even considering tolls. As the LA Times always says, tolls are an import from the corrupt east coast political machines!	8/24/21 2:00 PM PT
I- 303 -1	Alternatives	Oppose Tolling	Website			Not only no but heck no. We should not be providing express lanes for the wealthy and force the hardworking class to be relegated to traffic that prevent them from getting to work or their worksite.	8/24/21 2:03 PM PT
I- 303 -2	Alternatives		Website			We should instead be encouraging carpooling, vanpooling by rejecting low emission vehicles from the HOV lanes unless they too have more then one passengers.	8/24/21 2:03 PM PT

I- 303 -3	Funding/Revenue		Website			Adding for fee express lanes is simply a way of taxing the people of Los Angeles County who have already been taxed to build the freeways in the first place.	8/24/21 2:03 PM PT
I- 303 -4	Support for Transit in Corridor		Website			We should also make the next Metroline run down the center of the 405 with 2 stops north of the Sepulveda Pass and two between the Pass and LAX. This would create an efficient mass commuter system with large park and rides and Bus interconnects at each site.	8/24/21 2:03 PM PT
I- 304 -1	General Opposition		Website			NO!	8/24/21 2:24 PM PT
I- 304 -2	Equity		Website			These have roads have been paid for by the taxpayers and should not become "Lexus Lanes" where only the rich get to drive in them.	8/24/21 2:24 PM PT
I- 305 -1	Alternatives	Suggestion for Option/New Alternative	Website			In addition to converting the existing carpool lanes, please convert an existing lane of single-occupancy vehicle travel in either direction. Current carpool lane speeds are unacceptably low during peak traffic periods, often slower and therefore conveying no benefit to conscientious and efficient travelers, and there should be additional capacity for increased speeds for multi-passenger vehicles as well as those willing to contribute additional funds to LA Metro's projects.	8/24/21 2:42 PM PT
I- 306 -1	Alternatives	Support for Alt 1	Website			I vote for NO Change. Charging for express lanes is not fair for those that cannot afford it.	8/24/21 3:55 PM PT
I- 307 -1	General Support		Website			I personally in favor of express lanes/hot, but with that implement Technologies to catch fare evasion.	8/24/21 4:46 PM PT
I- 308 -1	Alternatives	Support for Alt 1	Website			I oppose converting the existing high-occupancy vehicle (HOV) lanes to dynamically-priced, high-occupancy toll (HOT) lanes, also called ExpressLanes, in the southbound and northbound directions of the I-405 Sepulveda Pass, between I-10 and US-101 and support alternative 1 (No Build - Everything stays the same).	8/24/21 6:24 PM PT
I- 309 -1	Other Projects	Past HOV Project	Website			We recently lived through 5 years of 405 construction which kept our family awake all night and was not completed on time. It did not deliver what was promised to the tax payers and we had to pay an additional 500 million for this 1.6 billion dollar construction debacle. How was a traffic lane going south on the 405 diminished by Skirball at the top of the hill? The promises made to the residents like us who were impacted were not kept. Trees were removed and not replaced. Homes were taken by the city and we were told green space parks were going to be there since the land was too small to be zoned for homes. You allowed homes to be built in these small land areas right by the freeway and I'm not certain they are paying property taxes on these new homes since they are not on the tax accessor books. Homes taken are still vacant and being broken into daily. Traffic in the neighborhood surface streets became unbearable with everyone taking shortcuts through the neighborhood at high speeds. We have tolerated contract noise and construction dirt and quite frankly our lungs are shot from the debris causing chronic bronchitis.	8/24/21 11:52 PM PT

I- 309 -2	Environmental Topics	Air Quality/GHG	Website			If this plan moves forward, I might die from the air quality as my pulmonologist doctor has said it is risky to live in this area of LA by the 405 and 101 due primarily to the air quality. There is now a robust school by the freeway which would also be impacted from noise and air quality- Hesby Charter School. I'm willing to bet this project will create more pollution as cars pile up that are not on the express lane.	8/24/21 11:52 PM PT
I- 309 -3	Environmental Topics	Construction Impacts	Website			This project will once again be completed late and over budget with little regard for your community and tax payers in this area that endure this endless construction. Our property taxes must be cut by 50% to tolerate this again from the start of construction until it is completed. You must take into consideration the health of the residents who take the brunt of the construction fiascos. If not, we will continue to leave the state.	8/24/21 11:52 PM PT
I- 309 -4	Alternatives	Suggestion for Option/New Alternative	Website			Furthermore, how can you believe traffic will increase causing a need for this project with many residents leaving the area, the state, or simply not commuting to work or school? This project inception was before the pandemic and commuting has changed since then. Finally, there is plenty of freeway available now and just not used wisely. Change the median like they do in Hawaii and flex some of the North bound lanes for South traffic in the morning, and use some of the South lanes for North traffic in the evening if needed. This is not a widening the freeway project, it is better allocation of the existing space you already have that often goes unused. We are LA and should be planning better and more creatively. Why keep making the same mistakes? Innovate the median changes to flex the traffic flow, do not build wider - build smarter!	8/24/21 11:52 PM PT
I- 310 -1	General Support		Website			I like the idea of the ExpressLanes for the 405 between the 101 and the 10.	8/25/21 8:05 AM PT
I- 310 -2	ExpressLanes Operations		Website			With the caveat that I would like one change to the FastTrack program - monthly fees for having a transponder account should be eliminated. I have a transponder that I use to get access when I have multiple passengers. The monthly fee is very annoying.	8/25/21 8:05 AM PT
I- 310 -3	Alternatives	Suggestion for Option/New Alternative	Website			I would also like to suggest that the 405 (and the 10) add a program to change the number of lanes going each direction based on time of day. This would allow Metro to add a lane to the direction that needs it more and increase capacity as needed.	8/25/21 8:05 AM PT
I- 311 -1	Equity		Website			I think that having an Express Lane is really unfair to those that can't afford the price to ride in these lanes everyday for their work commute. This will in turn create even more congestion in the non-carpool/non-express lane. This is really going to hurt the average worker because they now have to pay extra, which will take away from other things that they need to afford, and if they don't pay, then the extra time spent on the freeway is going to take away their quality of life. THIS IS NOT FAIR!	8/25/21 11:43 AM PT
I- 311 -2	Environmental Topics	Construction Impacts	Website			The lane closure during construction is going to slow everything down for the years that it will take to complete. And if you think that this is not going to go over budget and time, you're fooling yourself. It's going to cost us millions more for what, 14 miles?!?!?	8/25/21 11:43 AM PT

I- 311 -3	Alternatives	Suggestion for Option/New Alternative	Website			I would like to see Sepulveda Blvd, which goes through this entire length, have more lanes and be the alternative. I think that if you make it be almost as fast as the freeway, people will definitely use it like the freeway. This will alleviate the 405 and it won't have to suffer through the construction.	8/25/21 11:43 AM PT
I- 312 -1	Equity		Website			While toll lanes are good for revenue generation, unlike regular HOV lanes, they allow more affluent drivers to pay for the privilege of avoiding congestion while low income drivers are at a disadvantage even with waiving the account maintenance fee. More affluent drivers can pay for driving solo, negating the benefits of HOV lanes.	8/25/21 12:20 PM PT
I- 313 -1	Support for Transit in Corridor		Website			I'm very concerned that this project will do little to nothing to improve traffic. This won't help people transition on or off the 101. This doesn't provide public transit options which are desperately needed along the entire 405. Why not pull out the carpool lanes and run light rail every 5-10 minutes? That would make a bigger difference than ExpressLanes. Isn't this just putting money in a private company's wallet, and making it impossible for poor people to commute? No one likes the ExpressLanes on the 110, 91, etc. In normal, busy traffic commuting times, Express is as slow as normal traffic. So where is the value to the people trying to get to work or back home?	8/25/21 2:50 PM PT
I- 313 -2	Alternatives	Suggestion for Option/New Alternative	Website			What we need is a complete redesign of the 405/101 interchange so that traffic can flow on/off with minimal delays for the traffic already on the freeway. Right now it bogs down from allowing too many people on the freeway at once (along the whole 405), simple merging and going up hills at the same time (Southbound), or insufficient capacity to merge onto the 101 (Northbound). Please fix these issues instead of what looks like charging people more for nothing in return. Thanks for your consideration.	8/25/21 2:50 PM PT
I- 314 -1	General Opposition		Website			I am 100 percent against this plan. Better to do nothing than do this nonsense.	8/25/21 4:35 PM PT
I- 315 -1	Support for Transit in Corridor		Website			We need to use that lane for a train. It's was waste what your doing as traffic will be worse	8/25/21 4:36 PM PT
I- 316 -1	Support for Transit in Corridor		Website			This gets too packed, widening it won't decrease traffic. Encouraging foot traffic or effective bus transport or shuttles will. Invest in a bus exclusive lane that's reliable.	8/25/21 4:45 PM PT
I- 317 -1	Alternatives	Oppose Tolling	Website			I wish politicians would focus providing service instead of billing working class and middle class people. California residents already pay high taxes and high gas prices. I don't get why we are being billed for infrastructure and maintenance of our roads when wealthy corporations are getting tax welfare and other freebies from our government. The public roads should stay public and the wealthy pay their share of taxes so these projects shouldn't cost the average person more inconveniences and financial headache just to be at work on time.	8/25/21 7:06 PM PT

I- 318 -1	Support for Transit in Corridor		Website			I've been commuting "over the hill" from Sherman Oaks for 20 years, first to FOX (on both Pico and on Sepulveda) and now to UCLA. I would love to see some form of rail transport over the 405, with a stop at Ventura and Sepulveda for us Valley folks to board.	8/26/21 6:47 AM PT
I- 318 -2	Equity		Website			What I don't want to see is for drivers to have to PAY to use an Express Lane on the freeway. That's not fair to poor people.	8/26/21 6:47 AM PT
I- 318 -3	ExpressLanes Operations		Website			Also, almost no one at FOX or UCLA carools in their cars (there are a few vans that are used for carpooling). So the idea of a discount if you have drivers in your car... not a great idea, either.	8/26/21 6:47 AM PT
I- 319 -1	Purpose and Need		Email			Hello, I keep seeing these ridiculous ads that are basically propaganda for schmucks. "I live in sherman oaks and work in santa monica, it's about 20 miles and it takes me 60 minutes". For one, that statement is a lie, I live in sherman oaks and it's maybe 15 miles and with traffic it's maybe 40 minutes all the way to the pier. Why would a paid express lane solve any traffic problems except for a few that pay more? This will only make the traffic worse and you all know it! All the moms and carpoolers will have to be in the other lanes and people will take the side roads in an attempt to avoid this mess.	7/24/21 3:15 AM PT
I- 319 -2	Alternatives	Suggestion for Option/New Alternative	Email			How about putting in more than 1 lane for the exits from the 101 to the 405? You know, the most traveled highways in LA.	7/24/21 3:15 AM PT
I- 319 -3	Alternatives	Oppose Tolling	Email			This express lane idea has got to be one of the dumbest cash grabs with the most idiotic reasoning I've ever seen, congratulations! How much did you all get paid to come up with this moronic idea? Sincerely, -an actual resident of Sherman Oaks (not a paid actor)	7/24/21 3:15 AM PT
I- 320 -1	Equity		Email			To whom it may concern: The HOT lanes will be only for the rich who could afford it. The rest of us will be bottled up on the regular lanes. This will only produce more congestion in all the other lanes. Please consider the less fortunate, who can't afford the HOT lanes. Thank you Carol Sparacio	7/25/21 6:09 AM PT
I- 321 -1	Other		Website			Dear Community Member, It has been my privilege to serve the City of Santa Monica. My last day with the City was June 24th. If you are contacting me to raise a community concern, I hope you will try our new SaMo 311 system, which is intended to provide easy-to-use, streamlined customer service throughout the City. Should you need to reach me personally, please feel free to contact Sandra Santiago, Executive Administrator in the Office of the City Manager, at sandra.santiago@santamonica.gov . My best, Lane Dilg	7/26/21 4:47 AM PT
I- 322 -1	Other		Website			Effective Oct 5, 2020, I've resigned from my Planning Manager position with the City of El Segundo. Please contact Eduardo Schonborn at Eschonborn@elsegundo.org or call him at 310-524-2312 for assistance. Thank you,	7/29/21 4:49 AM PT

I- 323 -1	Other		Email			Thank you for your e-mail. As of Friday, August 6, 2021, I am no longer with the City of Santa Clarita. It has been my privilege to serve the residents of Santa Clarita for the past 24 years. For immediate assistance, please call 661.255.4330. Thank you, Ben Jarvis Thanks, Ben Jarvis City of Santa Clarita	8/06/21 8:29 AM PT
I- 324 -1	Other		Website			Happy New Year! Beginning in 2021, I will not be receiving e-mails at my hnorton@tpgre.com e-mail address. Instead, please contact me at: hilary@fastlinkdtdla.org or (213) 448-2900. I am looking forward to our work together in 2021! Warm regards, Hilary Norton Executive Director, FASTLinkDTLA hilary@fastlinkdtdla.org www.fastlinkdtdla.org (213) 448-2900	8/06/21 8:35 AM PT
I- 325 -1	Alternatives	Oppose Tolling	Email			Dear Metro, I am against the proposed HOV lane conversion. We've already paid for the freeway lanes. It is not fair to spend more taxpayer's money to develop a process that requires spending even more (individual's) money to use it.	8/24/21 7:44 AM PT
I- 325 -2	Support for Transit in Corridor		Email			We need mass transit over the Sepulveda Pass. Run Metro buses from the Orange Line to the Westside until you can get trains running. Sincerely, Bonnie Ferron	8/24/21 7:44 AM PT
I- 326 -1	ExpressLanes Operations		Email			Hello, How much would it cost to use the Express Lanes, if they're built, if one drives an electric vehicle as a sole occupant? Thank you, Dan	8/26/21 9:39 AM PT
I- 327 -1	ExpressLanes Operations		Website			My questions concerning the proposed ExpressLanes are: 1. what happens to a vehicle that enters the express lane that doesn't have a transponder to pay for access fee? 2. what happens if a vehicle that enters the express lane indicates that they have multiple passengers when in fact there is only a single occupant in the vehicle? thank you.	8/26/21 10:15 AM PT
I- 328 -1	Other Projects	Past HOV Project	Website			The community near the 405 endured the construction of a carpool lane about 10 years ago. This addition of an HOV lane took a long time and was very disruptive and DID NOTHING AT ALL TO ALLEVIATE CONGESTION delays on the 405.	8/26/21 2:15 PM PT
I- 328 -2	Funding/Revenue		Website			It seems unreasonable that now you are suggesting a TOLL lane that will increase congestion on all the rest of the freeway. This is totally misguided, and seems as if it is nothing more than a way to make money.	8/26/21 2:15 PM PT
I- 328 -3	Support for Transit in Corridor		Website			Please please please DO NOT put us through this massive construction again for no benefit. All monies should go toward an efficient subway system because that is the only true way to make any kind of difference in reducing car traffic.	8/26/21 2:15 PM PT
I- 329 -1	Purpose and Need		Website			I reviewed the presentation and see that the scoping options are limited to modifications to the HOV lanes. I still contend that this will have no improvement for the travel through the pass. The HOV lanes get backed up when HOV travelers must slow to freeway speed to transition to their 101 or Sunset Blvd exits.	8/26/21 8:45 PM PT

I- 329 -2	Alternatives	Suggestion for Option/New Alternative	Website			Unless we eliminate far left to far right transitions across the road, we will continue to bog down in front of all popular exits. Do you have a study that says otherwise?	8/26/21 8:45 PM PT
I- 330 -1	Equity		Website			Adding an express lane to the 405 that cost money is outrageous. Once again the city is only trying to get preference to people who can afford it and that's frankly bullshit. It's so upsetting.	8/27/21 1:00 AM PT
I- 330 -2	Alternatives	Suggestion for Option/New Alternative	Website			It would be preferable to have express lanes like they do on the Garden State parkway. There you have Local and express. Everyone goes on the express until they have to go local. The express exits are much further from each other. So in Los Angeles coming from the valley to the city you would have the local lanes let you off at Skirball Center, Sunset Boulevard Wilshire, etc. But the express would skip all of these and go directly to Route 10. That would eliminate an enormous amount of traffic. To test this before spending hordes of money, you could split up lanes so that the two inside lanes along the center divide our express lanes only open to anyone no matter how many people are in their car, but there is no way to get off of this express lane until you get to say Olympic Boulevard, Or the 10.	8/27/21 1:00 AM PT
I- 331 -1	Support for Transit in Corridor		Website			What I suggest is more expansion and investment in public transportation. I wish there would be more rail and bus routes with shorter wait times. Taking away two lanes from the 405 for express use will make the traffic in the none express lanes more crowded because the traffic will be less spread out. A rail train route or monorail system through the Sepulveda Pass would be a good idea.	8/27/21 12:43 PM PT
I- 332 -1	Alternatives	Support for Alt 1	Website			I vote strongly for Alternative #1, NO BUILD. I live in Encino, had 5 years of disruption from the recent 405 upgrade, and have seen no meaasurable traffic improvement, except of course, during the Covid lockdown.	8/28/21 10:25 AM PT
I- 332 -2	Equity		Website			I also oppose expensive toll roads on equity grounds. Thanks for listening!	8/28/21 10:25 AM PT
I- 333 -1	Alternatives	Support for Alt 1	Website			I strongly suggest Alternative #1, NO BUILD.	8/28/21 10:27 AM PT
I- 334 -1	Purpose and Need		Website			Do you really believe that charging for that 10 mile stretch will change the commute for all those people with testimonials about their arduous commute? What did adding that HOV lane, at a cost of \$110,000,000/mile in itself do to everyone's overall commute in the first place? That stretch is only a small link in a very long chain and charging will not help the connecting 101/10 freeways. It is a very short sighted idea and in no way a 'solution'.	8/29/21 9:21 AM PT
I- 335 -1	Equity		Website			I believe that adding express lanes will disadvantage the poor who can't afford a speed pass.	8/29/21 11:33 AM PT
I- 335 -2	Environmental Topics	Transportation/Traffic/VMT	Website			Additionally, I am of the opinion that it will force the people who are now utilizing the HOV lanes, i.e., commuters and electric cars to use the other lanes causing additional congestion on the 405 freeway. This in turn will result in more cut through traffic in the neighborhoods in the hills. We already have our fair share of traffic and pollution.	8/29/21 11:33 AM PT

I- 335 -3	Support for Transit in Corridor		Website			What I would like is that you leave the HOV lane just as it is currently. The only thing that will fix this problem is a underground subway or a second HOV lane.	8/29/21 11:33 AM PT
I- 336 -1	Alternatives	Oppose Tolling	Website			I am a daily commuter on the 405 from Venice to Santa Clarita and back and have been for 5 years. There is NO need to change the HOV lanes to toll lanes. As I have seen in the OC and elsewhere, not many people choose to pay to drive.	8/29/21 1:57 PM PT
I- 336 -2	Environmental Topics	Transportation/Traffic/VMT	Website			What will happen on the 405 is more drivers will be on the "free" way lanes of the 405 adding to more congestion.	8/29/21 1:57 PM PT
I- 337 -1	General Opposition		Website			You have lied before and your lying again. How long did it take to widen the northbound lane of the 405 from the 10 to the 101, through the pass. What was the cost, the length of time, now you want to go west of church lane, knock out parts of brentwood glen, after your construction joke, with the 405, and then sepulveda . Your video on you tube was a lie, you want to knock out residential housing, and this is your way of doing it. We the people, hate, caltrans	8/29/21 9:54 PM PT
I- 338 -1	Environmental Topics	Transportation/Traffic/VMT	Website			This is an incredibly important study. Traffic is horrible. While I don't have an issue with "non-standard" lane sizes, I do worry what gridlock will happen if there is an accident in the express lanes. I think having 2 express lanes will benefit travelers and the environment by reducing stop/go and idling traffic. However, I do think a shoulder is essential for accident clearing.	8/30/21 7:46 AM PT
I- 339 -1	Environmental Topics	Relocations/ROW	Website			I am not opposed to converting the existing HOV lanes on the 405 to HOT lanes. However, I do not think homes should be taken on the Western side of the 405. Any additional lanes added from taken homes will have to be narrowed at the Sepulveda Pass and will not alleviate traffic through the pass. Therefore, I wish that any scoping for changing the 405 HOV lanes to HOT lanes not take any homes.	8/30/21 9:16 AM PT
I- 340 -1	Alternatives	Oppose Tolling	Website			I strongly oppose creating toll roads on public freeways and lands.	8/30/21 12:18 PM PT
I- 340 -2	Equity		Website			This is ridiculous. A fast lane for the wealthy. I think we have enough income disparity in Los Angeles.	8/30/21 12:18 PM PT
I- 340 -3	Support for Transit in Corridor		Website			What is needed is a rail line through the pass, not a toll road for the rich to get home faster.	8/30/21 12:18 PM PT
I- 341 -1	Alternatives	Support for Alt 1	Website			I vote that these Express Lanes are not implemented. One more tax for the already highest taxed people in the US. I vote no change. Thank you.	8/30/21 1:04 PM PT
I- 342 -1	Equity		Website			This is a money grab by the state and the companies providing the equipment and operating services. It serves no purpose except to give privilege to those with money. Remember the "Lexus Lanes" on the 110 freeway and elsewhere? It especially hurts the poorer population who must travel to work. It will make the non-express lanes more congested. Think about who really benefits?	8/30/21 4:12 PM PT
I- 342 -2	Support for Transit in Corridor		Website			Spend money on a light rail or similar system through the Sepulveda Pass.	8/30/21 4:12 PM PT

I- 342 -3	Funding/Revenue		Website			These freeways were bought and paid for with road taxes. What right does the government have to now charge more?	8/30/21 4:12 PM PT
I- 343 -1	Alternatives	Support for Alt 5	Website			I very much like the existing carpool lanes on the 405. It allows those who are concerned about the environment and their time to get places faster. I wish the Department would add more such lanes rather than adding express lanes to any LA freeways.	8/31/21 1:58 PM PT
I- 343 -2	Equity		Website			Express lanes provide easier travel for those who are well off enough to pay the tolls. It clearly discriminates against people with less wealth in favor of single drivers with money. Even if the tolls are not significant, there will be less drivers in the express lanes than there currently are in the carpool lanes, thus defeating the purpose of such lanes in the first place.	8/31/21 1:58 PM PT
I- 343 -3	Support for Transit in Corridor		Website			Please reconsider this unfair and step backward approach, and use the money for more mass transit. Thank you for the opportunity to express our concerns.	8/31/21 1:58 PM PT
I- 344 -1	Alternatives	Support for Alt 1	Website			I support the No Build alternative. I have not seen adequate data or evidence to support the claim that Express Lanes will alleviate traffic congestion. This evidence has not presented itself on other freeways with Express Lanes nor has it been presented as part of Sepulveda Pass project study.	9/01/21 11:27 AM PT
I- 345 -1	Support for Transit in Corridor		Website			There is a desperate need for this project. The decision needs to be faster than the current traffic route in order for more riders to use this option, there needs to be important stops on the line, including LAX. This line also needs to operate as effectively on weekends and non-working hours to be an effective alternative to driving. One radical comment is to take lanes from the 405 to develop a train in the middle of the freeway, to also force people to take this option of transportation. Public transportation needs to replace driving and the roads should be for trains, buses and bikes; then we will see where cars fit. Where the stops on this line are need to connect directly to a main point and not add additional buses to take you to the next place as that is not attractive. Parking for the train spots needs to be in a garage and not taking up additional city space that could be used for commercial purposes. Major stops should also offer grocery stores and other such shops to better serve the communities and provide a one stop shop transport method.	9/02/21 10:36 AM PT
I- 346 -1	Alternatives	Support for Alt 1	Website			Hi, I was a resident of Los Angeles from 1968 to 2003 and I am now a frequent visitor. I strongly support option1, leave the HOV lanes as they are, no tolls. Its called a Freeway, not a tollway. Keep it that way.	9/02/21 11:18 AM PT

I- 347 -1	General Opposition		Website			<p>I believe there are no present choices that will improve the drive. This was evident from the 5 billion remodel of 10 or so years ago. All we got was worse traffic during the construction, exit closures, lane closure and absolutely not 1 second of improvements in the flow of traffic. Unions we paid using bond and other money to secure the governorship. The proposals are more of the same.</p> <p>Leave it alone until there is a plan that would improve the congestion. The politicians do not care about inconvenience of others. This is all about money. The state imposed a 13 cent gas increase before it was voted upon claiming it would be used for infrastructure. Right. Nothing has improved and we just got billions more for infrastructure from the federal government. This money goes into the general fund which can be willy nilly used for whatever the governor wants. please don't make travel worse for the sake of a few politicians.</p>	9/02/21 11:38 AM PT
I- 348 -1	Alternatives	Oppose Tolling	Email			I do not support dynamically priced express lanes whatsoever.	8/17/21 11:00 PM PT
I- 348 -2	Support for Transit in Corridor		Email			<p>Hov should remain so unless it is replaced by a train.</p> <p>Steven Dadaian 3379 Alginet dr. Encino ca. 91436</p>	8/17/21 11:00 PM PT
I- 349 -1	Alternatives	Oppose Tolling	Website			<p>I am NOT in favor of converting the 405 Freeway HOV lanes in Sepulveda Pass to toll express lanes.</p> <p>It does nothing to reduce traffic, but rather pushes the traffic into already crowded freeway lanes or surface streets.</p> <p>Kathleen Moon</p>	8/17/21 11:00 PM PT
I- 350 -1	Alternatives		Website			<p>At last night's scoping meeting, there was no mention of pre-development work. There hasn't even been a decision on which alternative to go with - which still includes do nothing.</p> <p>So why are you authorizing pre-development work, and I assuming paying for such work, when you don't have an approved alternative?</p> <p>Are these meeting just for show-and-tell? Have you already decided on a specific implementation? I don't have time for today's meeting, but I'll be filing more comments on this decision.</p>	8/17/21 11:00 PM PT
I- 351 -1	Community Engagement		Website			<p>Hope next time you will notify us at least day in advance. Not all of us work from home and sit in front of computers all day.</p> <p>Hope next time you will include me.</p> <p>Myrra</p>	8/01/21 11:00 PM PT

I- 352 -1	Community Engagement		Website			You sent notice at 11:09 am about a 11:30 public meeting. That's not ok! You should have notified interested stakeholders at least a few weeks in advance! Stacy Shure Co-President Westside Village HOA/Community Council	8/17/21 11:00 PM PT
I- 353 -1	Other		Website			Good morning Andrew, Thank you for your email. Yes, all of our scheduled public scoping meetings are being held virtually. Below is our schedule for scoping meetings.	8/12/21 11:00 PM PT
I- 354 -1	Other Projects	Past HOV Project	Website			To whom it may concern: When Metro and Caltrans widened the 405 last decade, it's EIR was flawed. It failed to account for the induced travel impacts caused by adding highway capacity. Traffic has not improved on the 405 precisely because the project induced more trips. UC Davis estimates that the 405 widening generated 80 million new VMT through induced travel. The EIR for the project did not account for any induced travel.	8/12/21 11:00 PM PT
I- 354 -2	Environmental Topics	Transportation/Traffic/VMT	Website			The ExpressLanes project should be scoped with the objective of reducing and mitigating as much VMT as possible, with a minimum of 80 million to counteract the unmitigated harms caused by the most recent 405 widening.	8/12/21 11:00 PM PT
I- 354 -3	Alternatives	Suggestion for Option/New Alternative	Website			Further, the project should analyze as an alternative converting not just carpool lanes to ExpressLanes but also general-purpose lanes. I understand that this would require a federal waiver, but converting more lanes to ExpressLanes would have greater benefits so Metro and Caltrans should analyze it as an option and allow the Metro Board and Caltrans to pursue a waiver if necessary. Best, Carter	8/12/21 11:00 PM PT

I- 355 -1	Alternatives	Suggestion for Option/New Alternative	Website			Why do the 5 possible proposals not include keeping the current HOV land + adding an Express Lane? There must be enough room if you can propose to have 2 Express Lanes.	8/12/21 11:00 PM PT
I- 356 -1	Alternatives	Suggestion for Option/New Alternative	Website			what I suggest is using the diamond lane for only mass transit buses.	9/02/21 12:14 PM PT
I- 356 -2	Support for Transit in Corridor		Website			Create a bus terminal near 405 & 101 with adequate parking...i.e. near golf courses Balboa, WOODLEY etc... One bus to federal building, one to LAX, one to UCLA, another to Century City with a stop at Federal Building, another to Santa Monica...adding lanes only adds car as proven by Sepulveda Pass now taking 8 minutes longer after redo..Having a paid lane only helps people with \$\$\$ get people out of cars!!!!!! MORE LANES = MORE AUTOMOBILES...stop	9/02/21 12:14 PM PT
I- 357 -1	Environmental Topics	Air Quality/GHG	Email			Dear Ron Kosinski, While i appreciate the concerns that the 405 Freeway brings to many of us in the Valley, I believe the thought process to create yet more traffic volume in the manner prescribed is sending out the wrong message in this day and age of global warming and pollution.	8/22/21 11:00 PM PT
I- 357 -2	Support for Transit in Corridor		Email			I have in the past written a number of letters to the Los Angeles Times and Jewish Journal expressing my alternative suggestion to the reduction of vehicles through the Sepulveda Pass and the creation of a more amenable transportation solution for the Valley with a connection not only to the West Side but throughout the current Metro rail line within the county. It seems that the current thinking needs to have a more open attitude toward public transportation similar to the experience we see in Europe today, where many individuals do not own their personal vehicles. I have copied here the letter I forwarded to the Los Angeles Times and offer it for your consideration. Sincerely David J Gruber	8/22/21 11:00 PM PT

I- 357 -3	Support for Transit in Corridor		Email			<p>Dear Sirs,</p> <p>Once again the Metro Board is thinking with the wrong end of their anatomy! The purpose of any transportation within a city the size and diversity of Los Angeles is to ensure that people are served in an efficient and logical manner.</p> <p>We already have the making of an infrastructure of a rail system currently being created within the city.</p> <p>.</p> <p>What we need is a fully integrated transportation system, not some odds and ends requiring people to change around from one mode to another!</p> <p>If they would bother to view the nature of systems throughout the major cities of the world (eg; London, New York, Tokyo) they would understand how to efficiently bring our city into the 21st century and bring commuters out of their vehicles.</p> <p>Before the Metro Board comes to any rash decisions may I respectfully suggest that they take a trip to our neighbor to the south in San Diego, where they have managed to build a rail line (which continues to expand) from Mission Valley to San Diego State atop a not insignificant mountain.(Think Sepulveda pass)</p> <p>As usual the San Fernando Valley becomes the forgotten multitude who do not seem to warrant the service needed to connect us with the rest of the city!</p> <p>May I respectfully suggest the following scenario.</p> <ol style="list-style-type: none"> 1. Build a rail line running alongside the 405 (please no subway to nowhere!) I am sure we have the people that could design something appropriate and if not, perhaps they could contact some Swiss engineers to assist as they know how to surmount some extreme mountain passes! 2. Convert the Orange Line to a rail service with the possibility of direct service from both the East and West Valley to West LA (See 1 Above) This would take some of the traffic away from the 101 and 405. I would invite the Metro Board to try a commute from the Valley some morning (and return on any evening) to/from West LA. 	8/22/21 11:00 PM PT
I- 358 -1	General Opposition		Website			My opinion is that none of the five alternatives that you offer are acceptable.	8/27/21 11:00 PM PT

I- 358 -2	Equity		Website			<p>Express Lanes are intrinsically unfair to commuters/drivers of limited means. Even if they only use the Express Lanes for "free" as a carpool, the FasTrakFlex box still has to be purchased and money deposited and held in advance. I don't often have a chance to carpool so it isn't practical for me to have to buy a box and leave money sitting there that will never be used. If the boxes were free and having a credit or debit card on file to charge as used were an option, I'd be more supportive of Express Lanes. But in Southern California, we call them "FREEways" for a reason. We pay for our transportation construction and maintenance through our taxes, and because of the way LA has been laid out, dependent on cars, it has to be equally available to everyone. I realize that having rich people and companies able to buy their way out of non-HOV traffic lanes could mean more room there for the rest of us, but I don't think it will ease congestion significantly for those who can't afford to use the Express Lanes and so is inherently inequitable to the majority.</p>	8/27/21 11:00 PM PT
I- 358 -3	Alternatives		Website			<p>Non-standard lanes are terrifying. It's hard enough as is to keep trucks/trailers and oversized SUVs in their lanes. How would they possibly manage in narrower lanes, especially if they're travelling at a faster speed than the adjacent non-HOV lane and the shoulder is eliminated? Obviously, doing nothing is also not an option in light of the anticipated traffic increase on already the busiest highway in the country. But access has to be fair and affordable.</p>	8/27/21 11:00 PM PT

I- 358 -4	General Opposition		Website			<p>The most encouraging proposal I see is the Metro Sepulveda Transit Corridor Project, but again, LA is too spread out to get public transit access to most places ("first mile/last mile" problems). While I can usually drive to the bus or rail station I'm leaving from (and then home again on my return), as a 72-year-old, I can only take Metro when it goes directly to or within a couple of blocks of my destination (City Hall, Pershing Square, Hollywood/Highland, or in this case, Getty Center, Westwood, or LAX). If I want to visit a friend or do a series of shopping stops or go to a movie, public transit in LA is still impractical if you can afford a car. Sorry to be negative, but I think you have to go back to the drawing board.</p> <p>Sincerely, Dessa Kaye Van Nuys dlkaye@juno.com</p>	8/27/21 11:00 PM PT
I- 359 -1	General Support		Website			<p>I support the conversion of current HOV to Express lanes in both directions. As a frequent user of the Express lanes in other parts of the County and a daily commuter on the 405, I suggest that 2 Express Lanes as provided in Alternatives 3 and 4 should strongly be considered to improve traffic flow (and safety) and maximize efficiency. Thank you.</p>	9/02/21 1:03 PM PT
I- 360 -1	Equity		Website			<p>None of the express lane options will make a difference for the average driver. It only highlights the growing wealth disparity.</p>	9/02/21 1:44 PM PT
I- 360 -2	Alternatives	Oppose Tolling	Website			<p>This is a civil rights issue and the the express lane options should be completely eliminated.</p>	9/02/21 1:44 PM PT
I- 361 -1	Support for Transit in Corridor		Website			<p>It would be great if we either 1) had a rail go above or beside the 405 like the L line (Gold) does. Or have a bus go on the 405 Freeway & have go in the HOV lanes or a "Bus Only" lane on the freeway. Just like the 788 when it existed. The 788 was an Extremely fantastic route to get to the E line (Expo) faster. If you guys could bring a bus line back that would make stops along Sepulveda or Van Nuys, make a stop or 2 in Sherman Oaks, then hop on the 405 Freeway from there, that would be great! It currently takes about 1 hour to get from Sherman oaks to the E line (Expo) via line 761. If we could take an alternate route that takes the 405 to make it faster (30-40 min instead of 1 hour) that would be great!</p> <p>I attached my proposed bus line that would go from Panorama city to LAX city bus center.. it would take the 405 after hitting Ventura Blvd. make a stop in Westwood, 1 stop at the E line, continue on Sepulveda to the LAX city bus center. So u don't have to transfer. Just 1 convenient bus route.</p>	9/02/21 2:09 PM PT

I- 362 -1	Alternatives	Suggestion for Option/New Alternative	Website			Constant expansion of free ways keep showing that additional lanes induce traffic negating the impact of additional lanes. The existing conditions should be maintain but increase the HOV lane to 3 occupants to further encourage carpooling.	9/02/21 2:55 PM PT
I- 362 -2	Alternatives	Support for Alt 5	Website			Alternative 5 is the second option that would encourage more drivers to carpool and reward them with reduce travel time.	9/02/21 2:55 PM PT
I- 362 -3	Equity		Website			Converting the HOV lanes to express lanes would not only discourage carpooling but would be inequitable to drivers with low income jobs already can not afford an additional cost to their commute. And for those that choose to carpool will no longer see the benefit of doing so encouraging more single driver vehicles that will increase the already heavy pollution caused by the 405 Sepulveda Pass segment. Encourage and reward carpools to reduce vehicles on the roads and travel times.	9/02/21 2:55 PM PT
I- 363 -1	General Support		Website			I think Alternative 2, 3 and 4 are the best ideas. We need to limit cars in HOV so there's mobility on the freeway. And express lanes will be the best way to do it.	9/02/21 3:03 PM PT
I- 364 -1	General Opposition		Website			There's a very good reason why the state of Connecticut dismantled all of its carpool lanes: THEY DON'T WORK. All they do is funnel 95% of the traffic into fewer lanes, increasing congestion and slowing travel times on 80% or more of the road.	9/02/21 6:36 PM PT
I- 364 -2	Equity		Website			In addition, they breed as species of elites -- which will be greatly, unendurably exacerbated by converting HOV to HOT lanes. This whole process is merely an example of bureaucrats trying to justify the salaries they're paid by doing SOMETHING, even if that something will be terribly injurious to the vast majority of Californians.	9/02/21 6:36 PM PT
I- 365 -1	Alternatives	Support for Alt 2	Website			Convert the existing carpool lane to a paid express lane. Least invasive and most cost effective.	9/02/21 6:53 PM PT
I- 365 -2	Environmental Topics	Transportation/Traffic/VMT	Website			You've used this approach elsewhere. What has been the impact on traffic?	9/02/21 6:53 PM PT
I- 366 -1	Alternatives	Oppose Expanding of Lanes	Website			Please do not add new lanes to the 405. This is a waste of money and climate arson.	9/02/21 7:48 PM PT
I- 366 -2	Alternatives	Support for Alt 2	Website			Please go with Alternative 2.	9/02/21 7:48 PM PT
I- 367 -1	General Opposition		Website			Congestion pricing is a fundamentally bad idea. Nobody travels at congested times unless they have to. Getting out of the jam is a far greater incentive than saving \$10.	9/03/21 9:56 AM PT
I- 368 -1	Alternatives	Support for Alt 2	Website			Change the hov lane into an express pay lane. Least invasive and most cost effective.	9/03/21 11:07 AM PT
I- 368 -2	Environmental Topics	Transportation/Traffic/VMT	Website			People can't stay in lanes as it is; to propose narrowing the lanes at all will generate more hazards!	9/03/21 11:07 AM PT
I- 369 -1	Alternatives	Oppose Tolling	Website			No toll lanes. Just a rip off with our tax money already paying for the use of the road. Keep it as it is.	9/03/21 11:09 AM PT

I- 369 -2	Alternatives	Suggestion for Option/New Alternative	Website			Only change would be to add additional lane or double deck to HOV lanes like already done on other freeways.	9/03/21 11:09 AM PT
I- 370 -1	Alternatives	Support for Alt 1	Website			I support Alternative 1. I don't think the other alternatives will produce favorable results.	9/03/21 3:09 PM PT
I- 370 -2	Support for Transit in Corridor		Website			Put your effort into public transit.	9/03/21 3:09 PM PT
I- 371 -1	Alternatives	Suggestion for Option/New Alternative	Website			<p>I have been a 405 commuter all my life. I do have an opinion on this matter I would like to share.</p> <p>I suggest the building of an elevated toll highway above the current 405, for both north & south bound lanes. The will alleviate the traffic for years to come, safely and with the same energy as building and changing roads within the 405.</p> <p>Changing the names of the LANES WILL NOT ALLEVIATE THE 405's BASIC ISSUE; TRAFFIC. Adding an extra lane is a band-aid & a guarantee for future work. One dramatic addition will have permanence. It has been done in so many states with great, permanent, & practical results. The revised, elevated Wilshire off-ramp is a good example of what building up can do. It's just an off-ramp but it got cars off the fwy.</p> <p>An elevated toll highway for the north & south lanes will help the future and pay for itself. LA is getting money from the Biden Infrastructure Bill; use it wisely and once. The city will recoup the money from toll fees in no time anyway!</p> <p>An elevated highway will not distress the 405 travel as much as shutting down the 405 to update lanes. It's elevated concrete pylons will be constructed outside of the 405. It will be a pain for a while, yes-no doubt, but it is for a better & permanent solution. People will understand and appreciate that. Better yet, look forward to it!!</p> <p>Think bigger and better, and not just for a few years.</p> <p>Thank you, Kathy Hougardy</p>	9/03/21 5:04 PM PT
I- 372 -1	Support for Transit in Corridor		Website			The alternative projects listed seem rather myopic. Nothing really innovative. What about using funds for evaluating other forms of transit?? HOV lanes are not a long term solution. HOV lanes penalize certain segments of the population while favoring others.	9/04/21 1:22 PM PT
I- 373 -1	General Opposition		Website			I do not think express lanes will help anything in this area. During the most congested times, even the carpool lane is completely stopped, so why would people be charged to get stopped anyway? And besides that, charging people tolls to use a specific lane does not solve any traffic issues. If anything, it makes it worse by removing a lane that could be used by all.	9/05/21 7:23 AM PT

I- 374 -1	Other Projects	Past HOV Project	Website			While recognizing the need for efficient commuting options between the Valley and Westside is essential, I live in a highly sensitive residential area that has already been negatively impacted by the Carmageddon project a few years ago. The project already widened the freeway and made the neighborhood noisier. It allowed enlargement of 2 gas stations to extend to 24 hours. And it made the Moraga North onramp a major player, where it was not before. Thus increasing an unwelcome traffic flow in a residential area.	9/05/21 2:57 PM PT
I- 374 -2	Environmental Topics	Community Impacts	Website			<p>I'm concerned that the freeway will get another lane closer to my home, continue to devalue my property, continue to erode my sense of safety, and tranquil existence in what used to be a high end, quiet residential neighborhood.</p> <p>As it was left, the area near the onramp was not landscaped, and it looks like a dumping ground, no trees were planted to serve as a visual and sound barrier between the freeway onramp and increased traffic on Sepulveda to benefit the neighborhood. The recent changes, downgraded our area significantly.</p> <p>How will you handle this particular section and ensure no further negative impact on our small community? Can you make a plan to actually improve some of the defaults mentioned that have been negative side effects of the last CalTrans project? Thank you for engaging with the community concerns, and your response will be greatly appreciated.</p>	9/05/21 2:57 PM PT
I- 375 -1	ExpressLanes Operations		Website			<p>Changing traffic patterns is always complicated. I have a nuanced position, leaning toward creating two express lanes.</p> <p>I am concerned about the use of the transponders for the express lanes. Will the transponders be managed by Metro, the State of California Department of Transportation, or by a private company? I support express lanes ONLY if transponder management is by Metro or the State of California Department of Transportation.</p> <p>Where private companies manage express lane transponders, carpoolers are charged a nominal fee to use the lanes. Drivers who use the lanes are required to have transponders in their cars and are required to keep a balance on the transponders. If they don't spend money by driving in an express lane for a fee, a nominal monthly charge is removed from their account. This is counter-productive to the goal of encouraging carpooling. I supports express lanes on the 405 ONLY if they are 100% free to carpoolers.</p> <p>On the 91 freeway, the privately managed express lanes company successfully blocked improvements to the freeway because it would inhibit their ability to make money. I support express lanes on the 405 ONLY if the lanes are owned and operated by Metro or the State of California Department of Transportation.</p>	9/05/21 3:40 PM PT
I- 375 -2	Alternatives	Oppose Alt 2	Website			I do NOT support converting the existing carpool lane into an express lane. This is counter-productive to the goal of encouraging carpooling.	9/05/21 3:40 PM PT

I- 375 -3	Alternatives	Suggestion for Option/New Alternative	Website			Not mentioned is the option of creating an express lane and leaving the existing carpool lane. I would be most supportive of an option like this.	9/05/21 3:40 PM PT
I- 376 -1	Alternatives	Support for Alt 1	Website			I vehemently oppose any ExpressLanes addition to the Sepulveda Pass Project and only support this option: Alternative 1 Existing Conditions - No Build? No changes? No additional travel lanes or ramp improvements would be installed as part of this alternative? No property acquisition anticipated	9/07/21 10:51 AM PT
I- 376 -2	Support for Transit in Corridor		Website			I would rather see a Metro Rail system connecting Los Angeles. The best way to alleviate traffic is to get people out of their cars - NOT implement a "pay to play" driving system on our existing roadways. Thank You, Chris	9/07/21 10:51 AM PT
I- 377 -1	General Support		Website			This project needs to happen asap. I hope that this project can be implemented because I would support dynamic pricing on a corridor that is heavily trafficked. It would be also prescient to develop a type of plan for low-income drivers to apply for discounted or free fastrak passes.	9/09/21 10:10 AM PT
I- 378 -1	Equity		Website			The obvious purpose is to support elitists, those with enough money to zoom past the proletariat commuters. It's a disgusting travesty, and a highly effective way to inspire a class war. Scofflaws already ignore the same thing on other freeways. It will create more congestion and impose higher costs on ordinary citizens, rewarding a select few.	9/09/21 4:22 PM PT
I- 379 -1	General Support		Website			I support introducing express lanes to the Sepulveda Pass corridor. Established research (such as from UCLA professor Michael Manville) and empirical results agree that express lanes move more people in the same amount of space while creating useful revenue for equity programs and transit.	9/09/21 7:20 PM PT
I- 379 -2	Funding/Revenue		Website			I urge Metro to ensure that revenue collected goes towards meeting the travel needs of low-income Angelenos, whether they drive or ride transit.	9/09/21 7:20 PM PT
I- 379 -3	Alternatives		Website			Additionally, I hope Metro selects one of the lower-cost options for this project, such as Alternative 2 (convert existing) or perhaps Alternative 3 (non-standard lane widths)	9/09/21 7:20 PM PT
I- 379 -4	Support for Transit in Corridor		Website			We've spent enough money on highway projects, and I would like to see Metro wind down this spending and redirect it towards public transit and active transportation.	9/09/21 7:20 PM PT
I- 380 -1	Equity		Website			Regarding the possible toll lanes: they are discriminatory towards lower income people.	9/10/21 12:55 PM PT
I- 380 -2	Alternatives	Oppose Alt 5	Website			And adding an extra carpool lane... there aren't enough people who will decide to carpool. LA is too spread out.	9/10/21 12:55 PM PT

I- 380 -3	Support for Transit in Corridor		Website			I think a monorail above ground to LAX would be a great addition. I don't like using the subway in LA. I can't help but think of earthquakes and being trapped. Also a monorail always feels classier, and you can enjoy the view as you ride.	9/10/21 12:55 PM PT
I- 380 -4	Alternatives	Suggestion for Option/New Alternative	Website			If we're just talking about traffic in the Sepulveda pass, add an extra lane and let it be for everyone	9/10/21 12:55 PM PT
I- 381 -1	Alternatives	Support for Alt 1	Website			I would like the HOV lane to stay in place it works well making it pay will only add to congestion	9/10/21 1:16 PM PT
I- 382 -1	Alternatives		Website			I looked at the alternatives and support two carpool/express lanes in each direction. Already, there is one lane in each direction open only to carpoolers and that one lane is insufficient. Traffic speeds there often are similar to traffic speeds in the regular lanes. Two lanes would be needed to expand lane capacity to single drivers and to speed traffic through the Pass for everyone.	9/10/21 3:04 PM PT
I- 383 -1	Alternatives	Oppose Tolling	Website			Fundamentally toll express lanes are just wrong. Only those that can afford to use them benefit. Roads should be free to all. I can afford to use the express lane and I'm still opposed.	9/10/21 5:48 PM PT
I- 383 -2	Support for Transit in Corridor		Website			Why don't we use the lane to expand the metro system by putting tracks in the lanes, one in each direction? This is what was done successfully on the 105 freeway. it make so much more sense. Get people out of their cars and on the metro. Don't incentivize driving by providing a pay lane to go faster.	9/10/21 5:48 PM PT
I- 384 -1	Purpose and Need		Website			I suggest that tinkering with the 405's lanes through the Sepulveda Corridor, and frankly elsewhere, is an ineffective solution to the problems at hand. We just spent billions expanding the 405 with little benefit. Spending another billion plus so affluent people can drive a little faster seems inappropriate, but more importantly, fundamentally ineffective. At many times of day, in fact probably the majority of the time, existing express lanes are no faster than the others and often empty.	9/11/21 9:14 AM PT
I- 384 -2	Support for Transit in Corridor		Website			I believe all money and effort should be directed toward a surface train of some kind from the valley to LAX that runs down the 405. If lanes need to be removed to accommodate that, all the better. We should be aiming to reduce dependence on car traffic throughout the city and the most effective way to do that is by dramatically increasing mass transit.	9/11/21 9:14 AM PT
I- 385 -1	General Opposition		Email			Please, don't do this.	9/01/21 9:43 PM PT
I- 385 -2	Equity		Email			Aside from the expenditure, this will have the net effect of dedemocratizingtraffic. The wealthy will pay to get around it, while the less wealthy, mostpeople, will be stuck mired in it. Just, stop. Please.	9/01/21 9:43 PM PT
I- 386 -1	Equity		Website			So your going to convert a car pool lane in a rich person's lane.	9/17/21 8:33 AM PT
I- 386 -2	Funding/Revenue		Website			Where is the money going to. We paid for that lane with tax payers money.	9/17/21 8:33 AM PT
I- 386 -3	ExpressLanes Operations		Website			How your going to charge us to use it.	9/17/21 8:33 AM PT

I- 387 -1	Alternatives	Oppose Tolling	Website			I am a voting citizen and I ABSOLUTELY oppose converting any of the 405 HOV lanes to express lanes. There should be no charge for people who have to use the freeway. We already pay for it in taxes.	9/17/21 8:48 AM PT
I- 387 -2	Equity		Website			This would penalize people who have to commute to and from work (Fyi: people who can't afford to live near their jobs in the first place.)	9/17/21 8:48 AM PT
I- 387 -3	Support for Transit in Corridor		Website			Until LA gets it's public transportation up to snuff, NO NO NO on express lanes. Leave the 405 as is.	9/17/21 8:48 AM PT
I- 388 -1	Alternatives	Support for Alt 1	Website			Alternative 1: Keep HOV as is/no build.	9/17/21 9:02 AM PT
I- 388 -2	Support for Transit in Corridor		Website			None of those options will actually alleviate traffic on the 405. Adding better public transit options along the 405 would be a better long term solution.	9/17/21 9:02 AM PT
I- 389 -1	Alternatives	Support for Alt 1	Website			I wish to maintain the free HOV lane	9/17/21 9:35 AM PT
I- 389 -2	Environmental Topics	Construction Impacts	Website			the traffic created by more construction in order to add an express lane does not seem worthwhile	9/17/21 9:35 AM PT
I- 390 -1	Alternatives	Support for Alt 1	Website			Please do not change the current HOV lane. All this does is burden commuters from the San Fernando Valley again. Each time a change has been made, it has been a huge financial cost with ultimately very little benefit such as reduction in commute time or fewer cars.	9/17/21 9:42 AM PT
I- 390 -2	Support for Transit in Corridor		Website			Also if we are going to eventually have a subway from the valley to the airport, that should help alleviate traffic. Why not wait until the outcome of that project.	9/17/21 9:42 AM PT
I- 390 -3	General Opposition		Website			Just please do not change what we already have. It rarely works and the residents of the San Fernando Valley have always paid a bigger price financially or inconvenience wise with very little benefit. Please leave the HOV lane as it is. Thank you.	9/17/21 9:42 AM PT
I- 391 -1	Environmental Topics	Transportation/Traffic/VMT	Website			The HOV lanes are already above capacity during rush hour, moving at least as slowly as the regular lanes. Unless you add capacity, it would seem as if this project is just going to displace the clean air vehicles unwilling to pay the (discounted) toll, while other drivers who are willing to pay would now have access.	9/17/21 9:42 AM PT
I- 391 -2	ExpressLanes Operations		Website			The lanes would still be above capacity, and ultimately no one will be willing to pay as a result.	9/17/21 9:42 AM PT
I- 392 -1	Alternatives	Support for Alt 5	Website			I like the proposal of adding another HOV lane	9/17/21 9:53 AM PT

I- 393 -1	Alternatives		Email			At last night's scoping meeting, there was no mention of pre-development work. There hasn't even been a decision on which alternative to go with - which still includes do nothing. So why are you authorizing pre-development work, and I assuming paying for such work, when you don't have an approved alternative? Are these meetings just for show-and-tell? Have you already decided on a specific implementation? I don't have time for today's meeting, but I'll be filing more comments on this decision.	8/18/21 10:31 AM PT
I- 394 -1	Alternatives	Support for Alt 1	Website			Alternative 1 Stay an HOV lane do not make it a pay lane for single occupancy that will just clog it up.	9/17/21 9:58 AM PT
I- 395 -1	Community Engagement		Website			Hope next time you will notify us at least day in advance. Not all of us work from home and sit in front of computers all day. Hope next time you will include me. Myrra	8/18/21 3:37 PM PT
I- 396 -1	Community Engagement		Email			You sent notice at 11:09 am about a 11:30 public meeting. That's not ok! You should have notified interested stakeholders at least a few weeks in advance! Stacy Shure Co-President Westside Village HOA/Community Council Sent from my iPhone	8/18/21 12:15 PM PT
I- 397 -1	Community Engagement		Email			Greetings, I was just saying that I've taken the survey. Respectfully, Andrew Wang Please consider the environment before printing this email	7/26/21 9:54 PM PT
I- 398 -1	Alternatives	Suggestion for Option/New Alternative	Email			Why do the 5 possible proposals not include keeping the current HOV lane + adding an Express Lane? There must be enough room if you can propose to have 2 Express Lanes.	8/13/21 4:30 PM PT
I- 399 -1	Alternatives	Suggestion for Option/New Alternative	Website			I want to voice my concerns for those of us who are not able to drive on the 405 (or any freeways) due to medical issues (i.e. vertigo) and need to have alternatives to getting over the hill, besides freeways. What I suggest is that you continue to keep in mind how all these decisions don't just impact freeway drivers.	9/17/21 10:14 AM PT
I- 399 -2	General Opposition		Website			I don't believe that adding HOV options are going to do much good at all. We were led to believe that adding a carpool lane and shutting down the 405 over a couple weekends would solve the congestion and all it did was add to the congestion. We need better alternatives than adding to the short-sighted and outdated highway system. It's infuriating that this has not been addressed in 50 years with no end in sight. I'll literally be dead or retired by the time this happens and even then, I have no confidence in anything really improving.	9/17/21 10:14 AM PT
I- 400 -1	Alternatives	Oppose Tolling	Email			Greetings, my wife and I wanted to provide our comments about the proposed toll lanes on the 405 through the Sepulveda Pass. We are opposed to the removal of the replacement of the HOV lane with a toll lane. We believe the current HOV lane was paid for by tax dollars and should remain available for those who need it without charge.	8/19/21 10:32 AM PT
I- 400 -2	Alternatives	Suggestion for Option/New Alternative	Email			If a toll lane is necessary then it should be in addition to the current HOV lane, and it can be paid for with user fees paid by those who choose to use the lane.	8/19/21 10:32 AM PT

I- 400 -3	Equity		Email			We believe a toll lane would adversely affect those low income individuals who have to commute through the Sepulveda Pass, and it would place more traffic on the streets adjacent to the 405. Thank you, Lee & Terrie Norris	8/19/21 10:32 AM PT
I- 401 -1	General Opposition		Website			I tried submitting the following: What I suggest is NOT doing this project! It didn't work for the Harbor Freeway (per "The Los Angeles Times"). All that project did was to push more people with two occupants into the regular lanes because they couldn't afford to pay the exorbitant express lanes fees (twice a day, every day). Prior to that project two people could travel in the carpool lanes at no charge. Toll lanes made traffic in the regular lanes worse than ever before. The same thing will happen on the San Diego Freeway. Regular people, including carpoolers with two occupants, will be stuck in ever more crowded regular lanes while the very wealthy pass them by.	8/24/21 2:04 PM PT
I- 401 -2	Alternatives	Oppose Tolling	Website			If adding an additional carpool lane that 2 people may use at no charge is an option, then obviously that is the only way to go. Why are you even considering tolls? As the Times always says, tolls are an import from corrupt east coast political machines and we don't need more of them here! Thank you Kirk Olsen Please add this to your comment database.	8/24/21 2:04 PM PT
I- 402 -1	Community Engagement		Email			I would like to be updated on all projects related to 405 freeway. Tal	8/27/21 9:11 AM PT
I- 403 -1	Alternatives	Oppose Tolling	Website			Hello, of the options laid out by my senator, I am very concerned with the addition of PAID express lanes on the 405 Sepulveda Pass corridor. During a time of great financial hardship for Californians and during a still ongoing pandemic, to think that turning already exclusive HOV lanes into more exclusive PAID lanes is a luxury many Californians cannot afford. Why would you create an even more exclusive set of lanes that excludes all Californians and only lets in those willing to pay for it.	9/17/21 10:33 AM PT
I- 403 -2	Purpose and Need		Website			If the purpose of these upgrades is to help alleviate the horrible traffic already plaguing the 405, then why wouldn't you expand more HOV lanes so more Californians would be incentivized to use them and carpool. By making the existing HOV lanes pay only lanes, you will only exacerbate an already overwhelming problem with the freeways of Los Angeles.	9/17/21 10:33 AM PT
I- 404 -1	Other		Email			Comments doesn't work. I think your website may be down.	8/27/21 1:05 AM PT
I- 405 -1	General Opposition		Email			It should stay a HOV lane not a pay lane that would slow traffic for others. Keep it an HOV lane. That is why it's a carpool lane don't take it away from those that work on climate change! Warmest regards, Tom Materna Sherman Oaks	9/01/21 1:04 PM PT
I- 406 -1	General Opposition		Website			You are all a bunch of manipulating cheats. You charge us the tax payers and waste billions on this FWY extension that does not change a thing and now you want to charge us for what we paid? Pure scam is what you are.	9/17/21 11:14 AM PT
I- 407 -1	Alternatives	Oppose Expanding of Lanes	Email			Since the last 405 expansion only served to attract more drivers to the 405 and not appreciably decrease driving time, I strongly am opposed to additional expansions requiring property acquisition. Sent from my iPhone	9/02/21 12:05 PM PT

I- 408 -1	Purpose and Need		Website			The scope of this project seems to not address where most of the traffic is. The southbound 405 from the 101 to 10 is pretty much wide open during rush hour. The northbound is consistently backed up from Century Boulevard to Wilshire. The carpool lane starting at Century Boulevard to about National is bumper to bumper alongside the regular lanes. For some reason, the Howard Hughes structure or that area of the freeway creates a bottleneck. Once passed that area, the freeway opens up until Rosecrans.	9/17/21 11:17 AM PT
I- 408 -2	Community Engagement		Website			I drive it 10 times a week. I am happy to be a part of any focus groups you have. Vanessa Reyes Smith 424-832-5153	9/17/21 11:17 AM PT
I- 409 -1	Other Projects	Past HOV Project	Email			While recognizing the need for efficient commuting options between the Valley and Westside is essential, I live in a highly sensitive residential area that has already been negatively impacted by the Carmageddon project a few years ago. The project already widened the freeway and made the neighborhood noisier. It allowed enlargement of 2 gas stations to extend to 24 hours. And it made the Moraga North onramp a major player, where it was not before. Thus increasing an unwelcome traffic flow in a residential area	9/05/21 3:32 PM PT
I- 409 -2	Environmental Topics	Community Impacts	Email			.I'm concerned that the freeway will get another lane closer to my home, continue to devalue my property, continue to erode my sense of safety, and tranquil existence in what used to be a high end, quiet residential neighborhood. As it was left, the area near the onramp was not landscaped, and it looks like a dumping ground, no trees were planted to serve as a visual and sound barrier between the freeway onramp and increased traffic on Sepulveda to benefit the neighborhood. The recent changes, downgraded our area significantly. How will you handle this particular section and ensure no further negative impact on our small community? Can you make a plan to actually improve some of the defaults mentioned that have been negative side effects of the last CalTrans project? Thank you for engaging with the community concerns, and your response will be greatly appreciated.	9/05/21 3:32 PM PT
I- 410 -1	Environmental Topics	Air Quality/GHG	Website			Hello, I'm writing you to oppose adding any new express lanes to Los Angeles based on my experience using the 110 freeway. The intention of HOV lanes is to reduce greenhouse gasses and air pollution by incentivizing carpooling. Allowing single driver cars does the opposite.	9/17/21 9:12 AM PT
I- 410 -2	Equity		Website			Requiring a transponder does the opposite, because many carpoolers will not acquire a transponder because it costs money and therefore be ineligible for the lane. The only incentive an express lane provides is paying money for privilege... Meanwhile our environment gets worse and hour world gets hotter.	9/17/21 9:12 AM PT
I- 410 -3	Environmental Topics	Transportation/Traffic/VMT	Website			Also adding the express lanes on the 110 meant adding an extra lane at interchange locations which narrows the lanes considerably leaning to more dangerous driving situations. The 405 already has nonstandard curves that make it more difficult to drive. Do we really want to make this freeway even more dangerous?	9/17/21 9:12 AM PT

I- 410 -4	Support for Transit in Corridor		Website			If you really want to be serious about LA's transportation problems: add a damn rail line with park and ride station! The only reason the 405 gets so much traffic is because there is literally no alternatives. If you make an alternative, this will reduce the traffic pressure on the 405.Thanks for considering this feedback. I hope you will reject the short term Income you might get from the express lane and consider the bigger picture of what is best for Angelenos.Steve Smith	9/17/21 9:12 AM PT
I- 411 -1	General Opposition		Website			I can't believe you are moving forward with this idiotic idea. You spent years widening the freeway with massive chaos and absolutely no reduction in traffic. Now you are doubling down on the stupid by adding toll lanes so the rich can travel in comfort and the rest of us will be much worse off. I thought for the first time in my 58 years that we were moving toward workable mass transit through the Sepulveda Pass, but oh no, you're going for low hanging fruit (fast/cheap to implement) with no benefit to society whatsoever. Except for the rich. You should be ashamed.	9/17/21 11:41 AM PT
I- 412 -1	Environmental Topics	Relocations/ROW	Website			I like that at least one of the proposals doesn't involve additional land/property acquisition from residents and wildlife. This is really good in my eyes as we've already taken a lot from both, and Los Angeles' freeways were built through the forceful acquisition of property in BIPOC neighborhoods. That's not acceptable and though we can't go back in time to change things, we can DO better now that we KNOW better.	9/17/21 1:30 PM PT
I- 412 -2	Alternatives	Support for Alt 1	Website			I wish we could implement Proposal 1. I dislike tolls like any person who is already taxed a lot and always asked to give more and more and seemingly get nothing from it, but given that I don't travel the 405 very often, it doesn't bother me very much. The occasional toll, provided it was a reasonable amount, wouldn't make me very angry. It's just annoying but would be a fact of life.	9/17/21 1:30 PM PT
I- 412 -3	Equity		Website			My concern, however, is for the lower-income folkx living in Los Angeles that rely on the 405 to get to work. These people can't always live close to where they work and this freeway is their life line. I'm concerned it will cause an additional financial burden that could be the final straw for some. We don't need more homeless people in Los Angeles, y'all.	9/17/21 1:30 PM PT

I- 412 -4	Alternatives	Suggestion for Option/New Alternative	Website			<p>I propose two different options from the 5 proposals given:</p> <p>1. Allowing cars to come and go from the lane without a double yellow, whenever they need, like they do in WA State. This would free up a lot of space for drivers to maneuver across lanes should they be close to their exit, instead of forcing the unaware to suddenly cut over 6 lanes and potentially cause an accident. This could also fall in line with Proposal 1.</p> <p>2. Upping the HOV requirement to 3 . This most likely wouldn't fly with most of Angelenos cause we all drive alone (remember the fiasco in the beach cities when they converted 1 lane to a bike lane and tried to recall the Mayor? Horrors). However, a lot of ideas have been floated recently that essentially force people to find other ways to be better citizens (drive less, bike more, live closer to work, take the bus, etc), so perhaps this is an option. It's my least favorite option but one to consider.</p> <p>However, it also comes with the same concerns for our BIPOC/lower-income citizens and how that would affect them.</p> <p>If I could build safely, respecting wildlife and property, I'd love for us to either build a double decker or go underground. The first problem I see are the obvious ones: Earthquakes.</p> <p>However, if San Francisco can have sturdy double deckers and Japan can have bullet trains in tunnels, nothing tells me we're just too special that we can't figure something out.</p> <p>I understand this would mean a radical change to our freeways and infrastructure but it's got to be done at some point. It's already on the horizon and will happen eventually.</p>	9/17/21 1:30 PM PT
I- 413 -1	ExpressLanes Operations		Website			<p>The existing HOV lanes on this segment of the 405 are in constant use by carpools and others eligible based on number of passengers. The use does not significantly decline outside of rush hours (although the average speed visibly declines during same); use is at consistently high levels even on weekends. About the only time they are sparsely used is late at night.</p> <p>I can easily see that -- especially at rush hour -- there are going to be those who would pay a premium to use lanes that were less congested than the existing HOV lanes, but I have also seen from existing HOT lane usage both here and in other areas that there comes a point where a driver may not find the amount (presuming it is adjusted based on number of extant use, to avoid congesting them) and I would not want to see those vehicles move back into the mixed traffic lanes, worsening a situation that is alleviated to some degree by the existing HOV lanes.</p>	9/17/21 2:41 PM PT
I- 413 -2	Alternatives	Suggestion for Option/New Alternative	Website			<p>I therefore support the options that would add an HOT lane in each direction but retaining the HOV lanes.</p>	9/17/21 2:41 PM PT

I- 413 -3	Support for Transit in Corridor		Website			Further, Metro should work with LADOT, AVTA, Santa Clarita Transit, and perhaps Santa Monica Big Blue Bus to develop additional express bus services that could use those HOT lanes to serve additional markets. (A good move in this direction would be to restore the 788 line, cancelled during the pandemic, even before the HOT lanes are constructed ... and expand that service to non-peak hours, until the Sepulveda Pass rail service is in operation. That was supposed to be the premise when it was approved in 2014 and I feel Metro reneged on its promise to the public by cancelling it.)	9/17/21 2:41 PM PT
I- 414 -1	Alternatives	Support for Alt 5	Website			I vote for option 5, adding another HOV lane. Please do not make Californians pay to take the 405, it sucks enough as is.	9/17/21 2:58 PM PT
I- 414 -2	Environmental Topics	Biological Env	Website			I would also suggest adding an over or underpass for local wildlife, if budget allows. We are on their turf, it is important to protect the native species that make their homes here.	9/17/21 2:58 PM PT
I- 415 -1	Support for Transit in Corridor		Website			No, this project is a terrible idea. Build a subway, don't make it impossible to get into the city.	9/17/21 4:32 PM PT
I- 415 -2	Equity		Website			This is a horrible idea that makes the poor suffer. Just NO.	9/17/21 4:32 PM PT
I- 416 -1	Alternatives	Oppose Tolling	Website			It is a horrible idea. Converting existing lanes will only make the freeway our tax dollars pay for more congested and if we wish to avoid it, we will be charged to use something we paid to build.	9/17/21 6:00 PM PT
I- 416 -2	Environmental Topics	Construction Impacts	Website			Additionally, any construction on any freeway in LA can takes months, or even years in the case of the 5, to complete. This further exacerbates the traffic problem.	9/17/21 6:00 PM PT
I- 416 -3	Support for Transit in Corridor		Website			Any money that would have been allocated to this project should be redirected to improving and expanding public transit, making it more reliable and accessible to those who may live a 30 minute walk from the closest bus station and expanding train lines. Making public transit a more attractive and realistic option would decrease traffic and lower transmissions impact on the environment.	9/17/21 6:00 PM PT
I- 417 -1	General Opposition		Website			There's a very good reason why the State of Connecticut got rid of its HOV lanes: THEY DON'T WORK! All they do is funnel 90% of the traffic into one fewer lane, slowing down travel times for that 90% while making it quicker for only 10%. HOV is idiotic. Get rid of all of them!	9/17/21 9:39 PM PT
I- 418 -1	Alternatives	Support for Alt 2	Website			Hello, I'd like to write in my support for alternative 2 of the sepulveda pass express lane project. I do not like the idea of acquiring property to further widen an already incredibly wide freeway.	9/17/21 11:22 PM PT

I- 418 -2	Funding/Revenue		Website			My hope for this project is that the build out and maintenance costs are low enough that the tolls collected will be sufficient to fund a rapid bus route over the pass similar to the now defunct line 788 (line 761 is still far too slow, even with the nexgen changes). I believe that a single lane is the best way to achieve that, providing HOV privileges are limited to vehicles with a minimum of 3 or 4 occupants. Thanks!	9/17/21 11:22 PM PT
I- 419 -1	Alternatives	Support for Alt 5	Website			I think there should be two HOV lanes. Having an express lane would only benefit those who can afford it.	9/19/21 9:42 AM PT
I- 419 -2	ExpressLanes Operations		Website			Unless there is a nominal cost for the express lane, then two express lanes would be preferred.	9/19/21 9:42 AM PT
I- 420 -1	Alternatives	Support for Alt 1	Website			If 4 alternatives are the only available then I recommend Alternative 1 keeping the HOV as is/no build.	9/20/21 3:55 PM PT
I- 420 -2	Environmental Topics	Transportation/Traffic/VMT	Website			Changing the HOV to any sort of "Lane for the Rich" where you would need to pay to use Express Lane would cause more congestion as more people would be on the remaining lanes of traffic. (see previous "Express Lanes" created for example)	9/20/21 3:55 PM PT
I- 420 -3	Alternatives	Suggestion for Option/New Alternative	Website			An expansion of the HOV (second lane, flexible times to allow more traffic, allow more types of vehicles, etc) would also be a better solution than removing HOV for any pay Express Lanes.	9/20/21 3:55 PM PT
I- 421 -1	Alternatives	Oppose Expanding of Lanes	Website			What I like is for the current footprint of the freeway to stay the same. For no neighborhood encroachment to occur and for the existing lane real estate be redistributed to achieve the goals of the express lane. What I wish, as a resident of Brentwood Glen, a neighborhood adjacent to the 405, we of course wouldn't want a change to our relationship to the freeway.	9/21/21 6:59 PM PT
I- 422 -1	General Opposition		Website			I am entirely against this project. After a huge expense and inconvenience at best and loss of homes and property values and many other negatives, it may alleviate traffic in the Sepulveda Pass for a short time. But clearly the problems will come back and we can't keep widening and widening freeways. We must find ways to reduce the number of cars on the road.	9/21/21 7:23 PM PT
I- 423 -1	Alternatives	Support for Alt 5	Website			I support "Alternative 5: Add an Additional HOV Lane (Non-standard Lane and Shoulder Widths)."	9/22/21 11:26 AM PT
I- 423 -2	ExpressLanes Operations		Website			Although I am not opposed to the optional toll for non-HOV lanes, I do not think the current system promotes carpoolers to take these HOV lanes. Requiring a device on your car with a monthly fee attached just to have the option to ride in the carpool lane is not feasible. We all know the 405 would benefit from an additional lane. I suggest we either make this additional lane a free HOV lane or require a toll for non-HOV cars but DO NOT require that HOV riders own the toll device.	9/22/21 11:26 AM PT

I- 424 -1	Environmental Topics		Website			I live in Brentwood Glen. We are small neighborhood between Wilshire and Sunset just West of the 405. Our neighborhood would be directly impacted by this project in numerous negative ways: (1) increased air and noise pollution from both the construction on the 405 and the extra cars on the 405 following the addition of new lanes;	9/22/21 12:09 PM PT
I- 424 -2	Environmental Topics	Relocations/ROW	Website			(2) the potential forced relocation of neighbors who currently reside along Church Lane; (3) the loss of access in and out of the neighborhood via Church Lane which is critical for emergency service vehicles and residents;	9/22/21 12:09 PM PT
I- 424 -3	Environmental Topics	Community Impacts	Website			(4) the fact that our home will now be closer to the freeway, thus reducing our property values and impacting the quiet enjoyment of our property;	9/22/21 12:09 PM PT
I- 424 -4	Other Projects	Past HOV Project	Website			(5) Brentwood Glen already lived through the impact of 405 construction back in (approx) 2009-2011 - the freeway was expanded at that time and shortly thereafter traffic returned to pre-expansion levels - the extra lanes have not helped with traffic flow - what alternatives are being explored???	9/22/21 12:09 PM PT
I- 425 -1	General Opposition		Website			I do not believe any construction will make a difference on the 405. Past studies have shown adding lanes for traffic just results in more traffic.	9/22/21 9:03 PM PT
I- 425 -2	Support for Transit in Corridor		Website			I would rather the money go toward building a more robust public transit system.	9/22/21 9:03 PM PT
I- 426 -1	Purpose and Need		Website			it is likely that none of these proposals or alternatives will do much to alleviate traffic in the 405 corridor. i have traveled this corridor a lot over the last 10 years, and the fundamental issue is with the number of lanes in total. this freeway is not up to handle modern traffic loads. changing lanes to express lanes will only add to the issue and can only lead to serve as a money grab. 4 years of reconstruction only added the northbound HOV lane and did absolutely nothing to ease traffic.	9/24/21 11:58 AM PT
I- 426 -2	Alternatives	Suggestion for Option/New Alternative	Website			on and off ramps along with the 101 and 10 interchanges are the main source of traffic congestion. solve for that, and express lanes are not needed as i see it, the only way to ease traffic is to reduce traffic (public transportation such as the proposed light rail/subway through the corridor), add additional lanes (not likely due to space), add additional routes elsewhere (not likely either due to lack of space or available routes), or redesign on/off ramps and interchanges with collectors and flyover ramps (also not likely because of cost and space).	9/24/21 11:58 AM PT
I- 426 -3	Support for Transit in Corridor		Website			please do not make things worse in the 405 corridor by encouraging people to use side streets and neighborhoods as alternates by installing express lanes. lets focus time, energy, and money to accelerate real solutions such as the subway/light rail 405 corridor.	9/24/21 11:58 AM PT
I- 427 -1	Alternatives	Suggestion for Option/New Alternative	Website			I believe the scope of the analysis for the proposed project and all alternatives should include a physical buffer installation between these HOV (or Express lanes if they get built) and the normal lanes. Any traffic and accidents in these lanes currently is caused by new, out of state, or rule-breaking drivers who are frustrated with general traffic lanes and they dip in to the HOV lanes and side swipe those of us traveling in those lanes. It is unpredictable, totally random and terrifying. In all situations, I believe it would increase safety and traffic flow if either a K-rail buffer along the entire span of the HOV lane, or at least permanent cones, are installed. The proposed project should include this at the very least in the Project and all alternatives.	9/24/21 12:10 PM PT

I- 428 -1	Alternatives	Support for Alt 5	Website			Alternative 5 is the most equitable use of expansion funding. The current HOV lane is over capacity and often slower than standard lanes. Expansion will immediately improve transit times. It also maintains incentives for EV adoption.	9/24/21 1:39 PM PT
I- 428 -2	Alternatives	Oppose Tolling	Website			Installing Express Lanes should be the last resort. Transit times on the I-10 are terrible and Express Lanes are primarily used by high income commuters.	9/24/21 1:39 PM PT
I- 428 -3	Alternatives	Suggestion for Option/New Alternative	Website			Please consider installing automated solutions to enforcement of HOV lane violators. Video cameras at various heights should be able to identify license plates, look into cabins, and issue tickets for scoff laws.	9/24/21 1:39 PM PT
I- 429 -1	Alternatives	Support for Alt 3	Website			I think Alternative 3 is the most feasible option.	9/24/21 1:54 PM PT
I- 430 -1	Equity		Website			I oppose express lanes through the sepulveda pass on the 405. They are not a solution to congestion only a means for the haves to get past the have nots.	9/24/21 5:46 PM PT
I- 430 -2	Support for Transit in Corridor		Website			METRO should instead invest our taxes in an above grade integrated public transit train system instead.	9/24/21 5:46 PM PT
I- 431 -1	Purpose and Need		Website			My question is very simple. Whom is deciding on all of these choices that are being evaluating. It seems only political, and will only benefit the contractors working on the project. I have driven this corridor since 1965 and there is always something good or better coming, but when finished it has not solved the problem. Now the elite or those with money will benefit, and others will just get crowded out as is the problem now. Every lane is slow. This seems very much like the Train to no where. No one wants it, no one will ride it, and is reeks of political corruption and campaign pay off's. If this corridor project is just put in, just like the magical voting process, who benefits? Can I get an answer please. Does anyone actually read these comments?	9/24/21 7:33 PM PT
I- 432 -1	Alternatives	Oppose Tolling	Website			The proposed solution is not a solution. The amount of money and time and inconvenience to we people using the I-405 and the existing alternatives will be out of date before it is completed. We do NOT want toll roads. It ultimately taxes those who cannot afford the toll. Very unfair. Most will come through our neighborhoods to avoid this, impacting us as well. I vote NO to putting in toll roads!! Leave it be.	9/25/21 6:04 AM PT
I- 433 -1	General Opposition		Website			I think it's a waste of money and time.	9/25/21 8:43 AM PT
I- 433 -2	Support for Transit in Corridor		Website			We need to put heavy rail on the 405 as it will move people quicker and get people out of their cars	9/25/21 8:43 AM PT

I- 434 -1	Support for Transit in Corridor		Website			How about a direct bus routes. I suggest a mass transit route change. The hassle of buses over the sepulveda pass makes taking the bus humiliating. Right now if I wanted to go to the blueline, and then go many places, I could take a bus to UCLA SPEND LONG TIME TO GO ON DETOUR around the UCLA campus. then after watching no one get off the bus at UCLA,,,, GET ON WITH MY COMMute after wasting all that time in Westwood. Eventually I end up at the Blueline. The orange line and the blueline need a direct bus between them. Topanga and the blueline need a direct bus. Renaldi to the blue line needs a direct bus. Right now taking the bus over the pass is a detour nightmare.	9/26/21 4:04 AM PT
I- 435 -1	Environmental Topics	Construction Impacts	Website			I am a resident of Brentwood Glen and have lived here for 30 years. I was brought home at birth to a small house on Barrington. I was baptized in the Church on Church Lane. I understand that your priority is to get people moving on the 405.That was part of the reason we lived through years of construction, which reduced the quality of life for all of us in the Glen. For whatever reason, that sacrifice has been for???? It did not work. If your commission decides to change lane configurations, be my guest. Just this discussion has already affected the value of my property.	9/26/21 1:20 PM PT
I- 435 -2	Alternatives	Suggestion for Option/New Alternative	Website			A neighbor suggested that the intersections of the 10 and 405 freeway as well as the the 405 and 101 freeways are bottle necks and cause a great deal of congestion. I would suggest that your studies should look into solving this.I believe this would be very helpful. Sincerely, Kaija Keel 430 Beloit Ave. Los Angeles, CA 90049 kaijakeel@gmail.com	9/26/21 1:20 PM PT
I- 436 -1	Alternatives	Suggestion for Option/New Alternative	Website			I still believe a bigger picture needs to be assist. See my Metro Unsolicited Proposal for a fully integrated approach to the changes in the Sepulveda Pass-City Transportation Concept I submitted 4/10/2017. Issue built one at a time just waste time without the future direction of the space as part of the master plan. Each addition to the pass needs to be a stepping stone toward the future.	9/27/21 1:40 PM PT
I- 437 -1	Alternatives	Support for Alt 1	Website			I live in Brentwood Glen, a neighborhood that will be seriously implicated by the proposals that involve widening the freeway. Please select Option 1 (no-build option) to preserve the lives and livelihood of the Brentwood Glen neighborhood while still achieving the project's goal.	9/27/21 1:44 PM PT
I- 438 -1	Alternatives	Oppose Expanding of Lanes	Website			I very much reject the idea that the 405 should be widened. Its currently one of the widest freeways in the country. By expanding the freeway, the city of LA and state of California is promoting that more cars should be on the road. Governor Newsom and environmental groups have stated they want LESS cars on the road. In addition to adding lanes, you would need to increase capacity of off/on ramps effecting traffic flow and quality of life for nearby neighborhoods.	9/27/21 1:52 PM PT
I- 438 -2	Support for Transit in Corridor		Website			If the goal is to increase traffic flow, I would suggest investing in a above ground lightrail to take people from LAX and West LA to the Valley. It would be environmentally friendly, not destroy neighborhoods in close vicinity to the 405 and take cars off the road awhile increasing accessibility to and from the valley to LA.	9/27/21 1:52 PM PT

I- 439 -1	Alternatives		Website			<p>Purpose and Need</p> <p>There is not enough information presented about the alternatives for the public to make informed comments. I understand from the project manager Alice Tolar that the technical studies are not yet completed.</p>	9/27/21 3:53 PM PT
I- 439 -2	Alternatives	Oppose Expanding of Lanes	Website			<p>Options 3, 4, and 5, which add lanes to the 405 will not solve the traffic congestion problem. Instead, they will make it worse. Academic studies by experts have consistently found that adding lanes only makes traffic worse by encouraging more people to drive.</p> <p>Ms. Tolar asserted that latent demand will only be a short-term problem. But the recent experience with adding a carpool lane proves otherwise. A year after it was completed in 2014, Metro's own study found that traffic congestion had increased slightly.[1] It has been less than ten years since the 5-year noisy project that caused major traffic jams. When you make it easier for people to drive, more drive—they move farther away from their jobs, stop carpooling, etc. Given global warming, we need to get cars off the road, not encourage more.</p>	9/27/21 3:53 PM PT
I- 439 -3	Support for Transit in Corridor		Website			<p>The proposal argues that more lanes are needed to deal with the expanding population of Los Angeles. However, the last census showed that Los Angeles lost population. The city of LA has reached its maximum due to the high housing prices.</p> <p>Metro should focus on its core mission of providing public transit rather than building new roads. I recommend light rail or an elevated monorail on the Sepulveda Pass.</p>	9/27/21 3:53 PM PT
I- 439 -4	Alternatives	Support for Alt 1	Website			<p>Alternatives</p> <p>The only viable options would be 1 and maybe 2. The problem with 2 is that we don't have enough information to evaluate what would be the right-of-way requirements involved in transforming the HOV lane to an Express Toll Lane. The other options would be extremely costly and have environmental issues. The previous expansion of the 405 with the addition of two HOV Lanes cost \$1.6 billion. Options 3, 4, and 5 would be even more expensive and disruptive.</p> <p>Environmental Issues</p>	9/27/21 3:53 PM PT

I- 439 -5	Environmental Topics	Air Quality/GHG	Website			<p>As global warming has become a crisis, it is extremely irresponsible to design a plan that will encourage more people to drive on the freeway. The Metro video advocating the Express Lanes Plan does not consider alternatives to driving—such as living closer to one's place of employment, working remotely, or taking mass transit. Los Angeles needs more options for mass transit, such as rail, which this project does not provide.</p> <ul style="list-style-type: none"> · If alternatives 3, 4, or 5 were chosen, and additional lanes added to the freeway, 465 trees would have to be cut down on Church Lane alone. Many of these trees are quite old. They create a canopy over Church Lane, create shade, lower the temperature, add to the oxygen in the air. These trees are irreplaceable. · Biden is calling for infrastructure building to reverse the trend toward climate change by decreasing carbon in the atmosphere. Alternatives 3, 4, and 5 will worsen global warming, along with the attendant wildfires. 	9/27/21 3:53 PM PT
I- 439 -6	Environmental Topics	Community Impacts	Website			<p>Community Brentwood Glen has been a community for a hundred years, before freeways were even invented. Neighbors know each other and look out for each other's houses. This project would destroy a community for no good reason.</p>	9/27/21 3:53 PM PT
I- 439 -7	Environmental Topics	Relocations/ROW	Website			<p>Housing Crisis Alternatives 3, 4, and 5 would take away existing houses. How many we do not know. Governor Newsom just signed bills to allow multi-unit dwellings in districts zoned for single residence. This would go in the opposite direction, destroying houses rather than increasing the supply of affordable housing.</p>	9/27/21 3:53 PM PT
I- 439 -8	Environmental Topics	Noise/Vibration	Website			<p>Noise</p> <ul style="list-style-type: none"> · The last construction project for the HOV Lane interfered with the residents' sleep as it went on all night. · The noise from the 405 is already intolerable on Church Lane. The noise walls are ugly and are ineffective in reducing the amount of noise. The walls do not have any uniform design or construction. <p>[1] https://laist.com/news/nothing-can-fix-la-traffic-so-deal-with-it.</p>	9/27/21 3:53 PM PT
I- 440 -1	Alternatives	Oppose Tolling	Website			<p>Years ago, I drove in the absolute mess when they were fixing the stretch of the 405/Skirball area. It was a nightmare for commuters like myself and at the taxpayers expense. Now, you want to charge the same taxpayers to use the HOV lanes in the same area? So absurd. Also, we pay the highest in gas taxes already and that includes monies for roads. When is enough, enough? Don't charge people for what they've paid for!!!!</p>	9/27/21 4:13 PM PT

I- 441 -1	General Opposition		Website			Dear Sir or Madam, The Sepulveda Pass Express Lane Project is Not acceptable to any of us living in the neighborhood that is to be disturbed, and it won't help in the long run to reduce traffic.	9/27/21 9:27 PM PT
I- 441 -2	Alternatives	Suggestion for Option/New Alternative	Website			Alternate commuting options need to be focused on, and leave our community alone. Instead, focus legislation on reducing working in offices so that commuting is reduced and there is less congestion on the 405 and the other freeways. Thank you for your time and attention. Best regards, Jen Painter	9/27/21 9:27 PM PT
I- 442 -1	Environmental Topics	Transportation/Traffic/VMT	Website			1. It has been demonstrated that adding lanes to freeways increases vehicle miles traveled through induced travel. Over time, the freeway becomes congested again, and also increases air pollution to surrounding neighborhoods.	9/28/21 7:24 AM PT
I- 442 -2	Other Projects	Past HOV Project	Website			2. The I-405 Sepulveda Pass Improvements Project, in which the 10-mile HOV lane was added and the freeway widened between 2009 and 2014, ran over-budget, over-schedule. A study five years later showed traffic was even slower.	9/28/21 7:24 AM PT
I- 442 -3	Other Projects	Sepulveda Transit Corridor	Website			3. Metro is currently developing the Sepulveda Transit Corridor Project for a new, high-capacity transit line to create an alternative to automobile traffic on the I-405 through the Sepulveda Pass. If successful in reducing traffic on I-405, the new transit line has the potential to eliminate the justification for adding lanes.	9/28/21 7:24 AM PT
I- 442 -4	Purpose and Need		Website			4. The five alternative proposals to alleviate traffic congestion on the Sepulveda Pass are little different than proposals considered during the last upgrade completed in 2015. The previous \$1 Billion widening project took more than five years to complete with infamously huge "Carmageddon" disruptions and no improvement in traffic or wait times. Why would any reasonable person expect the outcome to be different this time?	9/28/21 7:24 AM PT
I- 442 -5	Environmental Topics	Community Impacts	Website			5. Brentwood Glen is a small, close-knit community in Los Angeles and will suffer substantial negative impact if Alternatives 3, 4, or 5 is implemented. 6. Brentwood Glen will be devastated by the destruction of 21 homes and 16 multi-family buildings, housing 91 families, many of whom have lived here for decades. ** 7. The church in the Glen, home to a Lutheran congregation for more than six decades, also is home to a Jewish congregation, a Muslim center, and a preschool will be removed, displacing members and their respective congregations and school, depriving the community of the only facility available for residents to meet and negatively impacting the community's character and cohesion.	9/28/21 7:24 AM PT
I- 442 -6	Environmental Topics	Air Quality/GHG	Website			8. Residents will suffer a substantial negative impact on their quality of life due to disruption of the established community and increased noise and toxic air emissions both during and after construction. Knowing there is a preschool at the church and the Brentwood Glen is a child-friendly community, studies have shown that an increase in air pollution is linked to an increase in pediatric asthma	9/28/21 7:24 AM PT
I- 442 -7	General Opposition		Website			9. The enormous personal cost to residents of Brentwood Glen and financial costs to Caltrans far outweigh any theoretical benefit of providing ExpressLanes on the I-405.	9/28/21 7:24 AM PT

I- 442 -8	Alternatives	Suggestion for Option/New Alternative	Website			10. The project does not address the real issue, which would reduce congestion and safety, the junction of the I-405 and I-10 and the junction of the I-405 and US 101. Caltrans can make all the changes in the world to the I-405, but if the junction of the I-405/I-10 and the I-405/US 101 are not tackled, there will never be any traffic relief. The freeway bottlenecks as it approaches the junction of the I-405/I-10 and I-405/US 101 by reduction of lanes. These junctions exacerbate stop-and-go traffic, backs up into all communities north and south of these junctions, including the Brentwood Glen, and increases the potential for accidents. Instead of spending millions of dollars to maybe decrease a person's driving time by a minute or two with this band-aid approach to alleviating congestion, it behooves Caltrans and our government officials to attack the nuts and bolts of the problem by examining and fixing the problems that exist where the I-405 and the I-10 and US 101 meet.	9/28/21 7:24 AM PT
I- 442 -9	Purpose and Need		Website			11. The project to add an HOV lane has been a bust. A year after it was completed in 2014, Metro's own study found that traffic congestion had increased slightly. It has been less than ten years since the 5-year noisy project that caused major traffic jams. Why should express lanes be any more successful in reducing congestion?	9/28/21 7:24 AM PT
I- 442 -10	Support for Transit in Corridor		Website			12. Metro should focus on its core mission of providing public transit rather than building new roads, like the Sepulveda Pass Project.	9/28/21 7:24 AM PT
I- 443 -1	Other Projects	Past HOV Project	Website			I survived the previous lane widening of the 405. It was marketed by CalTrans as the solution to all of our traffic issues. We were told how traffic thru the pass would be speeded up by several minutes. Fast forward to now, after the pandemic lull in traffic, and it is just like it was before. Plus, the project was a disaster---over budget, poorly planned, and worst of all, DID NOTHING TO MITIGATE TRAFFIC THRU THE SEPULVEDA PASS.	9/28/21 7:45 AM PT
I- 443 -2	Support for Transit in Corridor		Website			This new iteration, similar to the last one will have the same results.....TEMPORARY, IF ANY MITIGATION OF TRAFFIC. The only sensible solution would be a subway under the mountains. That could bring real change. The bandaid method is not working	9/28/21 7:45 AM PT

I- 444 -1	Purpose and Need		Website			<p>Please decide what your real objective is:</p> <p>If your primary objective is to reduce congestion and air pollution, these should remain HOV only lanes with no exceptions, i.e., no pay to use. Multiple occupants, public transit and motorcycles all take vehicles off the road. Importantly, the faster the HOV lanes move relative to the general traffic lanes, the more desirable express buses are. I ride express buses by choice. I have two cars and can easily afford the express lanes but I prefer not to drive solo unnecessarily. I am persistently annoyed by the level of congestion in the HOV lanes on I-110.</p> <p>If your primary objective is to please the well-to-do, busy, self-important people, who coincidentally are likely to vote and be political donors, pay-to-play express lanes are the better choice. They allow highly compensated professionals, business owners, and businesses to get to their destinations quicker without considering the effects on the rest of the public in terms of congestion. Express lanes are also a source of useful revenue for Metro, but they do absolutely nothing for the environment, and probably actually increase congestion because the well-to-do can purchase HOV lane use without having to bother finding someone to carpool with, or otherwise reduce unnecessary rush-hour driving.</p>	9/28/21 10:42 AM PT
I- 444 -2	Alternatives	Oppose Tolling	Website			To reduce congestion and improve the environment, please keep all HOV lanes HOV only. That is the only incentive to move people away from solo commuting.	9/28/21 10:42 AM PT
I- 445 -1	Environmental Topics	Transportation/Traffic/VMT	Website			Hi Cori, I listened to your YouTube post last night on the 45 FWY project. Please feel free to share the following quote and/or link. In a nutshell, I felt like the two spokespersons were passing the buck everytime someone asked a direct question. The woman could not site directly the locations of those projects that have successfully improved traffic conditions. Metro has had this idea in mind for the 405 since 2019, Only a year or so after the carpool lanes were opened.	9/28/21 10:42 AM PT
I- 445 -2	Environmental Topics	Relocations/ROW	Website			From experience, options to take out homes have always proved to be the easiest and believe it or not the cheapest way to do it. Odds are that will be the recommendation they come back with in some form. You had asked about the MTA Board. I have quite a bit of experience dealing with these folks and yes they love projects that create income doing so the cheapest way possible. And yes, taking homes is cheaper and more convenient than attempting to expand lanes on a active freeway. As a Realtor, I'm sure you are aware of the obligations of sellers/agents to list any and all possible negative impact studies to potential buyers. If approved, this to my understanding will be required well before final approval is granted. Home values will crash in a hurry. Metro loves to take homes and has a long history of doing so on unsuccessful projects that did little to solve our traffic problems. Just take a look at the 10 eastbound coming out of downtown. The two PAY lanes often sit near empty during rush hour while the rest of the fwy is jammed solid.	9/28/21 10:42 AM PT

I- 445 -3	Alternatives		Website			I've covered such stories too many times. Knowing what questions to ask and what to follow-up with down the road will be incredibly important. Besides the health risk of pushing traffic closer to our homes, this project offer very few real solutions. MTA needs to think forward. Look for ideas that take people out of their cars instead of the status quo. Those who travel Sunset daily on the westside will only see things get worse if this project approved. This is NOT simply a Glen issue. 20 years ago while working for KABC, I traveled to Brazil with our Mayor, Members of the Board of Supervisors, MTA and state politicians. The result was the Orange Line in the SFV. The most successful local transit project ever built. The problem was and still is traffic on the 101 has not improved. Why? We need new ideas, not old failed practices. Decades ago, my Uncle, William Pereira was charged with developing the master plan for Irvine Ranch. Within that project, we're plans to build a completely separate freeway. The 73 Toll Road (not lanes) was eventually constructed and offered a real alternative that still works to this day. Would that be practical today considering the amount of homes that would be lost? Probably not but looking for new ways to transport people was one of my Uncle's top priorities. Ever wonder why there are no cars on Catalina Island? Bill and my father we're hired by the Wrigley Family to create the master plan for development of the island. Very early on, cars were eliminated and replaced by golf carts that still to this day stand the test of time. Would that work on the mainland? Probably not. But forward thinking is needed to solve LAs traffic problems not the status quo.	9/28/21 10:42 AM PT
I- 445 -4	Environmental Topics	Relocations/ROW	Website			To my undersndng, when the carpool project years ago looked at taking homes from one side of the fwy or other. Lawyers were hired to protect our homes? We we're saved while our Westwood neighbors got concessions with new sound walls on both sides of Sepulveda.	9/28/21 10:42 AM PT
I- 445 -5	Environmental Topics	Transportation/Traffic/VMT	Website			If usage pricing is to be used as a model in the future, just imagine how bad Church Lane traffic will be when Sepulveda is jammed as people exit the 405 off Wilshire or Sunset to avoid the increased usage cost of a designated toll lane.	9/28/21 10:42 AM PT
I- 445 -6	Community Engagement		Website			I would strongly urge the Association to work with the BCC as this project will have a great impact on them as well. I'm sure we have good lawyers in our neighborhoods to hire if need be. A media consultant is an important first step. Mandeville Canyon residents hired one to fight new development in the nearby Santa Monica Mountains. He is a former co-worker who knows how to ask the tough questions. The MTA doesn't like tough questions and unlike the city council, they go about their business with very little accountability because they are not regularly covered by local media. Imagine a headline such as Carmagetten 405 a Bust: MTA looks to take homes to fix their own mess. This campaign needs to be started now. I promise, these paid consultants who spoke at your meeting have already started their campaign. I will share these comments with them before October 1. "People use them and they generate a lot of money for Metro," Manville said. "It's really one of Metro's most successful programs, honestly, and so we should not be surprised or upset that they want to expand it." https://laist.com/news/la-metro-405-freeway-toll-lanes-sepulveda-pass-explained Pablo Pereira Montana Ave Brentwood Glen	9/28/21 10:42 AM PT
I- 446 -1	Environmental Topics	Transportation/Traffic/VMT	Website			This is not the right time to be planning another 405 project. Alice Tolar mentioned that you will be using pre-pandemic traffic data for your studies. These statistics are outdated. California's population has decreased, and business' policies on work from home have changed.	9/28/21 11:46 AM PT

I- 446 -2	Environmental Topics	Air Quality/GHG	Website			The law Alice Tolar mentioned which allows a carpool lane to be converted to an express lane is so ANTI CLIMATE CHANGE that I can't believe it still exists.	9/28/21 11:46 AM PT
I- 446 -3	Environmental Topics	Biological Env	Website			Alice Tolar also mentioned that you will be looking into the environmental impact. I have attached 2 photos of Church Lane and the century old trees that run alongside the 405. There is nothing you can do to replace the environmental benefit these trees provide.	9/28/21 11:46 AM PT
I- 446 -4	Environmental Topics	Air Quality/GHG	Website			One last comment on Alice Tolar's presentation -- when I asked about 'taking away the incentive to carpool by changing the carpool lane to an express lane' she said it is a philosophical issue. This is a climate change issue and there is nothing philosophical about it. The focus should be less cars on the road not more	9/28/21 11:46 AM PT
I- 446 -5	Environmental Topics	Transportation/Traffic/VMT	Website			The following are very valid points that our neighborhood has come up with. 1. It has been demonstrated that adding lanes to freeways increases vehicle miles traveled through induced travel. Over time, the freeway becomes congested again, and also increases air pollution to surrounding neighborhoods.	9/28/21 11:46 AM PT
I- 446 -6	Other Projects	Past HOV Project	Website			2. The I-405 Sepulveda Pass Improvements Project, in which the 10-mile HOV lane was added and the freeway widened between 2009 and 2014, ran over-budget, over-schedule. A study five years later showed traffic was even slower.	9/28/21 11:46 AM PT
I- 446 -7	Other Projects	Sepulveda Transit Corridor	Website			3. Metro is currently developing the Sepulveda Transit Corridor Project for a new, high-capacity transit line to create an alternative to automobile traffic on the I-405 through the Sepulveda Pass. If successful in reducing traffic on I-405, the new transit line has the potential to eliminate the justification for adding lanes	9/28/21 11:46 AM PT
I- 446 -8	Purpose and Need		Website			4. The five alternative proposals to alleviate traffic congestion on the Sepulveda Pass are little different than proposals considered during the last upgrade completed in 2015. The previous \$1 Billion widening project took more than five years to complete with infamously huge "Carmageddon" disruptions and no improvement in traffic or wait times. Why would any reasonable person expect the outcome to be different this time?	9/28/21 11:46 AM PT
I- 446 -9	Environmental Topics	Community Impacts	Website			5. Brentwood Glen is a small, close-knit community in Los Angeles and will suffer substantial negative impact if Alternatives 3, 4, or 5 is implemented. 6. Brentwood Glen will be devastated by the destruction of 21 homes and 16 multi-family buildings, housing 91 families, many of whom have lived here for decades. ** 7. The church in the Glen, home to a Lutheran congregation for more than six decades, also is home to a Jewish congregation, a Muslim center, and a preschool will be removed, displacing members and their respective congregations and school, depriving the community of the only facility available for residents to meet and negatively impacting the community's character and cohesion.	9/28/21 11:46 AM PT
I- 446 -10	Environmental Topics	Air Quality/GHG	Website			8. Residents will suffer a substantial negative impact on their quality of life due to disruption of the established community and increased noise and toxic air emissions both during and after construction. Knowing there is a preschool at the church and the Brentwood Glen is a child-friendly community, studies have shown that an increase in air pollution is linked to an increase in pediatric asthma	9/28/21 11:46 AM PT
I- 446 -11	General Opposition		Website			9. The enormous personal cost to residents of Brentwood Glen and financial costs to Caltrans far outweigh any theoretical benefit of providing ExpressLanes on the I-405.	9/28/21 11:46 AM PT

I- 446 -12	Alternatives	Suggestion for Option/New Alternative	Website			10. The project does not address the real issue, which would reduce congestion and safety, the junction of the I-405 and I-10 and the junction of the I-405 and US 101. Caltrans can make all the changes in the world to the I-405, but if the junction of the I-405/I-10 and the I-405/US 101 are not tackled, there will never be any traffic relief. The freeway bottlenecks as it approaches the junction of the I-405/I-10 and I-405/US 101 by reduction of lanes. These junctions exacerbate stop-and-go traffic, backs up into all communities north and south of these junctions, including the Brentwood Glen, and increases the potential for accidents. Instead of spending millions of dollars to maybe decrease a person's driving time by a minute or two with this band-aid approach to alleviating congestion, it behooves Caltrans and our government officials to attack the nuts and bolts of the problem by examining and fixing the problems that exist where the I-405 and the I-10 and US 101 meet.	9/28/21 11:46 AM PT
I- 446 -13	Purpose and Need		Website			11. The project to add an HOV lane has been a bust. A year after it was completed in 2014, Metro's own study found that traffic congestion had increased slightly. It has been less than ten years since the 5-year noisy project that caused major traffic jams. Why should express lanes be any more successful in reducing congestion?	9/28/21 11:46 AM PT
I- 446 -14	Support for Transit in Corridor		Website			12. Metro should focus on its core mission of providing public transit rather than building new roads, like the Sepulveda Pass Project.	9/28/21 11:46 AM PT
I- 447 -1	Alternatives	Oppose Tolling	Website			I am adamantly opposed to a toll lane on the 405. It is a public road built with public money. It should not be a paid freeway, and it is an oxymoron to even consider it.	9/28/21 1:14 PM PT
I- 448 -1	Purpose and Need		Website			As a 25year resident of Brentwood Glen, we have seen firsthand the increase of surface street & freeway traffic. The five alternative proposals to alleviate traffic congestion on the 405 through Sepulveda Pass are little different than proposals considered during the last upgrade completed in 2015. The previous \$1 Billion widening project took more than five years to complete with little to no improvement in traffic or wait times. Encouraging more single occupancy cars is not a solution! Isn't it a Californian objective to reduce car emissions?	9/28/21 3:14 PM PT
I- 448 -2	Environmental Topics	Relocations/ROW	Website			Housing shortage is a California crisis. How can the possibility of taking 91 homes/apartments on Church Lane be viewed as a viable option? The apartments are also some of the most affordable housing options in the area. The Village Church is a cornerstone of this community. Besides the 3 different faiths offering services there, it houses a preschool & distribution major center for meals-on-wheels.	9/28/21 3:14 PM PT
I- 448 -3	Alternatives	Suggestion for Option/New Alternative	Website			Traveling the country, I've seen many cities exercise creative solutions to alleviate traffic. The flexible middle lane seems to be used frequently. Anyone who regularly travels the 405 freeway sees that the southbound lanes are more congested in the am & northbound more congested in the evening.	9/28/21 3:14 PM PT
I- 448 -4	Other		Website			Another point I'd like to make is that CalTrans has proven to be poor stewards of the land adjacent to the 405freeway. Church Lane from Montana Ave south until Waterford has many dead trees & dry brush. My neighbors, Councilman Bonin's office & I have tried contacting Cal Trans for more than 1year regarding this fire hazard.	9/28/21 3:14 PM PT

I- 448 -5	Support for Transit in Corridor		Website			Please consider all these points & focus on better mass transit options instead. Sincerely, Elissa Siegel	9/28/21 3:14 PM PT
I- 449 -1	Environmental Topics	Transportation/Traffic/VMT	Website			<p>Steven S. Spitz Carla Spitz 11369 Burnham Street Los Angeles, CA 90049</p> <p>September 28, 2021</p> <p>VIA E-MAIL Ronald Kosinski Deputy District Director California Department of Transportation Division of Environment Planning 100 S. Main Street – MS 16A Los Angeles, CA 90012</p> <p>Re: I-405 Sepulveda Pass Express Lanes Project (the "Project")</p> <p>Dear Mr. Kosinski:</p> <p>As homeowners in the impacted region, we are submitting our scoping comments in response to the above-referenced Project. Based on the limited release of public information on this Project, there are several principles/issues that need to be more carefully studied and addressed that have not been done.</p> <p>COVID-19 Principle The Project seems to be entirely based on pre-COVID-19 Pandemic data as to the traffic patterns and purported needs in the area at issue. What studies have been done to address the changed</p>	9/28/21 7:47 PM PT
I- 449 -2	Alternatives		Website			<p>Funnel Principle As proposed and designed, this Project makes absolutely no mention as to how any of the proposed alternatives address the narrowing of the roadway and the bottleneck that the present design of the Sepulveda Pass creates at the exchanges of the I-405 and I-10 Freeways and I-405 and U.S. 101 Freeways. In the public meetings we personally attended back in the 2000s when the HOV project for the Sepulveda Pass was proposed, this issue was paramount in the public discussion. Caltrans has again failed to address this issue for this Project. Adding an additional lane or two (whether HOV and/or HOT or otherwise) will make no difference if the traffic continues to be "funneled" like it is presently at these key exchanges. This Project ignores these key design flaws that are the root causes of any perceived traffic congestion in the Sepulveda Pass. Adding additional lanes that "funnel" down eventually to choke points will solve nothing. What is proposed for this Project to address this issue? We have not seen or read anything in the public information released thus far.</p>	9/28/21 7:47 PM PT

I- 449 -3	Equity		Website			<p>Economic Principle</p> <p>What analysis has been done as to the disparate economic impact this project will create for lower socio-economic groups of the community if a HOT lane is added? A HOT lane requires the user to "pay as you go." If you do not pay, you will not be able to use the lane. What data, if any, has been studied and/or analyzed by Caltrans as to charging users, especially those of a lower socio-economic status, to use the impacted stretch of freeway? Pay as you go is not an option for many members of the workforce that need to use the Sepulveda Pass to get to and from their workplaces and/or worksites. Caltrans will create additional traffic pattern problems with the Project as proposed as commuters will spill on to the surface streets attempting to avoid the additional congestion created in the other freeway lanes by those that cannot "pay as you go" or legally use an HOV lane. Like the present HOV lanes in the Sepulveda Pass, the proposed additional HOV and/or HOT lanes will simply take away real estate on the freeway that can be used by all to be used by only a few. HOT lanes have a disparate impact on a significant percentage of the users of this stretch of freeway that has not been analyzed or considered.</p>	9/28/21 7:47 PM PT
I- 449 -4	Environmental Topics	Relocations/ROW	Website			<p>"We Just Don't Know" Principle</p> <p>Last week, I participated in a community call with our Homeowner's Association and representatives of the Project, Matthew Marquez and Alice Tolar. Essentially no information was provided to the concerned citizens of the neighborhoods who will be directly impacted by three of the proposed five alternatives to eminent domain land/properties to complete the Project. The answer of "we just don't know" was the response time and again to both specific and general questions on this extremely important subject. Taking property and/or destroying the fabric of the neighborhoods adjacent to the subject traffic corridor has not been analyzed sufficiently when compared to less intrusive and extreme means. No specific information was provided as to what would be done, why it needed to be done and what could be avoided as a viable alternative to the use of eminent domain on the directly impacted neighborhoods. When Caltrans proposes alternatives that destroy the very essence of neighborhoods where people have lived for decades and generations of families have resided, simply providing the answer of "we just don't know" is not acceptable. What data has been analyzed, studied and/or created that justifies these extreme takings of property? Nothing has been provided in the public information released to date to justify any of the three alternatives that would necessitate the exercise of the right of eminent domain to complete the particular proposed alternative.</p>	9/28/21 7:47 PM PT

I- 449 -5	Environmental Topics		Website			<p>Litigation Principle</p> <p>As with the prior HOV project engaged in by Caltrans for the Sepulveda Pass, the present Project will result in the spawning of CEQA-related litigation to require Caltrans to do the correct and right analysis on alternatives either proposed or yet to be proposed. To say the information that has been released to the public so far has been "deficient" would be diplomatic. Without further analysis and study as to even the appropriateness of doing anything for the Sepulveda Pass, concerned citizens and related citizen organizations will not idly stand on the sidelines and watch Caltrans "move the ball" downfield without any consequences. So far, we have not been provided with any data from Caltrans that would justify its ill-conceived, speculative, disruptive, unjustified plans for this Project that could pass the appropriate CEQA analysis at the DEIR stage.</p>	9/28/21 7:47 PM PT
I- 449 -6	General Opposition		Website			<p>Finally, the years of increased congestion that the construction of any of the proposed alternatives will cause is not justified. We lived through and attempted to use the freeways and adjacent surface streets during the prior Sepulveda Pass HOV project. Years of forced disruptions and delays ensued that resulted in what? The proposal by Caltrans of yet another hundreds of millions of dollars project for the same stretch of freeway will produce the same result – with no significant impact on the end-result traffic patterns. For at least the reasons noted herein, we urge Caltrans to reconsider this Project in its entirety as to not only its alternatives, but the perceived need to execute it at all.</p> <p>Sincerely,</p> <p>Carla & Steven S. Spitz</p>	9/28/21 7:47 PM PT

I- 450 -1	Equity		Website		<p>Sept 29, 2021 To: Metro RE: 405 Sepulveda Pass Express Lanes Project Members of the Scoping Committee,</p> <p>Having lived and worked in Los Angeles for the last 25 years, often commuting through the Sepulveda corridor, I have significant concerns about adding toll Express Lanes in place of the existing HOV lanes. These concerns are both practical and ethical. Before proceeding with toll lanes I wish Metro would consider the social justice implications of converting HOV lanes to Express Lanes:</p> <ol style="list-style-type: none"> 1. People who commute through the Sepulveda corridor have very few alternatives or public transit options. Adding Express Lanes will simply divide traffic into economic groups: people who can afford the tolls to spend less time commuting and people who cannot afford the tolls would spend even more time and gas commuting. This will create more idling and lost commuting time for the majority of drivers while favoring the affluent. 2. The economic model of the Express Lanes are not practical for majority of Angelenos who live near or below the poverty level (a huge percentage of the local population). The requirement to maintain a positive balance in the Express lanes account is a burden that is not affordable or even achievable to tens of thousands of local residents who must commute each day. 3. The requirement to pay a monthly transponder fee for carpool drivers who otherwise would have no cost to use the HOV lanes is an unnecessary tax that discourages carpooling, even if the monthly fee is low. 4. The requirement to have yet another tracking device onboard to use these lanes is yet another encroachment on our privacy that is unwelcome and unreasonable when considering that CalTrans does not allow its traffic cameras to be recorded. 5. I don't believe it is ethical for Metro to have used my tax dollars to construct HOV lanes under the promise that I could use them for free so long as I was part of a carpool, then change the rules to require me to pay a fee, to use them with or without a carpool (transponder fee) while allowing non-carpools to access the lanes. 	9/29/21 12:22 AM PT
I- 450 -2	ExpressLanes Operations		Website		<p>I would like Metro to also recognize that Express Lanes will not encourage carpooling as they may expect. For example, on two recent trips from LAX to USC using Lyft and a Taxi respectively, both departing the LAXIT lot around 3:30pm, neither the Taxi or Lyft driver had an Express Lane transponder. When asked, both drivers stated it wasn't worth it. Despite the obvious benefits of using the faster moving Express Lanes by people earning a living from driving people, thus being a carpool at least 50% of the time, neither would do it. The result was not shocking, along the 105, we moved quickly along the HOV lane, passing single occupancy vehicles. But then both drivers exited the HOV lanes and took the slow ramp and we sat in traffic, crawling towards downtown while noticeably few drivers used the Express Lanes. In light of these experiences, I believe Express Lanes are actually contributing to traffic congestion and pollution from increased idling of vehicles. While true, the Express Lanes on the 110 were moving faster than the HOV Lanes on the 105 on these trips, I believe the Express Lanes were increasing net traffic congestion by rewarding mostly single occupancy drivers with economic prosperity who could afford these lanes, while carpools who inherently would reduce congestion by using fewer vehicles, overwhelmingly chose to stay in the general-purpose lanes. The economic barriers to entry the Express Lanes/FastTrak present were clearly not affordable or deemed valuable enough for these carpool drivers or professional drivers to participate in.</p>	9/29/21 12:22 AM PT

I- 450 -3	Alternatives	Suggestion for Option/New Alternative	Website			I suggest Metro consider and study the following practical alternatives to get vehicles moving on the 405: 1. Eliminate the double while line and enter/exit windows from the existing HOV lanes to allow carpools to jump in and out of the HOV lane at will. This will allow drivers to self balance the usage of the HOV lanes to be no worse than the surrounding lanes and eliminate standing waves of cars trying to enter and exit the HOV lanes at specific places. These are problems I have repeatedly observed during years of commuting. 2. Eliminate bottlenecks at the 405/101, 405/10, 405/118 and 405/5 interchanges. These bottle necks are so severe they cause multi-mile traffic back-ups in all lanes and no solution will be practical without addressing them. Express Lanes shouldn't be in the conversation until these bottlenecks are addressed. 3. Study converting the HOV lanes to general-purpose lanes with no Express Lanes, both with and without bottleneck removal. While this will likely not be the winning idea, I believe it is necessary to establish a reasonable benchmark of no special lanes to compare alternatives against.	9/29/21 12:22 AM PT
I- 450 -4	Alternatives	Oppose Tolling	Website			Unless Metro intends to construct new, additional lanes along the 405 for the proposed Express Lanes, I do not see a scenario where toll lanes are a practical or socially just solution to increase traffic flow. I would prefer for everyone to sit in traffic together for a longer period of time instead of favoring one economic class over another.	9/29/21 12:22 AM PT
I- 450 -5	Other Projects	Sepulveda Transit Corridor	Website			Should Metro actually choose to convert HOV Lanes into Express Lanes, I propose this conversion happen at least 6 months after the completion and opening of the proposed rail line through the Sepulveda Corridor. This will provide Angelenos of lower economic means a realistic option to transit through this section of town without the economic cost and/or time delays they would experience from the implementation of Express Lanes. Sincerely, Matt Scott	9/29/21 12:22 AM PT
I- 451 -1	Support for Transit in Corridor		Email			Why not invest in an above grade integrated public transit train instead of wasting time and money on an elitist express lane? Steve Sent from my iPhone	9/24/21 5:48 PM PT
I- 452 -1	General Opposition		Email			Hi, The proposals discussed at the Brentwood Glen Homeowners' Meeting last night, Sept 21, 2021 will do nothing to improve traffic flow through the Sepulveda Pass. The previous attempt to alleviate traffic flow, completed in 2014, failed to do so, and this is consistent with transportation studies by UCLA and other independent engineering firms that have demonstrated that additional lanes on a highway only invite more cars, thus creating a worse problem than before. Since the proposals will require the taking of housing, there will be a net loss to Los Angeles, i.e., more congestion and less housing. Consequently, I am opposed to any widening of the freeway, to the taking of homes, and to the creation of the Lexus lanes.	9/22/21 12:23 PM PT

I- 452 -2	Purpose and Need		Email			<p>The four alternative projects to alleviate traffic congestion on the Sepulveda Pass are little different than proposals entertained during the last upgrade, roughly 7 or 8 years ago, which resulted in several years of construction to create more traffic lanes, followed by approximately two months of reduced traffic congestion before the additional lanes filled up, and the Sepulveda Pass was just as congested as it was before. So why should we expect the outcome to be different this time, i.e., that the same approach will somehow work to achieve a permanent reduction in the amount of traffic congestion? Since the proposals presented in the meeting were so similar to the proposals presented just a few years ago, it is disingenuous to state that the project is just in an early stage and that no analysis has been done. Plenty of analysis was done last time by Caltrans, none of it particularly well, that could have been presented in the meeting on the 21st. Consequently, we were only able to comment on the vaguest presentation, and not point out the obvious faults both with the proposals and the analyses supporting them.</p>	9/22/21 12:23 PM PT
I- 452 -3	Environmental Topics	Relocations/ROW	Email			<p>Implicit in all of the proposals is the notion that drivers of automobiles are entitled to drive to their destination unobstructed by other drivers, residential and commercial buildings, that the drivers of automobiles have a greater claim on the use of land for roads than do homeowners have to use that land to build a home. Stated more succinctly: Drivers' rights supercede homeowners' rights. This notion is never stated anywhere but underlies Metro's and Caltrans' proposals. Having Caltrans and Metro be both architect, general contractor, and have final approval (with the rubber stamp of a "Board") creates "moral hazard": Both agencies are charged with improving transportation, and can ride roughshod over homeowners. What Agency stands up for the rights of homeowners (also known as "taxpayers")? Having Metro's and/or Caltrans' Board evaluate their own project, without equal decision-making participation of homeowners' rights, guarantees that the latter will be trampled upon.</p>	9/22/21 12:23 PM PT

I- 452 -4	Environmental Topics	Relocations/ROW	Email			<p>Speaking of homeowners, isn't "shelter" a fundamental right as well as a basic need, along with "food", "water", "air". Is "transportation" also a fundamental right as well, one which supersedes all other rights? One major issue that the proposals overlook, or try to hide under another category, is the impact on housing stock. Los Angeles' housing crisis is well known and widely discussed. The housing crisis manifests itself in both the high cost of homes relative to incomes, the unacceptable level of homelessness, and the difficulty in getting housing projects started. The proposals will reduce housing stock, and adversely affect the quality of life of homes remaining in the Brentwood Glen neighborhood. How will reducing housing stock help alleviate the housing shortage in Los Angeles?</p> <p>Even if homeowners were adequately compensated for their property, they would be forced to relocate elsewhere, necessitating that they join the drivers already congesting the freeways; then, I suppose, they could join those lobbying to destroy other people's homes and neighborhoods, and at least they would have allies in Caltrans and Metro.</p>	9/22/21 12:23 PM PT
I- 452 -5	Support for Transit in Corridor		Email			<p>Metro seems to be going beyond its mission to provide excellent public transportation, and even undermining it by advocating a proposal to get more people in cars through the Sepulveda Pass. We need to have more people out of their vehicles and into public transportation.</p>	9/22/21 12:23 PM PT
I- 452 -6	Environmental Topics	Air Quality/GHG	Email			<p>In an era of Global Warming and catastrophic environmental damage due to high amounts of Carbon Dioxide in the air, how is putting more cars on the road part of the solution to that problem? Regards, David S. Larson 11334 Elderwood Street LA, CA 90049</p>	9/22/21 12:23 PM PT
I- 453 -1	Support for Transit in Corridor		Email			<p>Easing commutes on the 405 is very important, and I am glad that LA Metro is moving ahead on this. However, I am concerned that making driving easier will delay a more permanent solution to the problem. I hope that Metro will also take steps to discourage driving on the 405 while providing more appealing public transit options. Could one of these express lanes instead be dedicated to BRT?</p>	8/04/21 6:07 AM PT
I- 454 -1	Express Lanes Operations		Email			<p>Why is there still a HOV discount for Clean Air vehicles? The object of HOV lanes is carpooling. Clean Air Cars still take the lane space of a car. If a person can afford a Tesla they can afford to pay the toll. They already get a break by being exempt from gas tax. The incentive for buying an electric/hybrid vehicle is avoiding high gas prices and lower maintenance costs. Besides, almost all manufacturers are going all electric by 2035 anyway. Sent from my iPhone</p>	9/17/21 1:16 PM PT

I- 455 -1	Equity		Email			This is being presented as if it's a positive for the people who work in the area and travel the 405. Inreality it is classist, and is just one more thing that separates the Haves and Have Nots.Currently we all can use the carpool lane if we decide to carpool. What is being proposed appears tobe a situation where people who have the money will be able to take advantage of what once wasequally available for all.	7/07/21 4:55 PM PT
I- 455 -2	Alternatives	Suggestion for Option/New Alternative	Email			The only way for this to be a win-win would be for it to be continued as afree carpool lane, but those who want to pay extra and use it while driving solo could do so.-Kendra Munger	7/07/21 4:55 PM PT
I- 456 -1	Alternatives	Oppose Expanding of Lanes	Email			I live in Brentwood Glen. I am against any widening of the 405 through the Sepulveda pass. It wasalready widened 5 or 10 years ago. Post COVID, fewer people are commuting and widening is notnecessary. The pass is very narrow. Widening would require years of much more noise, mess, dust,temporary congestion and taking of property. People hate carpool lanes. Crossing lanes of freewayto enter or exit the carpool lane is a huge safety hazard. Do not widen the freeway!Marjorie Goetz11355 Farlin St.Los Angeles, CA 90049Sent from my iPad	9/27/21 7:12 AM PT
I- 457 -1	Alternatives	Suggestion for Option/New Alternative	Email			Good morning, I am pleased to present to you the attached comments and recommendations for the 405 Express Lanes scoping process. I hope that these can be considered for this important project. Thank you, Mark J Brown Professional Transportation Planner mjb310@yahoo.com Ronald Kosinski, Deputy District DirectorCalifornia Department of TransportationDivision of Environmental Planning100 S. Main Street - MS 16ALos Angeles, CA 90012Re: 405 Express Lanes additional lane configuration alternatives suggested Good morning, Mr. Kosinski, I'd like to offer four additional lane configuration scenarios in addition to the alternatives presented by the Project. These are designed to address two primary issues: the imbalance of lanes in each direction (5NB+HOV / 4SB+HOV) and the highly directional nature of traffic volume and congestion in the 405 corridor. Options 1, 2, and 4 would balance the number of lanes in each direction and eliminate the severe congestion created by the top-of-the-hill southbound lane drop at Skirball Center Drive. Even if a southbound fifth general purpose lane could only be added to Sunset Blvd (rather than to Constitution Avenue) because of community opposition and expensive right-of-way concerns, I think it would be a benefit. Enough traffic likely exits the freeway at Getty Center and Sunset to ameliorate a lane drop there, and current morning peak-hour traffic speeds at that location tend to increase anyway. Options 2, 3, and 4 would introduce the concept of reversible lanes to the facility. Sepulveda Pass traffic is highly directional and could benefit from a reversible lane operation. In these three options, five Express Lanes would be located in the center where three would operate in the peak direction (southbound 5am-12pm and northbound 1-9pm) and two would operate in the non-peak direction (northbound 5am-12pm and southbound 1-9pm). The center lane would	9/24/21 5:50 PM PT
I- 458 -1	Alternatives	Support for Alt 5	Email			Alternate 5 is my choice. Additional HOV lane.	9/17/21 10:39 AM PT

I- 459 -1	Purpose and Need		Email			Greetings,The most important question to ask for this project is: Did making ExpressWay lanesfor other freeways help the traffic flow and congestion for those freeways? If not,then why keep doing it? Did expansion of 405 between 101 and 10 5 years ago helpanything?? NO. All that money went for nothing, was wasted. Is this project going torepeat that mistake?!Sevak KhodaverdianSherman Oaks, CA	9/27/21 7:25 PM PT
I- 460 -1	Alternatives	Oppose Tolling	Email			Hello, I'm writing you to oppose adding any new express lanes to Los Angeles based on myexperience using the 110 freeway.The intention of HOV lanes is to reduce greenhouse gasses and air pollution by incentivizingcarpooling. Allowing single driver cars does the opposite. Requiring a transponder does theopposite, because many carpoolers will not acquire a transponder because it costs money andtherefore be ineligible for the lane. The only incentive an express lane provides is payingmoney for privilege... Meanwhile our environment gets worse and hour world gets hotter.	9/17/21 9:12 AM PT
I- 460 -2	Environmental Topics	Transportation/Traffic/VMT	Email			Also adding the express lanes on the 110 meant adding an extra lane at interchange locationswhich narrows the lanes considerably leaning to more dangerous driving situations. The 405already has nonstandard curves that make it more difficult to drive. Do we really want to makethis freeway even more dangerous?	9/17/21 9:12 AM PT
I- 460 -3	Support for Transit in Corridor		Email			If you really want to be serious about LA's transportation problems: add a damn rail line withpark and ride station! The only reason the 405 gets so much traffic is because there is literallyno alternatives. If you make an alternative, this will reduce the traffic pressure on the 405.Thanks for considering this feedback. I hope you will reject the short term Income you mightget from the express lane and consider the bigger picture of what is best for Angelenos.Steve Smith	9/17/21 9:12 AM PT
I- 461 -1	Alternatives	Oppose Expanding of Lanes	Website			I-405 Sepulveda Pass ExpressLane Project Make the I-405 safer not wider. I do not support further widening of the Sepulveda Pass portion of the I-405 for the following reasons:	9/29/21 12:47 PM PT
I- 461 -2	Other Projects	Past HOV Project	Website			1. The (2009-2015) I-405 Sepulveda Pass Widening Project, spent \$1.61 billion, to widen the freeway and add 10 miles of HOV lanes between the I-10 and US-101. The project ran over-budget by 55%, and overschedule. A study five years later showed traffic was even slower.	9/29/21 12:47 PM PT
I- 461 -3	Environmental Topics	Transportation/Traffic/VMT	Website			2. It has been demonstrated that adding lanes to freeways increases vehicle miles traveled through induced travel. Over time, the freeway becomes congested again, and also increases air pollution to surrounding neighborhoods.	9/29/21 12:47 PM PT
I- 461 -4	Environmental Topics	Relocations/ROW	Website			3. There isn't any land left to widen the I-405 in the section between Wilshire Blvd. and Sunset Blvd. A substantial amount of the \$1.61 billion was spent in this section building a longer and widener Sunset bridge, moving underground utilities, and constructing two 7-story retaining walls along Sepulveda.	9/29/21 12:47 PM PT
I- 461 -5	Other Projects	Sepulveda Transit Corridor	Website			4. Metro is currently developing the Sepulveda Transit Corridor Project for a new, high-capacity transit line to create an alternative to automobile traffic on the I-405 through the Sepulveda Pass. If successful in reducing traffic on I-405, the new transit line has the potential to eliminate the justification for adding lanes	9/29/21 12:47 PM PT
I- 461 -6	Other Projects	Past HOV Project	Website			5. The 2009-2015 Sepulveda Pass Widening Project disrupted the lives of neighborhoods along the I-405, suffering substantial negative impact on their quality of life and increased noise and toxic air emissions both during and after construction. Plus, it burdened commuters for the 5 years of construction.	9/29/21 12:47 PM PT

I- 461 -7	Alternatives	Suggestion for Option/New Alternative	Website			6. This project does not address the real issue, which would reduce congestion and improve safety, the junction of the I-405 and I-10 and the junction of the I-405 and US 101. Caltrans can make all the changes in the world to the I-405, but if the junction of the I-405/I-10 and the I-405/US 101 are not tackled, there will never be any traffic relief. The freeway bottlenecks as traffic approaches the junction of the southbound I-405/I-10 and northbound I-405/US 101, the number of lanes are reduced. These junctions exacerbate stop-and-go traffic, and create long queues on freeway lanes north and south of these junctions, and increases the potential for rear-end accidents.	9/29/21 12:47 PM PT
I- 461 -8	Environmental Topics	Transportation/Traffic/VMT	Website			7. Metro/Caltrans states that 56 hours per year are lost due to traffic congestion, the public would like to know how much the lost time is due to traffic back up because of accidents and the time needed to clear the accidents, and time to dissipate the traffic back up caused by the initial accident. 8. Poor planning on the first project doesn't get Metro the right to redo it because of poor forecasting and planning on Metro's part. 9. Metro/Caltrans needs to study the number of accidents that occur within ? mile of the freeway merge points, last minute lane changes with vehicles slowing a lane while trying to merge in to a backed-up lane causes accidents!	9/29/21 12:47 PM PT
I- 461 -9	Environmental Topics	Transportation/Traffic/VMT	Website			10. Transitions from an I-405 HOV or HOT lane to a different freeway creates dangerous situations. A motorist will need to traverse 5 general traffic lanes in order to be in the correct lane to merge and transition to the US-101 or I-10. If the speeds of these lanes differ greatly it is very difficult to accomplish and creates a dangerous situation for all motorist in the vicinity. 11. Metro/Caltrans needs to study the number of accidents that occur within ? mile of the freeway merge points, last minute lane changes with vehicles slowing a lane while trying to merge in to a stop-and-go lane causes accidents!	9/29/21 12:47 PM PT
I- 461 -10	Purpose and Need		Website			12. The five alternative proposals to alleviate traffic congestion on the Sepulveda Pass are little different than proposals considered during the I-405 Widening Project completed in 2015. The previous \$1.61 Billion widening project took more than five years to complete with infamously huge "Carmageddon" disruptions and no improvement in traffic or wait times. Why would any reasonable person expect the outcome to be different this time?	9/29/21 12:47 PM PT
I- 461 -11	Alternatives		Website			13. Alternative 1 or 2 will do the least damage to public safety, air quality, and the housing shortage and still deliver Metro's project. Sincerely yours, Debbie & Howard Nussbaum 516 Cashmere Terrace Los Angeles, CA 90049 nussbaum3@earthlink.net	9/29/21 12:47 PM PT
I- 462 -1	Purpose and Need	Past HOV Project	Website			We bought our home towards the end of the last 405 expansion project. I can safely say it has done nothing to alleviate traffic on the freeway and I would be willing to bet the collected data to-date backs this up. The idea of adding yet another lane seems illogical.	9/29/21 1:49 PM PT
I- 462 -2	Support for Transit in Corridor		Website			We need to get away from encouraging people to drive and instead invest in public transportation. Furthermore, the environmental impact would add to what is already an unhealthy level for those living in close proximity to the freeway. This entire concept seems like governmental bureaucracy at its finest. Let's use our funds in a smarter way. Thank you.	9/29/21 1:49 PM PT

I- 463 -1	General Opposition		Website			<p>Hello,</p> <p>My comment is with regards to the express lanes project of the 405 freeway, specifically around the Brentwood Glen area which is where I live.</p> <p>I received the full presentation including the 5 alternatives currently being proposed by the LA DoT and it is my belief that none of these 5 alternatives are acceptable. Not as a resident of Brentwood Glen and not as a taxpayer in the city and state. While it is a noble effort to reduce congestion and increase access to opportunity, I have yet to see any evidence that highway expansion will lead to any meaningful improvement on those fronts. Rather than make the case myself I will point you to a recent Bloomberg article which lays this out clearly - https://www.bloomberg.com/news/features/2021-09-28/why-widening-highways-doesn-t-bring-traffic-relief</p> <p>In addition, we only need look at the evidence from this same freeway just a few years ago to understand that expansion will only lead to a temporary relief, if that.</p>	9/29/21 2:13 PM PT
I- 463 -2	Alternatives	Suggestion for Option/New Alternative	Website			<p>I strongly oppose any of these alternatives. There are alternatives which should be much higher on the priority list such as:</p> <ol style="list-style-type: none"> 1. Expansion of major inlets and outlets onto the 405 (I-10 and 101) which are the root cause of the congestion on the 405 in the Sepulveda pass 2. Explore more creative solutions such as moving the median to take advantage of open lanes on the opposite side of the freeway. <p>Lastly, there are technology companies today who can use available data to allow you to recognize the true root cause of these problems (such as the recently acquired company Waycare - whose CEO is a friend and I would gladly put him in touch with the DoT). I recommend that LA DoT use technology to evaluate and solve the real problem here which is clearly not the number of lanes on the 405 freeway. Thank you for your consideration. Nuri Golan</p>	9/29/21 2:13 PM PT
I- 464 -1	General Opposition		Website			I think that this would be a very bad idea.	9/29/21 5:01 PM PT
I- 464 -2	Support for Transit in Corridor		Website			I would be more open to a train down the center of the freeway like on the 210 in Sierra Madre.	9/29/21 5:01 PM PT
I- 465 -1	Alternatives	Oppose Expanding of Lanes	Website			<p>EXPANDING THE 405 WILL NOT HAVE DESIRED OUTCOME!</p> <p>?</p> <p>?Do not consider widening the 405 as a viable project.</p> <p>?</p>	9/29/21 5:25 PM PT
I- 465 -2	Environmental Topics	Transportation/Traffic/VMT	Website			It has been demonstrated that adding lanes to freeways increases vehicle miles traveled through induced travel. Over time, the freeway becomes congested again, and also increases air pollution to surrounding neighborhoods.	9/29/21 5:25 PM PT

I- 465 -3	Other Projects	Past HOV Project	Website			The I-405 Sepulveda Pass Improvements Project, in which the 10-mile HOV lane was added and the freeway widened between 2009 and 2014, ran over-budget, over-schedule. A study five years later showed traffic was even slower.	9/29/21 5:25 PM PT
I- 465 -4	Purpose and Need		Website			The five alternative proposals to alleviate traffic congestion on the Sepulveda Pass are little different than proposals considered during the last upgrade completed in 2015. The previous \$1 Billion widening project took more than five years to complete with infamously huge "Carmageddon" disruptions and no improvement in traffic or wait times. Why would any reasonable person expect the outcome to be different ?	9/29/21 5:25 PM PT
I- 465 -5	Purpose and Need		Website			The project to add an HOV lane has been a bust. A year after it was completed in 2014, Metro's own study found that traffic congestion had increased slightly. It has been less than ten years since the 5-year noisy project that caused major traffic jams. Why should express lanes be any more successful in reducing congestion? This project should be rejected from the start!	9/29/21 5:25 PM PT
I- 465 -6	Other Projects	Sepulveda Transit Corridor	Website			Metro is currently developing the Sepulveda Transit Corridor Project for a new, high-capacity transit line to create an alternative to automobile traffic on the I-405 through the Sepulveda Pass. If successful in reducing traffic on I-405, the new transit line has the potential to eliminate the justification for adding lanes. There are multiple alternatives being considered by the Metro agency. Based on past highway projects, logic predicts this one is the least environmental and community friendly, let alone with a higher risk of success, vs. any of the options.	9/29/21 5:25 PM PT
I- 465 -7	Support for Transit in Corridor		Website			Metro should focus on its core mission of providing public transit rather than building new roads, like the Sepulveda Pass Project. The Scharckss family 11432 Albata St Los Angeles, Ca 90049	9/29/21 5:25 PM PT
I- 466 -1	Environmental Topics	Relocations/ROW	Website			<p>NO TO OPTIONS 3THRU 5</p> <p>I am writing to you at the scoping phase, however, I am hopeful this letter is never relevant. Yet if the committee has so egregiously gone ahead and decided not only to actually expand the 405, but also have the audacity to destroy the Brentwood Glen community, I am sure the civil fight that will ensue will become legendary.</p> <p>Brentwood Glen is a small, close-knit community in Los Angeles and will suffer substantial negative impact if Alternatives 3, 4, or 5 is implemented. We will be devastated by the destruction of 21 homes and 16 multi-family buildings, housing 91 families, many of whom have lived here for decades. **</p> <p>The church in the Glen, home to a Lutheran congregation for more than six decades, also is home to a Jewish congregation, a Muslim center, and a preschool will be removed, displacing members and their respective congregations and school, depriving the community of the only facility available for residents to meet and negatively impacting the community's character and cohesion.</p>	9/29/21 5:37 PM PT

I- 466 -2	Environmental Topics	Air Quality/GHG	Website			Residents will suffer a substantial negative impact on their quality of life due to disruption of the established community and increased noise and toxic air emissions both during and after construction. Knowing there is a preschool at the church and the Brentwood Glen is a child-friendly community, studies have shown that an increase in air pollution is linked to an increase in pediatric asthma.	9/29/21 5:37 PM PT
I- 466 -3	Environmental Topics	Construction Impacts	Website			The enormous personal cost to residents of Brentwood Glen and financial costs to Caltrans far outweigh any theoretical benefit of providing ExpressLanes on the I-405. Residents will suffer a substantial negative impact on their quality of life due to disruption of the established community and increased noise and toxic air emissions both during and after construction. I know you have all seen these points before. That being said, as a household owner in the Glen I would like to add a Personal note: I have Asthma and cannot even imagine living here during the construction, let alone with the aftermath. So your decision could make me uproot my life, which I love, located in Brentwood Glen. And I am far from the only one, for multitudes of reasons. The idea that such a useless, colossal project would upend Brentwood Glen when other options are viable is beyond comprehension. Let's hope that the project never even gets to this point. The Scharckss Family 11432 Albata Street Los Angeles, Ca 90049	9/29/21 5:37 PM PT
I- 467 -1	General Opposition		Website			There is no reason to either transform a single HOV lane to an Express Lane or to add or transform the 405 Freeway to having 2 Express Lanes.	9/29/21 6:44 PM PT
I- 467 -2	Other Projects	Past HOV Project	Website			The last time that Metro did major construction on this freeway it was a disaster because the points that Metro made were nearly all lies. The construction was to be on time, it wasn't, it was supposed to be on budget, that didn't happen and the biggest lie was that traffic was supposed to get better. It did not. Full Stop.	9/29/21 6:44 PM PT
I- 467 -3	Equity		Website			If the engineers, political appointees, Metro employees and the consultants hired by Metro can claim that this new plan will make the traffic better by increasing traffic lanes and letting rich people pass those that are less well off, they should just admit that this is just a TAX PLAN where only those that can afford this scheme might get some traffic relief. This is a travesty of a project.	9/29/21 6:44 PM PT
I- 467 -4	Other Projects	Sepulveda Transit Corridor	Website			The money allocated for this project should go to the Heavy Rail Sepulveda Pass project that Metro is concurrently working on and which is the real alternative to the Tax Plan aka Express Lanes put forth by Metro. Do not build this project.	9/29/21 6:44 PM PT

I- 468 -1	Environmental Topics	Relocations/ROW	Website			Three of the five alternatives being proposed suggest taking property in the Brentwood Glen Community. I purchased a triplex in the Brentwood Glen Community (three parcels west of the 405) back in 2019 and live in one of the units as my primary residence along with my wife. I am young professional and have invested my entire life savings into this property. My wife and I are in the process of starting a family and this would completely disrupt and uproot our life. Any alternative that includes taking homes in the Brentwood Glen Community will destroy the community and will substantially decrease the value of all other property owners' homes who are not taken by eminent domain.	9/29/21 6:45 PM PT
I- 468 -2	Support for Transit in Corridor		Website			The problem of traffic needs to be solved through technology advancements & public transit not by destroying local communities. Expanding the freeway is a short-term solution at best and will most likely only encourage additional traffic resulting in similar commute times and additional pollution. Other very important points to consider:	9/29/21 6:45 PM PT
I- 468 -3	Other Projects	Past HOV Project	Website			1.) The I-405 Sepulveda Pass Improvements Project, in which the 10-Mile HOV lane was added, and the freeway widened between 2009 and 2014, ran over-budget and over-schedule. A study five years later showed the expansion was ineffective and traffic was even slower.	9/29/21 6:45 PM PT
I- 468 -4	Other Projects	Sepulveda Transit Corridor	Website			2.) Metro is currently developing the Sepulveda Transit Corridor Project for a new high-capacity transit line to create an alternative to automobile traffic on the 405 through the Sepulveda Pass. This will reduce traffic on the 405 and the need for any freeway expansion	9/29/21 6:45 PM PT
I- 468 -5	Environmental Topics	Community Impacts	Website			3.) Brentwood Glen is a small, close-knit community in Los Angeles and will suffer a substantial negative impact if Alternatives 3, 4 or 5 or implemented. 4.) Brentwood Glen will be devastated by the destruction of approximately 21 homes and 16 multi-family buildings, housings over 90 families, many of whom have lived here for decades. 5.) Other residents will suffer a substantial loss of quality of life due to the disruption of the established community and increased noise and toxic air emissions both during and after construction.	9/29/21 6:45 PM PT
I- 468 -6	General Opposition		Website			6.) There would be an enormous personal cost to the residents of Brentwood Glen and financial costs to Caltrans that would far outweigh any theoretical benefits	9/29/21 6:45 PM PT
I- 468 -7	Environmental Topics	Community Impacts	Website			7.) The church in the Glen, home to a Lutheran congregation for more than 6 decades, also home to a Jewish congregation, a Muslim center and a preschool will be displaced further depriving the community.	9/29/21 6:45 PM PT
I- 468 -8	Alternatives	Suggestion for Option/New Alternative	Website			8.) None of the alternatives address the real issue is the bottleneck at both the junctions of the 405 & 101 as well as the 405 & 10 freeways.	9/29/21 6:45 PM PT
I- 468 -9	Alternatives		Website			In summary, PLEASE DO NOT ADOPT ALTERNATIVES 3, 4 or 5	9/29/21 6:45 PM PT

I- 469 -1	Environmental Topics	Relocations/ROW	Website			We understand that there are five options being considered for this project. Three of the five require acquiring more land to widen the 405. Brentwood Glen will be devastated by the destruction of 21 homes and 16 multi-family buildings, housing 91 families, many of whom have lived here for decades. My family has lived here for more than twelve years. Our major asset for retirement is our home. The fact that these options are a "possibility" and not even a "probability" will have an immediate affect on our home values. Brentwood Glen will be in a cloud of doubt until final decisions are made.	9/29/21 8:45 PM PT
I- 469 -2	Environmental Topics	Community Impacts	Website			We are real and diverse community. The Glen will be devastated by the destruction of 21 homes and 16 multi-family buildings, housing 91 families, many of whom have lived here for decades.	9/29/21 8:45 PM PT
I- 469 -3	Environmental Topics	Air Quality/GHG	Website			Residents will suffer a substantial negative impact on their quality of life due to disruption of the established community and increased noise and toxic air emissions both during and after construction. Knowing there is a preschool at the church and the Brentwood Glen is a child-friendly community, studies have shown that an increase in air pollution is linked to an increase in pediatric asthma.	9/29/21 8:45 PM PT
I- 469 -4	General Opposition		Website			The enormous personal cost to residents of Brentwood Glen and financial costs to Caltrans far outweigh any theoretical benefit of providing ExpressLanes on the I-405.	9/29/21 8:45 PM PT
I- 469 -5	Other Projects	Sepulveda Transit Corridor	Website			Metro is currently developing the Sepulveda Transit Corridor Project for a new, high-capacity transit line to create an alternative to automobile traffic on the I-405 through the Sepulveda Pass. If successful in reducing traffic on I-405, the new transit line has the potential to eliminate the justification for adding lanes.	9/29/21 8:45 PM PT
I- 469 -6	Environmental Topics	Air Quality/GHG	Website			Given the incredible effect CO2 has on the atmosphere and its part in Global Warming it seems counterintuitive to make an accommodation for more cars. Though many will be electric it won't be a majority until 2050!	9/29/21 8:45 PM PT
I- 469 -7	Purpose and Need		Website			Furthermore, The five alternative proposals to alleviate traffic congestion on the Sepulveda Pass are little different than proposals considered during the last upgrade completed in 2015. The previous \$1 Billion widening project took more than five years to complete with infamously huge "Carmageddon" disruptions and no improvement in traffic or wait times. Why would any reasonable person expect the outcome to be different this time?	9/29/21 8:45 PM PT
I- 469 -8	Alternatives	Oppose Expanding of Lanes	Website			You must immediately and publicly abandon the three options that will devastate our wonderful idyllic community.	9/29/21 8:45 PM PT
I- 470 -1	Equity		Website			Dear Metro, Although it seems certain you will add a fast track pay lane to the 405 regardless of public opinion, this is not fair and equitable for the majority of drivers. It will actually make the drive slower for those who do not pay for access. Please keep our freeways free or put the proposal on the ballot so everyone's vote is counted.	9/30/21 7:08 AM PT

I- 471 -1	Environmental Topics	Transportation/Traffic/VMT	Website			1. It has been demonstrated that adding lanes to freeways increases vehicle miles traveled through induced travel. Over time, the freeway becomes congested again, and also increases air pollution to surrounding neighborhoods.	9/30/21 11:10 AM PT
I- 471 -2	Other Projects	Past HOV Project	Website			2. The I-405 Sepulveda Pass Improvements Project, in which the 10-mile HOV lane was added and the freeway widened between 2009 and 2014, ran over-budget, over-schedule. A study five years later showed traffic was even slower.	9/30/21 11:10 AM PT
I- 471 -3	Other Projects	Sepulveda Transit Corridor	Website			3. Metro is currently developing the Sepulveda Transit Corridor Project for a new, high-capacity transit line to create an alternative to automobile traffic on the I-405 through the Sepulveda Pass. If successful in reducing traffic on I-405, the new transit line has the potential to eliminate the justification for adding lanes.	9/30/21 11:10 AM PT
I- 471 -4	Purpose and Need		Website			4. The five alternative proposals to alleviate traffic congestion on the Sepulveda Pass are little different than proposals considered during the last upgrade completed in 2015. The previous \$1 Billion widening project took more than five years to complete with infamously huge "Carmageddon" disruptions and no improvement in traffic or wait times. Why would any reasonable person expect the outcome to be different this time?	9/30/21 11:10 AM PT
I- 471 -5	Environmental Topics	Community Impacts	Website			5. Brentwood Glen is a small, close-knit community in Los Angeles and will suffer substantial negative impact if Alternatives 3, 4, or 5 is implemented. 6. Brentwood Glen will be devastated by the destruction of 21 homes and 16 multi-family buildings, housing 91 families, many of whom have lived here for decades. ** 7. The church in the Glen, home to a Lutheran congregation for more than six decades, also is home to a Jewish congregation, a Muslim center, and a preschool will be removed, displacing members and their respective congregations and school, depriving the community of the only facility available for residents to meet and negatively impacting the community's character and cohesion.	9/30/21 11:10 AM PT
I- 471 -6	Environmental Topics	Air Quality/GHG	Website			8. Residents will suffer a substantial negative impact on their quality of life due to disruption of the established community and increased noise and toxic air emissions both during and after construction. Knowing there is a preschool at the church and the Brentwood Glen is a child-friendly community, studies have shown that an increase in air pollution is linked to an increase in pediatric asthma.	9/30/21 11:10 AM PT
I- 471 -7	General Opposition		Website			9. The enormous personal cost to residents of Brentwood Glen and financial costs to Caltrans far outweigh any theoretical benefit of providing ExpressLanes on the I-405.	9/30/21 11:10 AM PT

I- 471 -8	Alternatives	Suggestion for Option/New Alternative	Website			10. The project does not address the real issue, which would reduce congestion and safety, the junction of the I-405 and I-10 and the junction of the I-405 and US 101. Caltrans can make all the changes in the world to the I-405, but if the junction of the I-405/I-10 and the I-405/US 101 are not tackled, there will never be any traffic relief. The freeway bottlenecks as it approaches the junction of the I-405/I-10 and I-405/US 101 by reduction of lanes. These junctions exacerbate stop-and-go traffic, backs up into all communities north and south of these junctions, including the Brentwood Glen, and increases the potential for accidents. Instead of spending millions of dollars to maybe decrease a person's driving time by a minute or two with this band-aid approach to alleviating congestion, it behooves Caltrans and our government officials to attack the nuts and bolts of the problem by examining and fixing the problems that exist where the I-405 and the I-10 and US 101 meet.	9/30/21 11:10 AM PT
I- 471 -9	Purpose and Need		Website			11. The project to add an HOV lane has been a bust. A year after it was completed in 2014, Metro's own study found that traffic congestion had increased slightly. It has been less than ten years since the 5-year noisy project that caused major traffic jams. Why should express lanes be any more successful in reducing congestion?	9/30/21 11:10 AM PT
I- 471 -10	Support for Transit in Corridor		Website			12. Metro should focus on its core mission of providing public transit rather than building new roads, like the Sepulveda Pass Project.	9/30/21 11:10 AM PT
I- 472 -1	Support for Transit in Corridor		Website			<p>I may have already submitted one of these with screenshots attached with my own drawing on Google maps of a bus line that should take the 405 like the 788 did when it existed. I think either having the 761 hop on the 405 & get off in Westwood, make a stop in Westwood, then go to the Expo line. & have the 234 take care of the route on Sepulveda Blvd.</p> <p>OR</p> <p>leave the 761 as is, create another rapid route that would stay somewhere in panorama city, take the streets to the 405 at Ventura Blvd & the 405 to Westwood.</p> <p>I believe I did attach a diagram of what I was just explaining in a previous submission. All in all if we had another bus route (similar to the 788) that took the 405 to the Expo line & could pick up passengers at the corner of Sepulveda & Ventura, that would be great!</p>	9/30/21 11:12 AM PT

I- 473 -1	Environmental Topics		Website			Dear Mr Kosinski: I write as a Westwood Hills resident with (too) many years of experience with the devastating environmental, social and culture impacts of Metro's ill-considered efforts to relieve traffic congestion through the Sepulveda Pass by undertaking hugely expensive and lengthy freeway widening projects that at best offer only short-term relief. The recent widening of the 405 Freeway—which even Metro admits is now more crowded than ever before—is the poster child of this folly. This current proposal, which promises scant relief, is breath-taking in its disregard for the residents and taxpayers who pay the price in reduced quality of life, loss of community amenities, diminished air quality and increased noise, serious health effects and in permanent damage to the plants and trees on which the continued welfare of our planet relies. In addition, the risk of fires and other natural disasters in the Sepulveda Pass is high and land available for roadway widening is limited.	9/30/21 12:27 PM PT
I- 473 -2	Environmental Topics	Community Impacts	Website			The projects described in the environmental scoping documents will also damage important cultural, religious and educational facilities that serve neighborhoods adjacent to the 405 Freeway, including Westwood Hills and Brentwood Glen. These include structures housing pre-schools, churches and synagogues, adult recreation and instructional classes, and neighborhood businesses.	9/30/21 12:27 PM PT
I- 473 -3	Environmental Topics	Visual/Aesthetics	Website			Additional capacity and signage on the 405 will further impair the environment and views from the Veteran's Cemetery on the east and the new Veterans Columbarium on the West. It is worth noting that most of the mitigations promised for this area during 405 widening project are now nowhere to be found.	9/30/21 12:27 PM PT
I- 473 -4	Support for Transit in Corridor		Website			The 405 Sepulveda Pass Improvements Project, which added a 10-mile HOV lane, ran over budget and over schedule and resulted in NO permanent benefit to traffic flow. A better alternative is Metro's Sepulveda Transit Corridor Project that promises to reduce traffic and eliminate the need to add lanes	9/30/21 12:27 PM PT
I- 473 -5	Alternatives	Support for Alt 1	Website			The no-project alternative is the rational choice. Respectfully, Carole Magnuson Past President, Westwood Hills Property Owners Association	9/30/21 12:27 PM PT
I- 474 -1	Alternatives	Suggestion for Option/New Alternative	Website			What I wish: 1. expand to as many lanes as possible, as long as the southbound lanes continue to the I-10. Expanding lanes for just part of the stretch won't help congestion. 2. Use non-standard lanes to maximize number and minimize land acquisition. There is no reason the lanes have to be 12' wide. That is ridiculous. 3. Add express lanes. 1? 2? 5? As many as possible.	9/30/21 2:32 PM PT
I- 475 -1	Alternatives	Support for Alt 2	Website			I feel the best solution is to make the current HOV lane a toll lane in each direction. It will generate additional \$ for roads, and allow automated ticket penalties against the many, many carpool lane violators I see every day along my commute from Sunset/405 to Hawthorne/405.	9/30/21 2:40 PM PT
I- 475 -2	Alternatives	Oppose Expanding of Lanes	Website			I do NOT think the highway should be further expanded/widened. This will only increase traffic and pollution.	9/30/21 2:40 PM PT
I- 475 -3	Support for Transit in Corridor		Website			We need to focus on providing practical mass transit solutions along this corridor in the form of a subway/underground train connecting to the Purple Line.	9/30/21 2:40 PM PT

I- 476 -1	Environmental Topics	Transportation/Traffic/VMT	Website			<p>I am extremely concerned with the proposed Alternatives 3, 4, or 5 for the possible expansion of the 405 freeway.</p> <p>There are a multitude of reasons how these proposed options will be catastrophic to many people:</p> <ol style="list-style-type: none"> 1. The Sepulveda Pass, Sunset Blvd, Wilshire Blvd and Olympic Blvd near the 405 freeway are already extremely congested. Creating more lanes will exorbitantly increase the traffic and congestion in these areas. This concern is not only for a daily basis but will be extremely dangerous if there are more evacuations due to fires in the future. 2. It has been demonstrated that adding lanes to freeways increases vehicle miles traveled through induced travel. Over time, the freeway becomes congested again, and also increases air pollution to surrounding neighborhoods. 	9/30/21 3:38 PM PT
I- 476 -2	Other Projects	Past HOV Project	Website			<ol style="list-style-type: none"> 3. The I-405 Sepulveda Pass Improvements Project, in which the 10-mile HOV lane was added and the freeway widened between 2009 and 2014, ran over-budget, over-schedule. A study five years later showed traffic was even slower. 	9/30/21 3:38 PM PT
I- 476 -3	Other Projects	Sepulveda Transit Corridor	Website			<ol style="list-style-type: none"> 4. Metro is currently developing the Sepulveda Transit Corridor Project for a new, high-capacity transit line to create an alternative to automobile traffic on the I-405 through the Sepulveda Pass. If successful in reducing traffic on I-405, the new transit line has the potential to eliminate the justification for adding lanes. 	9/30/21 3:38 PM PT
I- 476 -4	Purpose and Need		Website			<ol style="list-style-type: none"> 5. The five alternative proposals to alleviate traffic congestion on the Sepulveda Pass are little different than proposals considered during the last upgrade completed in 2015. The previous \$1 Billion widening project took more than five years to complete with infamously huge "Carmageddon" disruptions and no improvement in traffic or wait times. Why would any reasonable person expect the outcome to be different this time? 	9/30/21 3:38 PM PT
I- 476 -5	Environmental Topics	Community Impacts	Website			<ol style="list-style-type: none"> 6. Brentwood Glen is a small, close-knit community in Los Angeles and will suffer substantial negative impact if Alternatives 3, 4, or 5 is implemented. 7. Brentwood Glen will be devastated by the destruction of 21 homes and 16 multi-family buildings, housing 91 families, many of whom have lived here for decades. This includes young children and elderly people. 8. The church in the Glen, home to a Lutheran congregation for more than six decades, also is home to a Jewish congregation, a Muslim center, and a preschool will be removed, displacing members and their respective congregations and school, depriving the community of the only facility available for residents to meet and negatively impacting the community's character and cohesion. 	9/30/21 3:38 PM PT

I- 476 -6	Environmental Topics	Air Quality/GHG	Website			9. Residents will suffer a substantial negative impact on their quality of life due to disruption of the established community and increased noise and toxic air emissions both during and after construction. Knowing there is a preschool at the church and the Brentwood Glen is a child-friendly community, studies have shown that an increase in air pollution is linked to an increase in pediatric asthma.	9/30/21 3:38 PM PT
I- 476 -7	General Opposition		Website			10. The enormous personal cost to residents of Brentwood Glen and financial costs to Caltrans far outweigh any theoretical benefit of providing ExpressLanes on the I-405.	9/30/21 3:38 PM PT
I- 476 -8	Environmental Topics	Community Impacts	Website			11. It feels like these proposed options are to create ExpressLanes to generate income for the state, while leaving residence in a bad situation. 12. The desirability and value of homes in Brentwood Glen will be decimated with the loss of these potential homes / apartments and the long-time of construction.	9/30/21 3:38 PM PT
I- 476 -9	Alternatives	Suggestion for Option/New Alternative	Website			13. The project does not address the real issue, which would reduce congestion and safety, the junction of the I-405 and I-10 and the junction of the I-405 and US 101. Caltrans can make all the changes in the world to the I-405, but if the junction of the I-405/I-10 and the I-405/US 101 are not tackled, there will never be any traffic relief. The freeway bottlenecks as it approaches the junction of the I-405/I-10 and I-405/US 101 by reduction of lanes. These junctions exacerbate stop-and-go traffic, backs up into all communities north and south of these junctions, including the Brentwood Glen, and increases the potential for accidents. Instead of spending millions of dollars to maybe decrease a person's driving time by a minute or two with this band-aid approach to alleviating congestion, it behooves Caltrans and our government officials to attack the nuts and bolts of the problem by examining and fixing the problems that exist where the I-405 and the I-10 and US 101 meet.	9/30/21 3:38 PM PT
I- 476 -10	Purpose and Need		Website			14. The project to add an HOV lane has been a bust. A year after it was completed in 2014, Metro's own study found that traffic congestion had increased slightly. It has been less than ten years since the 5-year noisy project that caused major traffic jams. Why should express lanes be any more successful in reducing congestion?	9/30/21 3:38 PM PT
I- 476 -11	Environmental Topics	Utilities	Website			15. What will happen to the DWP location on Church Ln and Sunset Blvd?	9/30/21 3:38 PM PT
I- 476 -12	Support for Transit in Corridor		Website			16. Metro should focus on its core mission of providing public transit rather than building new roads, like the Sepulveda Pass Project.	9/30/21 3:38 PM PT

I- 476 -13	Alternatives	Suggestion for Option/New Alternative	Website			17. There must be alternative rather than putting people out of their homes and in a prolong amount of construction. One possible example could be having the barrier be moved from one side of the freeway to the other during different times of the day when traffic is heavier on that particular side. I hope you come to your senses that Alternatives 3, 4, or 5 are not realistic options and would create more harm than good. Thank you for hearing my concerns	9/30/21 3:38 PM PT
I- 477 -1	Environmental Topics	Transportation/Traffic/VMT	Website			1. It has been demonstrated that adding lanes to freeways increases vehicle miles traveled through induced travel. Over time, the freeway becomes congested again, and also increases air pollution to surrounding neighborhoods.	9/30/21 3:44 PM PT
I- 477 -2	Other Projects	Past HOV Project	Website			2. The I-405 Sepulveda Pass Improvements Project, in which the 10-mile HOV lane was added and the freeway widened between 2009 and 2014, ran over-budget, over-schedule. A study five years later showed traffic was even slower.	9/30/21 3:44 PM PT
I- 477 -3	Other Projects	Sepulveda Transit Corridor	Website			3. Metro is currently developing the Sepulveda Transit Corridor Project for a new, high-capacity transit line to create an alternative to automobile traffic on the I-405 through the Sepulveda Pass. If successful in reducing traffic on I-405, the new transit line has the potential to eliminate the justification for adding lanes.	9/30/21 3:44 PM PT
I- 477 -4	Purpose and Need		Website			4. The five alternative proposals to alleviate traffic congestion on the Sepulveda Pass are little different than proposals considered during the last upgrade completed in 2015. The previous \$1 Billion widening project took more than five years to complete with infamously huge "Carmageddon" disruptions and no improvement in traffic or wait times. Why would any reasonable person expect the outcome to be different this time?	9/30/21 3:44 PM PT
I- 477 -5	Environmental Topics	Community Impacts	Website			5. Brentwood Glen is a small, close-knit community in Los Angeles and will suffer substantial negative impact if Alternatives 3, 4, or 5 is implemented. 6. Brentwood Glen will be devastated by the destruction of 21 homes and 16 multi-family buildings, housing 91 families, many of whom have lived here for decades. ** 7. The church in the Glen, home to a Lutheran congregation for more than six decades, also is home to a Jewish congregation, a Muslim center, and a preschool will be removed, displacing members and their respective congregations and school, depriving the community of the only facility available for residents to meet and negatively impacting the community's character and cohesion.	9/30/21 3:44 PM PT
I- 477 -6	Environmental Topics	Air Quality/GHG	Website			8. Residents will suffer a substantial negative impact on their quality of life due to disruption of the established community and increased noise and toxic air emissions both during and after construction. Knowing there is a preschool at the church and the Brentwood Glen is a child-friendly community, studies have shown that an increase in air pollution is linked to an increase in pediatric asthma.	9/30/21 3:44 PM PT

I- 477 -7	General Opposition		Website			9. The enormous personal cost to residents of Brentwood Glen and financial costs to Caltrans far outweigh any theoretical benefit of providing ExpressLanes on the I-405.	9/30/21 3:44 PM PT
I- 477 -8	Alternatives	Suggestion for Option/New Alternative	Website			10. The project does not address the real issue, which would reduce congestion and safety, the junction of the I-405 and I-10 and the junction of the I-405 and US 101. Caltrans can make all the changes in the world to the I-405, but if the junction of the I-405/I-10 and the I-405/US 101 are not tackled, there will never be any traffic relief. The freeway bottlenecks as it approaches the junction of the I-405/I-10 and I-405/US 101 by reduction of lanes. These junctions exacerbate stop-and-go traffic, backs up into all communities north and south of these junctions, including the Brentwood Glen, and increases the potential for accidents. Instead of spending millions of dollars to maybe decrease a person's driving time by a minute or two with this band-aid approach to alleviating congestion, it behooves Caltrans and our government officials to attack the nuts and bolts of the problem by examining and fixing the problems that exist where the I-405 and the I-10 and US 101 meet.	9/30/21 3:44 PM PT
I- 477 -9	Purpose and Need		Website			11. The project to add an HOV lane has been a bust. A year after it was completed in 2014, Metro's own study found that traffic congestion had increased slightly. It has been less than ten years since the 5-year noisy project that caused major traffic jams. Why should express lanes be any more successful in reducing congestion?	9/30/21 3:44 PM PT
I- 477 -10	Support for Transit in Corridor		Website			12. Metro should focus on its core mission of providing public transit rather than building new roads, like the Sepulveda Pass Project.	9/30/21 3:44 PM PT
I- 478 -1	Environmental Topics	Transportation/Traffic/VMT	Website			1. It has been demonstrated that adding lanes to freeways increases vehicle miles traveled through induced travel. Over time, the freeway becomes congested again, and also increases air pollution to surrounding neighborhoods.	9/30/21 3:45 PM PT
I- 478 -2	Other Projects	Past HOV Project	Website			2. The I-405 Sepulveda Pass Improvements Project, in which the 10-mile HOV lane was added and the freeway widened between 2009 and 2014, ran over-budget, over-schedule. A study five years later showed traffic was even slower.	9/30/21 3:45 PM PT
I- 478 -3	Other Projects	Sepulveda Transit Corridor	Website			3. Metro is currently developing the Sepulveda Transit Corridor Project for a new, high-capacity transit line to create an alternative to automobile traffic on the I-405 through the Sepulveda Pass. If successful in reducing traffic on I-405, the new transit line has the potential to eliminate the justification for adding lanes.	9/30/21 3:45 PM PT
I- 478 -4	Purpose and Need		Website			4. The five alternative proposals to alleviate traffic congestion on the Sepulveda Pass are little different than proposals considered during the last upgrade completed in 2015. The previous \$1 Billion widening project took more than five years to complete with infamously huge "Carmageddon" disruptions and no improvement in traffic or wait times. Why would any reasonable person expect the outcome to be different this time?	9/30/21 3:45 PM PT

I- 478 -5	Environmental Topics	Community Impacts	Website			5. Brentwood Glen is a small, close-knit community in Los Angeles and will suffer substantial negative impact if Alternatives 3, 4, or 5 is implemented. 6. Brentwood Glen will be devastated by the destruction of 21 homes and 16 multi-family buildings, housing 91 families, many of whom have lived here for decades. ** 7. The church in the Glen, home to a Lutheran congregation for more than six decades, also is home to a Jewish congregation, a Muslim center, and a preschool will be removed, displacing members and their respective congregations and school, depriving the community of the only facility available for residents to meet and negatively impacting the community's character and cohesion.	9/30/21 3:45 PM PT
I- 478 -6	Environmental Topics	Air Quality/GHG	Website			8. Residents will suffer a substantial negative impact on their quality of life due to disruption of the established community and increased noise and toxic air emissions both during and after construction. Knowing there is a preschool at the church and the Brentwood Glen is a child-friendly community, studies have shown that an increase in air pollution is linked to an increase in pediatric asthma.	9/30/21 3:45 PM PT
I- 478 -7	General Opposition		Website			9. The enormous personal cost to residents of Brentwood Glen and financial costs to Caltrans far outweigh any theoretical benefit of providing ExpressLanes on the I-405.	9/30/21 3:45 PM PT
I- 478 -8	Alternatives	Suggestion for Option/New Alternative	Website			10. The project does not address the real issue, which would reduce congestion and safety, the junction of the I-405 and I-10 and the junction of the I-405 and US 101. Caltrans can make all the changes in the world to the I-405, but if the junction of the I-405/I-10 and the I-405/US 101 are not tackled, there will never be any traffic relief. The freeway bottlenecks as it approaches the junction of the I-405/I-10 and I-405/US 101 by reduction of lanes. These junctions exacerbate stop-and-go traffic, backs up into all communities north and south of these junctions, including the Brentwood Glen, and increases the potential for accidents. Instead of spending millions of dollars to maybe decrease a person's driving time by a minute or two with this band-aid approach to alleviating congestion, it behooves Caltrans and our government officials to attack the nuts and bolts of the problem by examining and fixing the problems that exist where the I-405 and the I-10 and US 101 meet.	9/30/21 3:45 PM PT
I- 478 -9	Purpose and Need		Website			11. The project to add an HOV lane has been a bust. A year after it was completed in 2014, Metro's own study found that traffic congestion had increased slightly. It has been less than ten years since the 5-year noisy project that caused major traffic jams. Why should express lanes be any more successful in reducing congestion?	9/30/21 3:45 PM PT
I- 478 -10	Support for Transit in Corridor		Website			12. Metro should focus on its core mission of providing public transit rather than building new roads, like the Sepulveda Pass Project.	9/30/21 3:45 PM PT
I- 479 -1	Environmental Topics	Relocations/ROW	Website			Dear Metro/Caltrans, I am extremely concerned with the proposed Alternatives 3, 4, or 5 for the possible expansion of the 405 freeway. There are a multitude of reason how these proposed options will be catastrophic to many people:	9/30/21 3:46 PM PT

I- 479 -2	Environmental Topics	Transportation/Traffic/VMT	Website			1. The Sepulveda Pass, Sunset Blvd, Wilshire Blvd and Olympic Blvd near the 405 freeway are already extremely congested. Creating more lanes will exorbitantly increase the traffic and congestion in these areas. This concern is not only for a daily basis but will be extremely dangerous if there are more evacuations due to fires in the future. 2. It has been demonstrated that adding lanes to freeways increases vehicle miles traveled through induced travel. Over time, the freeway becomes congested again, and also increases air pollution to surrounding neighborhoods.	9/30/21 3:46 PM PT
I- 479 -3	Other Projects	Past HOV Project	Website			3. The I-405 Sepulveda Pass Improvements Project, in which the 10-mile HOV lane was added and the freeway widened between 2009 and 2014, ran over-budget, over-schedule. A study five years later showed traffic was even slower.	9/30/21 3:46 PM PT
I- 479 -4	Other Projects	Sepulveda Transit Corridor	Website			4. Metro is currently developing the Sepulveda Transit Corridor Project for a new, high-capacity transit line to create an alternative to automobile traffic on the I-405 through the Sepulveda Pass. If successful in reducing traffic on I-405, the new transit line has the potential to eliminate the justification for adding lanes.	9/30/21 3:46 PM PT
I- 479 -5	Purpose and Need		Website			5. The five alternative proposals to alleviate traffic congestion on the Sepulveda Pass are little different than proposals considered during the last upgrade completed in 2015. The previous \$1 Billion widening project took more than five years to complete with infamously huge "Carmageddon" disruptions and no improvement in traffic or wait times. Why would any reasonable person expect the outcome to be different this time?	9/30/21 3:46 PM PT
I- 479 -6	Environmental Topics	Community Impacts	Website			6. Brentwood Glen is a small, close-knit community in Los Angeles and will suffer substantial negative impact if Alternatives 3, 4, or 5 is implemented. 7. Brentwood Glen will be devastated by the destruction of 21 homes and 16 multi-family buildings, housing 91 families, many of whom have lived here for decades. This includes young children and elderly people. 8. The church in the Glen, home to a Lutheran congregation for more than six decades, also is home to a Jewish congregation, a Muslim center, and a preschool will be removed, displacing members and their respective congregations and school, depriving the community of the only facility available for residents to meet and negatively impacting the community's character and cohesion.	9/30/21 3:46 PM PT
I- 479 -7	Environmental Topics	Air Quality/GHG	Website			9. Residents will suffer a substantial negative impact on their quality of life due to disruption of the established community and increased noise and toxic air emissions both during and after construction. Knowing there is a preschool at the church and the Brentwood Glen is a child-friendly community, studies have shown that an increase in air pollution is linked to an increase in pediatric asthma.	9/30/21 3:46 PM PT
I- 479 -8	General Opposition		Website			10. The enormous personal cost to residents of Brentwood Glen and financial costs to Caltrans far outweigh any theoretical benefit of providing ExpressLanes on the I-405.	9/30/21 3:46 PM PT
I- 479 -9	Funding/Revenue		Website			11. It feels like these proposed options are to create ExpressLanes to generate income for the state, while leaving residence in a bad situation.	9/30/21 3:46 PM PT
I- 479 -10	Environmental Topics	Relocations/ROW	Website			12. The desirability and value of homes in Brentwood Glen will be decimated with the loss of these potential homes / apartments and the long-time of construction.	9/30/21 3:46 PM PT

I- 479 -11	Alternatives	Suggestion for Option/New Alternative	Website			13. The project does not address the real issue, which would reduce congestion and safety, the junction of the I-405 and I-10 and the junction of the I-405 and US 101. Caltrans can make all the changes in the world to the I-405, but if the junction of the I-405/I-10 and the I-405/US 101 are not tackled, there will never be any traffic relief. The freeway bottlenecks as it approaches the junction of the I-405/I-10 and I-405/US 101 by reduction of lanes. These junctions exacerbate stop-and-go traffic, backs up into all communities north and south of these junctions, including the Brentwood Glen, and increases the potential for accidents. Instead of spending millions of dollars to maybe decrease a person's driving time by a minute or two with this band-aid approach to alleviating congestion, it behooves Caltrans and our government officials to attack the nuts and bolts of the problem by examining and fixing the problems that exist where the I-405 and the I-10 and US 101 meet.	9/30/21 3:46 PM PT
I- 479 -12	Purpose and Need		Website			14. The project to add an HOV lane has been a bust. A year after it was completed in 2014, Metro's own study found that traffic congestion had increased slightly. It has been less than ten years since the 5-year noisy project that caused major traffic jams. Why should express lanes be any more successful in reducing congestion?	9/30/21 3:46 PM PT
I- 479 -13	Environmental Topics	Utilities	Website			15. What will happen to the DWP location on Church Ln and Sunset Blvd?	9/30/21 3:46 PM PT
I- 479 -14	Support for Transit in Corridor		Website			16. Metro should focus on its core mission of providing public transit rather than building new roads, like the Sepulveda Pass Project.	9/30/21 3:46 PM PT
I- 479 -15	Alternatives	Suggestion for Option/New Alternative	Website			17. There must be alternative rather than putting people out of their homes and in a prolong amount of construction. One possible example could be having the barrier be moved from one side of the freeway to the other during different times of the day when traffic is heavier on that particular side. I hope you come to your senses that Alternatives 3, 4, or 5 are not realistic options and would create more harm than good. Thank you for hearing my concerns	9/30/21 3:46 PM PT
I- 480 -1	Alternatives	Oppose Expanding of Lanes	Website			It is a mess. Least objectionable is adding a toll lane. We have already lived through widening, and it was not pleasant...	9/30/21 4:36 PM PT
I- 481 -1	Alternatives		Website			I am opposed to the 405 Sepulveda Pass Express Lanes Alternatives 3-5 but support Alternatives 1 and 2.	9/30/21 4:46 PM PT
I- 481 -2	Environmental Topics	Community Impacts	Website			I am opposed to 3-5 for these reasons: 1) 3-5 would almost certainly negatively impact the beautiful Brentwood Glen neighborhood by tearing down dozens of mature trees along church lane and demolishing homes, apartments and a church. It will forever impact that neighborhood.	9/30/21 4:46 PM PT
I- 481 -3	Environmental Topics	Transportation/Traffic/VMT	Website			2) Studies have shown that the last widening of 405 North has done little to alleviate traffic. Adding more lanes only encourages more cars and more traffic. 3) The pinch points of the Sepulveda pass are the 405/10 and 405/101 interchanges. Metro and Caltrans should focus on those areas and not the entire sepulveda pass	9/30/21 4:46 PM PT
I- 481 -4	Other Projects	Past HOV Project	Website			4) We recently lived through a multi year, delayed and over budget widening of the northbound 405 which improved on/off ramps, bridges and the northbound lanes at large cost. I do not think it is wise to, just a few years later, reconfigure those same on ramps, off ramps and bridges at additional large cost.	9/30/21 4:46 PM PT
I- 481 -5	Alternatives		Website			I do support alternative 1 and 2.	9/30/21 4:46 PM PT

I- 482 -1	Alternatives	Support for Alt 3	Website			I am in support of option 3 to turn the existing carpool lane into 2 toll lanes each direction, with non-standard lane and shoulder widths. I would even support transitioning an existing non-carpool lane into a toll lane.	9/30/21 5:16 PM PT
I- 482 -2	Alternatives	Oppose Expanding of Lanes	Website			Please limit the need for additional major construction or expansion of the highway.	9/30/21 5:16 PM PT
I- 483 -1	Alternatives	Suggestion for Option/New Alternative	Website			What I suggest and urge Metro to consider as an alternative is to make the existing NB and SB carpool lanes safer by re-striping them with broken lines. This will improve the flow of traffic by making it easier to get in and out, especially as drivers near their desired off-ramps. This was successfully done in nearby Orange, San Bernardino, and Riverside Counties. My community believes this would allow the traffic to flow more naturally as it does with regular lanes, instead of backing up the carpool lane as cars slow down to adjacent-lane speed within the very short exit areas currently permitted.	9/30/21 5:46 PM PT
I- 484 -1	Purpose and Need		Website			As a long-time resident of Brentwood Glen, I along with my neighbors have suffered through the last 405 Fwy project that literally put our neighborhood into gridlock for years. Picking up my child from school, which previously was a 10-minute drive, became an hour-long nightmare to get home. Now, this would have been slightly more tolerable if there was a successful end result, however, we all know that this project ended with 1 billion tax dollars spent, hours of time wasted sitting in traffic and, virtually no improvement to the traffic flow on the 405 Fwy whatsoever. In fact, the data shows that traffic now is even slower! Why would any reasonable person expect the outcome to be different this time?	9/30/21 6:18 PM PT
I- 484 -2	Environmental Topics	Community Impacts	Website			Brentwood Glen is a small, close-knit community in Los Angeles and will suffer substantial negative impact if Alternatives 3, 4, or 5 is implemented. Brentwood Glen will be devastated by the destruction of 21 homes and 16 multi-family buildings, housing 91 families, many of whom have lived here for decades. **. Not to mention the decrease in home values a project of this size would cause if an additional lane was to be added on what is now Church Lane! The entire Brentwood Glen home values would be deeply affected by both the ongoing construction AND the additional lane added to what is now Church Lane. That is over 530 households that would be affected. The church in the Glen, home to a Lutheran congregation for more than six decades, also is home to a Jewish congregation, a Muslim center, and a preschool will be removed, displacing members and their respective congregations and school, depriving the community of the only facility available for residents to meet and negatively impacting the community's character and cohesion.	9/30/21 6:18 PM PT

I- 484 -3	Environmental Topics	Air Quality/GHG	Website			Residents will suffer a substantial negative impact on their quality of life due to disruption of the established community and increased noise and toxic air emissions both during and after construction. Knowing there is a preschool at the church and the Brentwood Glen is a child-friendly community, studies have shown that an increase in air pollution is linked to an increase in pediatric asthma.	9/30/21 6:18 PM PT
I- 484 -4	General Opposition		Website			The enormous personal cost to residents of Brentwood Glen and financial costs to Caltrans far outweigh any theoretical benefit of providing ExpressLanes on the I-405.	9/30/21 6:18 PM PT
I- 484 -5	Alternatives	Suggestion for Option/New Alternative	Website			The project does not address the real issue, which would reduce congestion and safety, the junction of the I-405 and I-10 and the junction of the I-405 and US 101. Caltrans can make all the changes in the world to the I-405, but if the junction of the I-405/I-10 and the I-405/US 101 are not tackled, there will never be any traffic relief. The freeway bottlenecks as it approaches the junction of the I-405/I-10 and I-405/US 101 by reduction of lanes. These junctions exacerbate stop-and-go traffic, backs up into all communities north and south of these junctions, including the Brentwood Glen, and increases the potential for accidents. Instead of spending millions of dollars to maybe decrease a person's driving time by a minute or two with this band-aid approach to alleviating congestion, it behooves Caltrans and our government officials to attack the nuts and bolts of the problem by examining and fixing the problems that exist where the I-405 and the I-10 and US 101 meet.	9/30/21 6:18 PM PT
I- 484 -6	Purpose and Need		Website			The project to add an HOV lane has been a bust. A year after it was completed in 2014, Metro's own study found that traffic congestion had increased slightly. It has been less than ten years since the 5-year noisy project that caused major traffic jams. Why should express lanes be any more successful in reducing congestion? I am upset that we were given only a week to file our concerns on a project that will greatly impact ALL 530 households in this neighborhood! Past studies and current information has shown that widening the 405 Fwy will NOT help improve traffic flow. You need to go back to the drawing board and look for solutions that will actually help traffic flow. Sincerely, Alyse Sobel-Tal	9/30/21 6:18 PM PT
I- 485 -1	Purpose and Need		Website			As a long-time resident of Brentwood Glen, my neighbors and I have suffered through the last 405 Fwy project that literally put our neighborhood and the sounding areas into gridlock for years. Picking up my child from school, which previously was a 10-minute drive, became an hour-long nightmare to get home. If there was a successful end result this would have been slightly more tolerable, however, we all know that this project ended with 1 billion tax dollars spent, hours of time wasted sitting in traffic and traffic is now worse on the 405 Sepulveda pass. Why would any reasonable person expect the outcome to be any different this time?	9/30/21 6:31 PM PT

I- 485 -2	Environmental Topics	Community Impacts	Website			Brentwood Glen is a small, close-knit community in Los Angeles and will suffer substantial negative impact if Alternatives 2,3, 4, or 5 is implemented.	9/30/21 6:31 PM PT
I- 485 -3	Alternatives	Suggestion for Option/New Alternative	Website			The project does not address the real issue, which would reduce congestion and safety, the junction of the I-405 and I-10 and the junction of the I-405 and US 101. Caltrans can make all the changes in the world to the I-405, but if the junction of the I-405/I-10 and the I-405/US 101 are not tackled, there will never be any traffic relief. The freeway bottlenecks as it approaches the junction of the I-405/I-10 and I-405/US 101 by reduction of lanes. These junctions exacerbate stop-and-go traffic, backs up into all communities north and south of these junctions, including the Brentwood Glen, and increases the potential for accidents. Instead of spending millions of dollars to maybe decrease a person's driving time by a minute or two with this band-aid approach to alleviating congestion, it behooves Caltrans and our government officials to attack the nuts and bolts of the problem by examining and fixing the problems that exist where the I-405 and the I-10 and US 101 meet.	9/30/21 6:31 PM PT
I- 485 -4	Environmental Topics	Community Impacts	Website			Brentwood Glen will be devastated by the destruction of 21 homes and 16 multi-family buildings, housing 91 families, many of whom have lived here for decades. **. Not to mention the decrease in home values a project of this size would cause if an additional lane was to be added on what is now Church Lane! The entire Brentwood Glen home values would be deeply affected by both the ongoing construction AND the additional lane added to what is now Church Lane. That is over 530 households that would be affected. The church in the Glen, home to a Lutheran congregation for more than six decades, also is home to a Jewish congregation, a Muslim center, and a preschool will be removed, displacing members and their respective congregations and school, depriving the community of the only facility available for residents to meet and negatively impacting the community's character and cohesion.	9/30/21 6:31 PM PT
I- 485 -5	Environmental Topics	Air Quality/GHG	Website			Residents will suffer a substantial negative impact on their quality of life due to disruption of the established community and increased noise and toxic air emissions both during and after construction. Knowing there is a preschool at the church and the Brentwood Glen is a child-friendly community, studies have shown that an increase in air pollution is linked to an increase in pediatric asthma.	9/30/21 6:31 PM PT
I- 485 -6	General Opposition		Website			The enormous personal cost to residents of Brentwood Glen and financial costs to Caltrans far outweigh any theoretical benefit of providing ExpressLanes on the I-405.	9/30/21 6:31 PM PT
I- 485 -7	Purpose and Need		Website			The project to add an HOV lane has been a bust. A year after it was completed in 2014, Metro's own study found that traffic congestion had increased slightly. It has been less than ten years since the 5-year noisy project that caused major traffic jams. Why should express lanes be any more successful in reducing congestion? Past studies and current information has shown that widening the 405 Fwy will NOT help improve traffic flow. Metro needs to go back to the drawing board and look for solutions that will actually help traffic flow. Sincerely, Yoram Tal	9/30/21 6:31 PM PT

I- 486 -1	Environmental Topics	Transportation/Traffic/VMT	Website			1. It has been demonstrated that adding lanes to freeways increases vehicle miles traveled through induced travel. Over time, the freeway becomes congested again, and also increases air pollution to surrounding neighborhoods.	9/30/21 6:58 PM PT
I- 486 -2	Other Projects	Past HOV Project	Website			2. The I-405 Sepulveda Pass Improvements Project, in which the 10-mile HOV lane was added and the freeway widened between 2009 and 2014, ran over-budget, over-schedule. A study five years later showed traffic was even slower	9/30/21 6:58 PM PT
I- 486 -3	Other Projects	Sepulveda Transit Corridor	Website			3. Metro is currently developing the Sepulveda Transit Corridor Project for a new, high-capacity transit line to create an alternative to automobile traffic on the I-405 through the Sepulveda Pass. If successful in reducing traffic on I-405, the new transit line has the potential to eliminate the justification for adding lanes.	9/30/21 6:58 PM PT
I- 486 -4	Purpose and Need		Website			4. The five alternative proposals to alleviate traffic congestion on the Sepulveda Pass are little different than proposals considered during the last upgrade completed in 2015. The previous \$1 Billion widening project took more than five years to complete with infamously huge "Carmageddon" disruptions and no improvement in traffic or wait times. Why would any reasonable person expect the outcome to be different this time?	9/30/21 6:58 PM PT
I- 486 -5	Environmental Topics	Community Impacts	Website			5. Brentwood Glen is a small, close-knit community in Los Angeles and will suffer substantial negative impact if Alternatives 3, 4, or 5 is implemented. 6. Brentwood Glen will be devastated by the destruction of 21 homes and 16 multi-family buildings, housing 91 families, many of whom have lived here for decades. ** 7. The church in the Glen, home to a Lutheran congregation for more than six decades, also is home to a Jewish congregation, a Muslim center, and a preschool will be removed, displacing members and their respective congregations and school, depriving the community of the only facility available for residents to meet and negatively impacting the community's character and cohesion.	9/30/21 6:58 PM PT
I- 486 -6	Environmental Topics	Air Quality/GHG	Website			8. Residents will suffer a substantial negative impact on their quality of life due to disruption of the established community and increased noise and toxic air emissions both during and after construction. Knowing there is a preschool at the church and the Brentwood Glen is a child-friendly community, studies have shown that an increase in air pollution is linked to an increase in pediatric asthma.	9/30/21 6:58 PM PT
I- 486 -7	General Opposition		Website			9. The enormous personal cost to residents of Brentwood Glen and financial costs to Caltrans far outweigh any theoretical benefit of providing ExpressLanes on the I-405.	9/30/21 6:58 PM PT
I- 486 -8	Alternatives	Suggestion for Option/New Alternative	Website			10. The project does not address the real issue, which would reduce congestion and safety, the junction of the I-405 and I-10 and the junction of the I-405 and US 101. Caltrans can make all the changes in the world to the I-405, but if the junction of the I-405/I-10 and the I-405/US 101 are not tackled, there will never be any traffic relief. The freeway bottlenecks as it approaches the junction of the I-405/I-10 and I-405/US 101 by reduction of lanes. These junctions exacerbate stop-and-go traffic, backs up into all communities north and south of these junctions, including the Brentwood Glen, and increases the potential for accidents. Instead of spending millions of dollars to maybe decrease a person's driving time by a minute or two with this band-aid approach to alleviating congestion, it behooves Caltrans and our government officials to attack the nuts and bolts of the problem by examining and fixing the problems that exist where the I-405 and the I-10 and US 101 meet.	9/30/21 6:58 PM PT

I- 486 -9	Purpose and Need		Website			11. The project to add an HOV lane has been a bust. A year after it was completed in 2014, Metro's own study found that traffic congestion had increased slightly. It has been less than ten years since the 5-year noisy project that caused major traffic jams. Why should express lanes be any more successful in reducing congestion?	9/30/21 6:58 PM PT
I- 486 -10	Support for Transit in Corridor		Website			12. Metro should focus on its core mission of providing public transit rather than building new roads, like the Sepulveda Pass Project.	9/30/21 6:58 PM PT
I- 487 -1	Alternatives	Oppose Expanding of Lanes	Website			I reside in the Brentwood Glen and am opposed to any widening of the freeway.	9/30/21 7:41 PM PT
I- 487 -2	Support for Transit in Corridor		Website			Public transportation should be improved, not private vehicle traffic. This community would be forever changed for the worse and I doubt that traffic would improve so please listen to the people who live here and save our community.	9/30/21 7:41 PM PT
I- 488 -1	Alternatives	Support for Alt 5	Website			What I suggest is the alternative mentioned to have two HOV lanes in either direction, which I realize would require an additional build. It would be more equitable than a higher priced express lane, which favors better off drivers.	9/30/21 7:46 PM PT
I- 488 -2	Support for Transit in Corridor		Website			In addition there needs to be fixed rail public transport through the Sepulveda pass	9/30/21 7:46 PM PT
I- 489 -1	Other Projects		Website			In the 20 years I've lived here we've been thru 2 major construction projects on the stretch of 405 between the 101 and the 10 fwy's. Both projects cal trans promised better commute times and safer freeway on-ramp/off-ramps and both times a great deal of money was spent, Construction took longer than promised, and the end result to me was a failure of any improvements to traffic flow and more congested on-ramp/off-ramps that in reality are not at all safer. What was accomplished was moving great deals of earth and reconfigured walls and barriers. I'm sure at the finish of these projects a bunch of officials patted each other on the back.	9/30/21 7:58 PM PT
I- 489 -2	Support for Transit in Corridor		Website			Now metro is spending lots of money to create east west rail systems that will eliminate more traffic once done. I know that a north south rail proposal is on the table and that is where all efforts should be put towards. Without a proper mass transit line in the Sepulveda pass the gridlock on the 405 will never change. You can make it 10 lanes in each direction and you'll still have the same issues everyday at rush hour. Since the last freeway improvement the traffic on Sunset, Wilshire, Santa Monica, Olympic, and Pico has gone from bad to unbearable. Btw Hov lanes are pure nonsense at this point,	9/30/21 7:58 PM PT
I- 490 -1	Other Projects	Sepulveda Transit Corridor	Website			Please do not build the BYD monorail in Los Angeles we need a real investment into heavy rail. The Monorail option is only truly being considered due to questionable relationship LA politicians have with Chinese companies like BYD.	10/01/21 1:11 AM PT

I- 491 -1	Support for Transit in Corridor		Website			California and LA City can no longer jam another transportation solution into the Sepulveda Pass. METRO should study shorter tunnel projects between the east and west sides of the 405, and between Sherman Oaks and Beverly Hills or Encino and Westwood, any one of which would immediately relieve traffic while avoiding litigation from homeowners. We need another commuter option between the west San Fernando Valley and West Los Angeles.	10/01/21 7:13 AM PT
I- 492 -1	Alternatives	Support for Alt 1	Website			I wish that the HOV Lane would remain. I have bought 3 low emission vehicles that have allowed me access to the HOV Lane. If the HOV Lane goes away, then I will have wasted the money by buying the 3rd vehicle. I could have kept driving the second one. (I now only own the 3rd vehicle.)	10/01/21 7:21 AM PT
I- 492 -2	Support for Transit in Corridor		Website			I would suggest more emphasis be placed on mass transit between Sherman Oaks and Sunset. Perhaps with connections to UCLA where a lot of the traffic is bound at peak hours. Busses and drivers would be more cost effective until a rail solution can be put in place.	10/01/21 7:21 AM PT
I- 493 -1	Alternatives	Suggestion for Option/New Alternative	Website			The project must consider an alternative that converts a general purpose lane to an Express Lane. There's a fair argument that this alternative would produce less VMT and construction-phase impacts in all Appendix G categories than any of the current alternatives.	10/01/21 7:33 AM PT
I- 493 -2	Environmental Topics	Transportation/Traffic/VMT	Website			The project filed its NOP after Caltrans' implementation of SB743, so induced demand of VMT is a key measure for Transportation Impacts under CEQA.	10/01/21 7:33 AM PT
I- 493 -3	Alternatives		Website			Nothing in California law or regulations or Federal law or regulations precludes Metro and Caltrans from deciding to convert a GP lane to HOV or HOT. It seems to be only memories of Caltrans's I-10 HOV conversion that prevents this alternative, attributed to but pre-dating Adriana Gianturco's helm as Director of Caltrans. However, memories do not meet a legal standard for constraints to the project definition or alternatives. See the attached document for background on GP to HOV conversions I published in 2013 with Next10. The FHWA allows most HOV to HOT conversions.	10/01/21 7:33 AM PT
I- 494 -1	Other Projects	Past HOV Project	Website			I feel we wasted 4 years building the extra lane. Which did nothing as we would need 8 lanes on each side and that will never happen.	10/01/21 7:43 AM PT
I- 494 -2	Support for Transit in Corridor		Website			Spend you time and our money on a subway.	10/01/21 7:43 AM PT
I- 495 -1	Equity		Website			A tol road in the 405. A really stupid and futile act meant to add funds to the city from poor people who can least afford it,while yuppies in Porches zip past them laughing.	10/01/21 7:45 AM PT
I- 495 -2	Support for Transit in Corridor		Website			The only correct answer is to build a subway.	10/01/21 7:45 AM PT

I- 496 -1	Environmental Topics	Transportation/Traffic/VMT	Website			We need to figure out why traffic stops between the 10 and Howard Hughes drive. What is that?	10/01/21 7:57 AM PT
I- 497 -1	Alternatives	Suggestion for Option/New Alternative	Website			Can the express lane Start at victory? That's when it jams up	10/01/21 8:06 AM PT
I- 498 -1	Alternatives		Website			Any change needs to ensure no reduction in "free" or all access lanes. This is one of the most congested corridors in the world, and solutions must increase capacity not decrease them. When the 405 was last renovated in 2008 the problem of reduced lanes to squeeze under the 10 freeway wasn't addressed. Any solution must not make that problem worse!	10/01/21 8:07 AM PT
I- 498 -2	Environmental Topics	Transportation/Traffic/VMT	Website			Also be aware that the Mulholland/Skirkball exits serve a major educational corridor with 8 large institutions (K-12, University, Cultural, and Religious) responsible for thousands of daily trips so access to these exits/on-ramps from any toll lanes is essential. Thank you	10/01/21 8:07 AM PT
I- 499 -1	Support for Transit in Corridor		Website			Let's find a way to move people from all the north communities along the 101 all the way through the 405 down to LA and into the south communities without needing to drive.	10/01/21 8:09 AM PT
I- 500 -1	General Support		Website			Creating this path through the Sepulveda Pass is critical to the future and viability of Los Angeles as a world class city.	10/01/21 8:15 AM PT
I- 501 -1	Alternatives	Suggestion for Option/New Alternative	Website			What I suggest is for Metro to mirror the express lanes in Arizona. It's open lanes from specific times, during Morning rush hours, evening rush hours. All can use in between those hours. No solid lines to restrict in and out.	10/01/21 8:15 AM PT
I- 501 -2	Alternatives	Oppose Tolling	Website			Is this a Project for the Drivers or Revenue for the City? As a driver of that highway, fees will prevent selected drivers from being able to use the lane as it is doing today by allowing selected individuals drive in the lane for a fee. Freeway, should remain free. Time restrictions are temporary but still free. Everything should not be how can the City/County/State capitalize on LA county/city residents definite need to use the 405 day. Free and Time Zoning with two or more occupants. No solid lines so anyone can get out safely.	10/01/21 8:15 AM PT
I- 502 -1	General Opposition		Website			This solution only benefits the wealthy. Terrible Idea.	10/01/21 8:15 AM PT
I- 502 -2	Support for Transit in Corridor		Website			Why don't you use those lanes for a metro train like on the 105. That's the real and permanent solution. I can afford to use the pay lanes and still think that it is the wrong solution.	10/01/21 8:15 AM PT

I- 503 -1	Alternatives	Oppose Tolling	Website			NO WAY do I want to pay to drive on a freeway I helped pay for through tax dollars. Tjis is theft if our money and another way for the city to "tax" it's residence to drive plus make a profit to amoney grabbing group that is the 3rd party collecting the tool and takes part of the profit. ABSOLUTELY NOT!!	10/01/21 8:23 AM PT
I- 503 -2	Alternatives	Suggestion for Option/New Alternative	Website			Carpool lane should have been.mafeas a double deck along with light rail like the 105. Again, tbe Valley is screwed even though we are one if the largest bases. Valley independence should have happened as LA does everything possible to screw us over.	10/01/21 8:23 AM PT
I- 503 -3	Alternatives	Suggestion for Option/New Alternative	Website			Carpool lane should have been.mafeas a double deck along with light rail like the 105.	10/01/21 8:23 AM PT
I- 503 -4	Other		Website			Again, tbe Valley is screwed even though we are one if the largest bases. Valley independence should have happened as LA does everything possible to screw us over	10/01/21 8:23 AM PT
I- 504 -1	Alternatives	Suggestion for Option/New Alternative	Website			Metro's analysis should include an alternative that converts general purpose lanes to HOV/HOT lanes.	10/01/21 8:35 AM PT
I- 504 -2	Alternatives	Oppose Expanding of Lanes	Website			Further widening of the 405 through the Sepulveda Pass is likely to be an extremely disruptive endeavor,	10/01/21 8:35 AM PT
I- 504 -3	Alternatives	Suggestion for Option/New Alternative	Website			and future mobility improvements along this corridor should move in the direction of managing demand and nudging trips toward different modes and different times of day rather than adding lane capacity.	10/01/21 8:35 AM PT
I- 505 -1	Support for Transit in Corridor		Website			This idea is not useful and, probably counterproductive. Concentrate all efforts and money on a mass transit train down the 405 from the Valley to LAX.	10/01/21 9:05 AM PT
I- 505 -2	Equity		Website			Adding a pay version disadvantages lower income households.	10/01/21 9:05 AM PT
I- 505 -3	Other Projects		Website			The lanes added a couple years ago have not alleviated congestion--they just filled up with more cars. For many hours of the day, express lanes have very little traffic.	10/01/21 9:05 AM PT
I- 505 -4	Support for Transit in Corridor		Website			We should be doing the opposite: reducing car traffic by building mass transit lines. The billion dollar cost estimate of the proposed pay lane is an absurd waste of money and time.	10/01/21 9:05 AM PT
I- 506 -1	General Opposition		Website			I find you bunch of con artist to be exactly the scum that you have always been. You wasted billion on 405 project that did nothing for traffic. You put us in a 6 years of hell with construction and now you plan to screw the tax payers that paid for this waste of project. You people must be investigated and crucified.	10/01/21 9:09 AM PT

I- 507 -1	Alternatives	Suggestion for Option/New Alternative	Website			I hope you will consider converting a general use lane to create the HOT lanes, rather than getting rid of the HOV option.	10/01/21 9:29 AM PT
I- 508 -1	General Opposition		Website			I am a resident adjacent to the 405. I strongly object to the lane modifications / toll lanes. The city / state / MTA spent approx. 10 years from planning to completion for the HOV lanes and they were obsolete quickly.	10/01/21 10:17 AM PT
I- 508 -2	Support for Transit in Corridor		Website			I am strongly in favor of the underground rail from the valley to UCLA. Hopefully, this option will last more than a few years.	10/01/21 10:17 AM PT
I- 509 -1	Alternatives	Support for Alt 2	Website			What I like in current plans are alternatives 2	10/01/21 10:30 AM PT
I- 509 -2	Alternatives	Support for Alt 4	Website			or 4 because they involve adding capacity and using lanes that are standard size. I think the smaller lanes are dangerous and not very comfortable for driving.	10/01/21 10:30 AM PT
I- 509 -3	Equity		Website			My only concern with express lanes is the disproportionate impact on people that can't afford them.	10/01/21 10:30 AM PT
I- 509 -4	Alternatives	Suggestion for Option/New Alternative	Website			I didn't see an option for two HOV lanes at standard size which I would like to see. Not sure express lane is the answer as I'm not sure of net effect- you have more people eligible to use if they are willing to pay, but less people can afford it? Maybe we just need to charge everybody to drive in our cities like in various cities in the world that surcharge traffic in and out of downtowns/ increases reliance on public transportation, but we're probably not there yet in LA with enough public options yet.	10/01/21 10:30 AM PT
I- 510 -1	Environmental Topics	Construction Impacts	Website			What I hope is the widening of the 405 doesn't take as long as when the carpool lane was added. I believe that took nearly 8 years.	10/01/21 10:54 AM PT
I- 511 -1	Alternatives	Oppose Expanding of Lanes	Website			The Brentwood Glen Association, with the input from the residents in the neighborhood, has prepared a list of cogent and well considered reasons why Metro should eliminate options #3,4, and 5 from its list of possible traffic mitigation through freeway lane expansion. These are not NIMBY reasons. They are founded on irrefutable facts. Expanding the freeway or adding a regressive tax through express lanes is a total waste of time, money, years of inconvenience with no possible measure of success in reducing freeway congestion. Here are the list of reasons:	10/01/21 11:25 AM PT

I- 511 -2	Environmental Topics	Transportation/Traffic/VMT	Website			1. It has been demonstrated that adding lanes to freeways increases vehicle miles traveled through induced demand. This phenomenon is well document on LA freeway expansions 0 North 405 and North 101 as well as all over the country. In short order, the freeway becomes congested again, and also increases air pollution to surrounding neighborhoods.	10/01/21 11:25 AM PT
I- 511 -3	Other Projects	Past HOV Project	Website			2. The I-405 Sepulveda Pass Improvements Project, in which the 10-mile HOV lane was added and the freeway widened between 2009 and 2014, ran over-budget, over-schedule. A study five years later showed traffic was even slower.	10/01/21 11:25 AM PT
I- 511 -4	Alternatives	Suggestion for Option/New Alternative	Website			3. The project does not address the real issue, which would reduce congestion and safety, the junction of the I-405 and I-10 and the junction of the I-405 and US 101. Caltrans can make all the changes in the world to the I-405, but if the junction of the I-405/I-10 and the I-405/US 101 are not tackled, there will never be any traffic relief. The freeway bottlenecks as it approaches the junction of the I-405/I-10 and I-405/US 101 by reduction of lanes. These junctions exacerbate stop-and-go traffic, backs up into all communities north and south of these junctions, including the Brentwood Glen, and increases the potential for accidents. Instead of spending millions of dollars to maybe decrease a person's driving time by a minute or two with this band-aid approach to alleviating congestion, it behooves Caltrans and our government officials to attack the nuts and bolts of the problem by examining and fixing the problems that exist where the I-405 and the I-10 and US 101 meet	10/01/21 11:25 AM PT
I- 511 -5	Other Projects	Sepulveda Transit Corridor	Website			4. Metro is currently developing the Sepulveda Transit Corridor Project for a new, high-capacity transit line to create an alternative to automobile traffic on the I-405 through the Sepulveda Pass. If successful in reducing traffic on I-405, the new transit line has the potential to eliminate the justification for adding lanes.	10/01/21 11:25 AM PT
I- 511 -6	Purpose and Need		Website			5. The five alternative proposals to alleviate traffic congestion on the Sepulveda Pass are little different than proposals considered during the last upgrade completed in 2015. The previous \$1 Billion widening project took more than five years to complete with disruptions and no improvement in traffic or wait times. Why would any reasonable person expect the outcome to be different this time?	10/01/21 11:25 AM PT

I- 511 -7	Environmental Topics	Community Impacts	Website			5. Brentwood Glen is a small, close-knit community in Los Angeles and will suffer substantial negative impact if Alternatives 3, 4, or 5 is implemented. Brentwood Glen will be devastated by the destruction of 21 homes and 16 multi-family buildings, housing 91 families, many of whom have lived here for decades. The church in the Glen, home to a Lutheran congregation for more than six decades, also is home to a Jewish congregation, a Muslim center, and a preschool will be removed, displacing members and their respective congregations and school, depriving the community of the only facility available for residents to meet and negatively impacting the community's character and cohesion.	10/01/21 11:25 AM PT
I- 511 -8	Purpose and Need		Website			6. The project to add an HOV lane has been a bust. A year after it was completed in 2014, Metro's own study found that traffic congestion had increased slightly. It has been less than ten years since the 5-year noisy project that caused major traffic jams. Why should express lanes be any more successful in reducing congestion?	10/01/21 11:25 AM PT
I- 511 -9	Support for Transit in Corridor		Website			7. Metro should focus on its core mission of providing public transit rather than building new roads, like the Sepulveda Pass Project.	10/01/21 11:25 AM PT
I- 512 -1	General Opposition		Website			We cannot NOT DO anything to better the sepulveda pass Corridor. I have used this part of 405 for 32 Years and it's a hope it will get better someday	10/01/21 11:48 AM PT
I- 512 -2	Support for Transit in Corridor		Website			A light rail is the most desirable alternative and I know a lot of commuters like me will use it	10/01/21 11:48 AM PT
I- 513 -1	Other Projects		Website			This is another example of spending taxpayer money to solve a problem that is unsolvable. The last time the problem of traffic on the 405 was addressed it caused chaos in the traffic and did nothing to solve the problem. How much money was spent to no avail?	10/01/21 11:56 AM PT
I- 513 -2	Environmental Topics	Transportation/Traffic/VMT	Website			Traffic over the hill from the westside to the Valley will never decline as long as people in Los angeles are used to driving and will not do anything else. Traffic has become worse since the last project was completed.	10/01/21 11:56 AM PT

I- 513 -3	Environmental Topics	Relocations/ROW	Website			In addition, many people who are old and who have been living in the Brentwood adjacent neighborhood for years will be displaced with nowhere to go unless they pay 4-5 times as much in rent. I am 77 years old and live on a retirement income in Brentwood Glen. The property to be potentially taken is the apartment building I have lived in for 50 years. Where will I find another anywhere near the rent I pay now? There are two of my neighbors here also in their 70s who are in the same situation, plus many others who live on Church lane Because I worked for LA County on the LACUSC Replacement hospital project I am well aware of how these type capital projects are delayed at least twice as long and cost twice as much as they are originally projected to. So, based on your highly optimistic completion date of 2028, I may be dead then and thereby it won't affect me. However, if I am still around, I will be 83 years old looking for affordable housing and perhaps forced into Homelessness with the thousands of other LA residents whose plight you have been unable to solve. Please try to use some reality when making your decisions on this project and not unrealistic rosy estimates from a "pie in the sky" projection. In summary, I am not optimistic about government becoming more competent in this project than it has been in the past.	10/01/21 11:56 AM PT
I- 514 -1	Alternatives	Oppose Tolling	Website			Yes, there is a need for work on the 405 but converting an existing lane to something you have to pay for is not it.	10/01/21 12:02 PM PT
I- 514 -2	Support for Transit in Corridor		Website			Ultimately I would prefer an elevated rail line right down the middle of the 405 but that doesn't seem to be an option.	10/01/21 12:02 PM PT
I- 514 -3	Alternatives	Support for Alt 5	Website			Save that, Alternative 5 seems the best to add more flow. Thanks!	10/01/21 12:02 PM PT

I- 515 -1	Environmental Topics	Relocations/ROW	Website		<p>I completely oppose options 2,3,4 or 5</p> <p>With Newsom Senate bills 9 and 10 due to extreme lack of housing in Los Angeles, how can Caltrans consider displacing so many home owners and residence in the apartment buildings on Church Lane? These have been residence for 10,20, 30 and even 40 years. Many of which are elderly and under rent control. They may not be able to afford new housing. Where will these go? Where will they get housing? It is a direct contradiction of the "lack of housing" that has been so well documented in our city.</p> <p>What will happen to the DWP facility on the corner of Sunset Blvd and Church Lane?</p> <p>What will happen to the Angeleno Hotel? Will that be knocked down as well?</p> <p>What will happen to the Museum Heights condo complex on Church Lane on the other side of Sunset?</p> <p>It seem like too many long-term residence will be displaced and left homeless.</p> <p>I suggest less intrusive options be considered that would not leave hundreds of people homeless and year of construction</p>	10/01/21 12:41 PM PT
I- 516 -1	Environmental Topics	Relocations/ROW	Website		<p>I completely oppose options 2,3,4 or 5</p> <p>With Newsom Senate bills 9 and 10 due to extreme lack of housing in Los Angeles, how can Caltrans consider displacing so many home owners and residence in the apartment buildings on Church Lane? These have been residence for 10,20, 30 and even 40 years. Many of which are elderly and under rent control. They may not be able to afford new housing. Where will these go? Where will they get housing? It is a direct contradiction of the "lack of housing" that has been so well documented in our city.</p> <p>What will happen to the DWP facility on the corner of Sunset Blvd and Church Lane?</p> <p>What will happen to the Angeleno Hotel? Will that be knocked down as well?</p> <p>What will happen to the Museum Heights condo complex on Church Lane on the other side of Sunset?</p> <p>It seem like too many long-term residence will be displaced and left homeless.</p> <p>I suggest less intrusive options be considered that would not leave hundreds of people homeless and year of construction</p>	10/01/21 12:42 PM PT

I- 517 -1	Environmental Topics	Relocations/ROW	Website		<p>I completely oppose options 2,3,4 or 5</p> <p>With Newsom Senate bills 9 and 10 due to extreme lack of housing in Los Angeles, how can Caltrans consider displacing so many home owners and residence in the apartment buildings on Church Lane? These have been residence for 10,20, 30 and even 40 years. Many of which are elderly and under rent control. They may not be able to afford new housing. Where will these go? Where will they get housing? It is a direct contradiction of the "lack of housing" that has been so well documented in our city.</p> <p>What will happen to the DWP facility on the corner of Sunset Blvd and Church Lane?</p> <p>What will happen to the Angeleno Hotel? Will that be knocked down as well?</p> <p>What will happen to the Museum Heights condo complex on Church Lane on the other side of Sunset?</p> <p>It seem like too many long-term residence will be displaced and left homeless.</p> <p>I suggest less intrusive options be considered that would not leave hundreds of people homeless and year of construction</p>	10/01/21 12:43 PM PT
I- 518 -1	Environmental Topics	Relocations/ROW	Website		<p>I completely oppose options 2,3,4 or 5</p> <p>With Newsom Senate bills 9 and 10 due to extreme lack of housing in Los Angeles, how can Caltrans consider displacing so many home owners and residence in the apartment buildings on Church Lane? These have been residence for 10,20, 30 and even 40 years. Many of which are elderly and under rent control. They may not be able to afford new housing. Where will these go? Where will they get housing? It is a direct contradiction of the "lack of housing" that has been so well documented in our city.</p> <p>What will happen to the DWP facility on the corner of Sunset Blvd and Church Lane?</p> <p>What will happen to the Angeleno Hotel? Will that be knocked down as well?</p> <p>What will happen to the Museum Heights condo complex on Church Lane on the other side of Sunset?</p> <p>It seem like too many long-term residence will be displaced and left homeless.</p> <p>I suggest less intrusive options be considered that would not leave hundreds of people homeless and year of construction</p>	10/01/21 12:44 PM PT

I- 519 -1	Alternatives	Oppose Expanding of Lanes	Website			I find it unacceptable to impose such extreme alteration on the close-knit and long-lived community of Brentwood Glen in the consideration of alternatives 3, 4, and 5. If the right-of-way of the 405 has to expand into our neighborhood to accommodate these alternatives, they should be discarded.	10/01/21 1:47 PM PT
I- 520 -1	Support for Transit in Corridor		Website			What I suggest is an option for mass transit down the 405 freeway.	10/01/21 2:16 PM PT
I- 520 -2	Environmental Topics	Transportation/Traffic/VMT	Website			Having a HOT lane will marginalize the low-income population and incentivize even more private car usage. A HOT lane will do nothing for rush hour, as the HOV lane already is filled to capacity just like the non-HOV lanes. There is nowhere else for the population that HOT lanes wish to remove, to go. They will still be on the 405, causing more congestion.	10/01/21 2:16 PM PT
I- 520 -3	Support for Transit in Corridor		Website			I suggest that a mass transit option be included with this plan: Instead of the proposed option that has 1 HOT and 1 HOV running parallel, we implement 1 HOT and 1 Rapid Bus Transit lane running parallel. The Rapid Bus lane should mimic the G (orange) line across Ventura Blvd. If the LA commuter population sees that Rapid Bus can reliably, and more quickly, take them north/south through this part of town, then they absolutely will gladly park cars in park and ride lots and take Rapid Bus. This will actually reduce cars on the road, more than any HOT lane can possibly do, and will pay dividends for the future of mobility in this City. The future for all highly dense urban areas is mass transit, not more policies that incentivize private car use. LA County and all its cities must prioritize mass transit as #1 in all congestion plans. This is what anyone who has studied urban planning knows, so let's actually implement something that will spur real change. I hope this actually is read by someone who knows these truths.	10/01/21 2:16 PM PT
I- 521 -1	Equity		Website			I am STRONGLY opposed to converting HOV lanes to express lanes. From an equity standpoint, it is racist and unfair. Having to acquire a transponder and putting money in it to be able to use those lanes for car-pools is simply wrong as is allowing wealthy people to pay to use them and create more congestion in other lanes where carpools are where they were unable to afford a transponder and keep it funded.	10/01/21 2:53 PM PT
I- 521 -2	Alternatives	Support for Alt 5	Website			I support ALTERNATIVE 5 to add another HOV lane and incentivize more carpool lanes so people are not occupying one car per person, and the wealthy can't just pay to displace low-income people from the HOV lanes simply because they have the means to buy transponders and afford to pay any amount to avoid traffic. No Lexus lanes on the 405!	10/01/21 2:53 PM PT
I- 522 -1	Alternatives	Support for Alt 5	Website			There should be at least two additional lanes. I would say Alternative 5 is the best one because it allows people of all incomes to use it and still promotes car-pooling.	10/01/21 3:53 PM PT

I- 522 -2	Alternatives		Website			If the Express Lanes would allow for free access at all times to car poolers, then Alternative 4 would be good, too. And Alternative 3 is okay if it was necessary (i.e. property acquisition too difficult, etc.).	10/01/21 3:53 PM PT
I- 522 -3	Alternatives	Oppose Alt 1	Website			Alternatives 1 and 2 are very bad ideas.	10/01/21 3:53 PM PT
I- 522 -4	Alternatives	Oppose Alt 2	Website			Alternative 2 adds no capacity and makes it so only the elite/well-off can use the HOV/Express Lane (unless there is a carpool exemption). But even with an exemption, Alternative 2 does little to help with the congestion issue.	10/01/21 3:53 PM PT
I- 522 -5	ExpressLanes Operations		Website			Also, one thing to consider is the access points for HOV/Express lanes. On the northbound 405 especially, traffic would move much smoother if drivers had to commit to the 101 exit earlier, instead of waiting until the last minute and crossing 3-4 lanes (many from the HOV!) to get to the 101 exit lanes.	10/01/21 3:53 PM PT
I- 522 -6	Support for Transit in Corridor		Website			In addition, work on a mass transit option through the pass is a MUST. Any alternative that does not include a direct mass transit solution from the Valley to West LA will be a failure. Actually giving people other ways of travel besides a car is crucial. Right now, using mass transit from the Valley to West LA is a complete joke.	10/01/21 3:53 PM PT
I- 523 -1	Alternatives	Oppose Expanding of Lanes	Website			Please do not expand the 405, it will ruin my neighborhood, Brentwood Glen. Any expansion will be useless given the bottle neck caused by 405/10 exchange.	10/01/21 3:54 PM PT
I- 524 -1	Alternatives	Suggestion for Option/New Alternative	Website			The project must consider an alternative that converts general purpose lanes to an Express Lane that prioritizes the movement of bus transit. Relevant UCLA studies (Matute et. al 2013, p. 152 of 182 PDF) show that an alternative that converts general purpose lanes to Express Lanes would produce less vehicle miles traveled (VMT) and construction-impacts in all Appendix G categories than any of the current alternatives.	10/01/21 3:55 PM PT
I- 524 -2	Environmental Topics	Transportation/Traffic/VMT	Website			As a stakeholder living in this project area, the health of our entire LA region, including those of my neighbors and family, depend on reducing driving (VMT), which must come from immediate cessation of plans to widen freeways and swift implementation of lane conversions to lanes reserved for collective forms of transportation, including operating dependable bus transit in the converted lanes as a top priority. Thank you, Alfonso	10/01/21 3:55 PM PT

I- 525 -1	Environmental Topics		Website			I am writing to you as a resident of Brentwood Glen. I have lived here for 28 years and raised our daughter who will soon be 22 years old. When the first round of discussions about 405 expansion happened I remember being very stressed over raising a child here and the health issues, congestion, noise and safety. Now my concerns continue for the families continuing to raise children here and for me and my husband as we age in our neighborhood. We plan to continue to grow old and enjoy the beautiful community of Brentwood Glenn. Here are my concerns and I'm happy to talk to anyone furrthe about this.	10/01/21 3:59 PM PT
I- 525 -2	Environmental Topics	Transportation/Traffic/VMT	Website			It has been demonstrated that adding lanes to freeways increases vehicle miles traveled through induced travel. Over time, the freeway becomes congested again, and also increases air pollution to surrounding neighborhoods.	10/01/21 3:59 PM PT
I- 525 -3	Other Projects	Past HOV Project	Website			The I-405 Sepulveda Pass Improvements Project, in which the 10-mile HOV lane was added and the freeway widened between 2009 and 2014, ran over-budget, over-schedule. A study five years later showed traffic was even slower.	10/01/21 3:59 PM PT
I- 525 -4	Other Projects	Sepulveda Transit Corridor	Website			Metro is currently developing the Sepulveda Transit Corridor Project for a new, high-capacity transit line to create an alternative to automobile traffic on the I-405 through the Sepulveda Pass. If successful in reducing traffic on I-405, the new transit line has the potential to eliminate the justification for adding lanes.	10/01/21 3:59 PM PT
I- 525 -5	Purpose and Need		Website			The five alternative proposals to alleviate traffic congestion on the Sepulveda Pass are little different than proposals considered during the last upgrade completed in 2015. The previous \$1 Billion widening project took more than five years to complete with infamously huge "Carmageddon" disruptions and no improvement in traffic or wait times. Why would any reasonable person expect the outcome to be different this time?	10/01/21 3:59 PM PT
I- 525 -6	Environmental Topics	Community Impacts	Website			Brentwood Glen is a small, close-knit community in Los Angeles and will suffer substantial negative impact if Alternatives 3, 4, or 5 is implemented. Brentwood Glen will be devastated by the destruction of 21 homes and 16 multi-family buildings, housing 91 families, many of whom have lived here for decades. The church in the Glen, home to a Lutheran congregation for more than six decades, also is home to a Jewish congregation, a Muslim center, and a preschool will be removed, displacing members and their respective congregations and school, depriving the community of the only facility available for residents to meet and negatively impacting the community's character and cohesion.	10/01/21 3:59 PM PT

I- 525 -7	Environmental Topics	Air Quality/GHG	Website			Residents will suffer a substantial negative impact on their quality of life due to disruption of the established community and increased noise and toxic air emissions both during and after construction. Knowing there is a preschool at the church and the Brentwood Glen is a child-friendly community, studies have shown that an increase in air pollution is linked to an increase in pediatric asthma.	10/01/21 3:59 PM PT
I- 525 -8	General Opposition		Website			The enormous personal cost to residents of Brentwood Glen and financial costs to Caltrans far outweigh any theoretical benefit of providing ExpressLanes on the I-405.	10/01/21 3:59 PM PT
I- 525 -9	Alternatives	Suggestion for Option/New Alternative	Website			The project does not address the real issue, which would reduce congestion and safety, the junction of the I-405 and I-10 and the junction of the I-405 and US 101. Caltrans can make all the changes in the world to the I-405, but if the junction of the I-405/I-10 and the I-405/US 101 are not tackled, there will never be any traffic relief. The freeway bottlenecks as it approaches the junction of the I-405/I-10 and I-405/US 101 by reduction of lanes. These junctions exacerbate stop-and-go traffic, backs up into all communities north and south of these junctions, including the Brentwood Glen, and increases the potential for accidents. Instead of spending millions of dollars to maybe decrease a person's driving time by a minute or two with this band-aid approach to alleviating congestion, it behooves Caltrans and our government officials to attack the nuts and bolts of the problem by examining and fixing the problems that exist where the I-405 and the I-10 and US 101 meet.	10/01/21 3:59 PM PT
I- 525 -10	Purpose and Need		Website			The project to add an HOV lane has been a bust. A year after it was completed in 2014, Metro's own study found that traffic congestion had increased slightly. It has been less than ten years since the 5-year noisy project that caused major traffic jams. Why should express lanes be any more successful in reducing congestion?	10/01/21 3:59 PM PT
I- 525 -11	Support for Transit in Corridor		Website			Metro should focus on its core mission of providing public transit rather than building new roads, like the Sepulveda Pass Project. Please send your comments to 405EXPcomments.com or 405expresslanes@metro.net Thank you, Tamara Melzer Levenson 11401 Bolas Street Los Angeles, CA 90049	10/01/21 3:59 PM PT
I- 526 -1	Alternatives	Suggestion for Option/New Alternative	Website			Leave the HOV lanes, but widen them to 11-12 feet in order to better accommodate busses.	10/01/21 4:06 PM PT
I- 526 -2	ExpressLanes Operations		Website			I am against converting them to HOT because there is no way to create transitions from these lanes on the 405 to the 101 and 10. The transition from the 405 N to the 101 is already a mess and adding HOT lanes without transition lanes will only make it worse, not better.	10/01/21 4:06 PM PT
I- 526 -3	Environmental Topics	Relocations/ROW	Website			I also am aware through my work on the Westside Regional Alliance of Council's Mobility and Transportation Committee that converting to HOT will require land acquisitions, which the Brentwood Neighborhood Council is against	10/01/21 4:06 PM PT

I- 526 -4	Environmental Topics	Transportation/Traffic/VMT	Website			Concerns were also raised that the HOT lanes might divert traffic off the freeway and increase the use of the canyon streets adjacent to the 405, creating more cut-through traffic in residential neighborhoods.	10/01/21 4:06 PM PT
I- 526 -5	Alternatives		Website			It's really too bad that creating an HOT using a tunnel or double decker freeway design is so cost prohibitive and potentially incompatible with earthquake safety.	10/01/21 4:06 PM PT
I- 526 -6	Other Projects	Sepulveda Transit Corridor	Website			I think the focus needs to be on the Sepulveda Transit Corridor Project and creating a way for more people to use transit to get through the Sepulveda Pass. In the meantime, for nearby large employers like UCLA and the WLA VA, continuing to work with them on Park-and-Ride, telecommuting and carpooling programs seems like the best way to reduce traffic through the Sepulveda Pass. Also, getting more people to use the LAX Flyaway bus service would be beneficial. Once the Sepulveda Transit Corridor project is completed, revisiting this project seems the most appropriate.	10/01/21 4:06 PM PT
I- 527 -1	Purpose and Need		Website			Expanding the freeway, especially with any expansion of right of way into the Brentwood Glen neighborhood, will have grave negative consequences without improving traffic as intended. 1. I't been shown the I-405 Sepulveda Pass Improvements Project, in which the 10-mile HOV lane was added and the freeway widened between 2009 and 2014, ran over-budget, over-schedule. A study five years later showed traffic was even slower. The previous \$1 Billion widening project took more than five years to complete with infamously huge "Carmageddon" disruptions and no improvement in traffic or wait times. Why would any reasonable person expect the outcome to be different this time?	10/01/21 4:26 PM PT
I- 527 -2	Other Projects	Sepulveda Transit Corridor	Website			2. Metro is currently developing the Sepulveda Transit Corridor Project for a new, high-capacity transit line to create an alternative to automobile traffic on the I-405 through the Sepulveda Pass. If successful in reducing traffic on I-405, the new transit line has the potential to eliminate the justification for adding lanes	10/01/21 4:26 PM PT
I- 527 -3	Environmental Topics	Community Impacts	Website			3. Brentwood Glen is a small, close-knit community in Los Angeles and will suffer substantial negative impact if Alternatives 3, 4, or 5 is implemented. Any right-of-way increase will impact noise, traffic, pollution, and property values. 4. Brentwood Glen will be devastated by the destruction of 21 homes and 16 multi-family buildings, housing 91 families, many of whom have lived here for decades. 5. The church in the Glen, home to a Lutheran congregation for more than six decades, also is home to a Jewish congregation, a Muslim center, and a preschool will be removed, displacing members and their respective congregations and school, depriving the community of the only facility available for residents to meet and negatively impacting the community's character and cohesion.	10/01/21 4:26 PM PT

I- 527 -4	Environmental Topics	Air Quality/GHG	Website			6. Residents will suffer a substantial negative impact on their quality of life due to disruption of the established community and increased noise and toxic air emissions both during and after construction. Knowing there is a preschool at the church and the Brentwood Glen is a child-friendly community, studies have shown that an increase in air pollution is linked to an increase in pediatric asthma.	10/01/21 4:26 PM PT
I- 527 -5	General Opposition		Website			7. The enormous personal cost to residents of Brentwood Glen and financial costs to Caltrans far outweigh any theoretical benefit of providing ExpressLanes on the I-405.	10/01/21 4:26 PM PT
I- 527 -6	Alternatives	Suggestion for Option/New Alternative	Website			8. The project does not address the real issue, which would reduce congestion and safety, the junction of the I-405 and I-10 and the junction of the I-405 and US 101. Caltrans can make all the changes in the world to the I-405, but if the junction of the I-405/I-10 and the I-405/US 101 are not tackled, there will never be any traffic relief. The freeway bottlenecks as it approaches the junction of the I-405/I-10 and I-405/US 101 by reduction of lanes. These junctions exacerbate stop-and-go traffic, backs up into all communities north and south of these junctions, including the Brentwood Glen, and increases the potential for accidents. Instead of spending millions of dollars to maybe decrease a person's driving time by a minute or two with this band-aid approach to alleviating congestion, it behooves Caltrans and our government officials to attack the nuts and bolts of the problem by examining and fixing the problems that exist where the I-405 and the I-10 and US 101 meet.	10/01/21 4:26 PM PT
I- 527 -7	Support for Transit in Corridor		Website			9. Metro should focus on its core mission of providing public transit rather than building new roads, like the Sepulveda Pass Project.	10/01/21 4:26 PM PT
I- 528 -1	Purpose and Need		Website			Expanding the freeway, especially with any expansion of right of way into the Brentwood Glen neighborhood, will have grave negative consequences without improving traffic as intended. 1. It has been shown the I-405 Sepulveda Pass Improvements Project, in which the 10-mile HOV lane was added and the freeway widened between 2009 and 2014, ran over-budget, over-schedule. A study five years later showed traffic was even slower. The previous \$1 Billion widening project took more than five years to complete with infamously huge "Carmageddon" disruptions and no improvement in traffic or wait times. Why would any reasonable person expect the outcome to be different this time?	10/01/21 4:29 PM PT
I- 528 -2	Other Projects	Sepulveda Transit Corridor	Website			2. Metro is currently developing the Sepulveda Transit Corridor Project for a new, high-capacity transit line to create an alternative to automobile traffic on the I-405 through the Sepulveda Pass. If successful in reducing traffic on I-405, the new transit line has the potential to eliminate the justification for adding lanes.	10/01/21 4:29 PM PT

I- 528 -3	Environmental Topics	Community Impacts	Website			3. Brentwood Glen is a small, close-knit community in Los Angeles and will suffer substantial negative impact if Alternatives 3, 4, or 5 is implemented. Any right-of-way increase will impact noise, traffic, pollution, and property values. 4. Brentwood Glen will be devastated by the destruction of 21 homes and 16 multi-family buildings, housing 91 families, many of whom have lived here for decades. 5. The church in the Glen, home to a Lutheran congregation for more than six decades, also is home to a Jewish congregation, a Muslim center, and a preschool will be removed, displacing members and their respective congregations and school, depriving the community of the only facility available for residents to meet and negatively impacting the community's character and cohesion.	10/01/21 4:29 PM PT
I- 528 -4	Environmental Topics	Air Quality/GHG	Website			6. Residents will suffer a substantial negative impact on their quality of life due to disruption of the established community and increased noise and toxic air emissions both during and after construction. Knowing there is a preschool at the church and the Brentwood Glen is a child-friendly community, studies have shown that an increase in air pollution is linked to an increase in pediatric asthma.	10/01/21 4:29 PM PT
I- 528 -5	General Opposition		Website			7. The enormous personal cost to residents of Brentwood Glen and financial costs to Caltrans far outweigh any theoretical benefit of providing ExpressLanes on the I-405.	10/01/21 4:29 PM PT
I- 528 -6	Alternatives	Suggestion for Option/New Alternative	Website			8. The project does not address the real issue, which would reduce congestion and safety, the junction of the I-405 and I-10 and the junction of the I-405 and US 101. Caltrans can make all the changes in the world to the I-405, but if the junction of the I-405/I-10 and the I-405/US 101 are not tackled, there will never be any traffic relief. The freeway bottlenecks as it approaches the junction of the I-405/I-10 and I-405/US 101 by reduction of lanes. These junctions exacerbate stop-and-go traffic, backs up into all communities north and south of these junctions, including the Brentwood Glen, and increases the potential for accidents. Instead of spending millions of dollars to maybe decrease a person's driving time by a minute or two with this band-aid approach to alleviating congestion, it behooves Caltrans and our government officials to attack the nuts and bolts of the problem by examining and fixing the problems that exist where the I-405 and the I-10 and US 101 meet	10/01/21 4:29 PM PT
I- 528 -7	Support for Transit in Corridor		Website			9. Metro should focus on its core mission of providing public transit rather than building new roads, like the Sepulveda Pass Project.	10/01/21 4:29 PM PT
I- 529 -1	Other		Email			Greetings,I was just asking whether if a decision has been made yet for ths project.Respectfully,Andrew WangPlease consider the environment before printing this email	9/24/21 10:57 PM PT
I- 530 -1	Other Projects	Past HOV Project	Email			am very concerned about some of the proposals under consideration for the 405 freeway.Having lived through the last 405 freeway project several years ago, it's discouraging to me that thetime to navigate the freeway is slower than it was before the project.	9/28/21 6:48 PM PT

I- 530 -2	Environmental Topics	Transportation/Traffic/VMT	Email			It seems as if the more we expand access to the freeway, the more cars are drawn to use it, yielding more fine particulate pollution for those of us living adjacent to it.	9/28/21 6:48 PM PT
I- 530 -3	Other Projects	Sepulveda Transit Corridor	Email			I was encouraged to learn that Metro is developing the Sepulveda Transit Corridor project for a new, high-capacity transit line which would serve as an alternative to automobile traffic on the 405 through the Sepulveda Pass. If that project is successful, it should reduce traffic on the 405, hence potentially eliminating the need for adding lanes. It seems prudent to me that the best use of taxpayer money would be to complete that project before scoping one to add lanes on the 405.	9/28/21 6:48 PM PT
I- 530 -4	Purpose and Need		Email			It appears as if the five alternative proposals to alleviate traffic congestion through the Sepulveda pass are versions of what was considered in the last upgrade completed in 2015. The previous five year, \$1 billion widening project, known to some as "Carmageddon", brought disruptions and no improvement in traffic. The thought of facing a similar project plus potential loss of property is staggering.	9/28/21 6:48 PM PT
I- 530 -5	Environmental Topics	Community Impacts	Email			I am a senior citizen and have lived in Brentwood Glen for 35 years. We are a small, cohesive community. Seizing property in our neighborhood under alternatives 3, 4 and 5 would produce irreparable damage. We would be devastated by the destruction of 21 homes and 16 multi family buildings, housing 91 families, many of whom, like me, have lived here for decades. Additionally, the church on Church Lane, home to a Lutheran congregation for more than six decades, is also home to a Jewish congregation, a Muslim center and a preschool, all of which would be removed, displacing members and their respective congregations and school and thereby depriving the community of the only facility available for residents to meet. This would have an overwhelmingly deleterious impact on our neighborhood causing enormous, irreparable personal costs.	9/28/21 6:48 PM PT
I- 530 -6	Alternatives	Suggestion for Option/New Alternative	Email			It seems as if the real issue is to reduce congestion. The bottlenecks emanate primarily from the junction of the 405 and the 10 freeways and the junction of the 405 and the 101 freeways. Without tackling those bottlenecks, there will never be any meaningful traffic relief.	9/28/21 6:48 PM PT
I- 530 -7	Alternatives	Suggestion for Option/New Alternative	Email			Finally, it was suggested at our meeting with Metro that a center reverse lane should be considered on the 405. It is no secret that the freeway is congested going north through the Sepulveda pass in the morning and going south through the pass in the afternoon. I believe there is a successful reverse lane on the Golden Gate Bridge. That might be a less costly and certainly less disruptive alternative than those currently being considered. Thank You, Carol Gilbert Homeowner on Berwick Street	9/28/21 6:48 PM PT

I- 531 -1	Environmental Topics	Relocations/ROW	Email			In addition to my previously submitted comments, I want to underscore that I think it would be unconscionable, in the midst of a homeless crisis, to evict homeowners and renters from their residences. After paying capital gains on a home I've lived in for 35 years, I would never be able to even begin to afford purchasing anything in my current neighborhood. I am a senior citizen and I've spent years developing relationships with my neighbors. They are an invaluable part of my safety net. Carol Gilbert Berwick Street Sent from my iPhone	9/28/21 6:58 PM PT
I- 532 -1	Other Projects	Past HOV Project	Email			Dear Mr Kosinski: I write as a Westwood Hills resident with (too) many years of experience with the devastating environmental, social and culture impacts of Metro's ill-considered efforts to relieve traffic congestion through the Sepulveda Pass by undertaking hugely expensive and lengthy freeway widening projects that at best offer only short-term relief. The recent widening of the 405 Freeway—which even Metro admits is now more crowded than ever before—is the posterchild of this folly.	9/30/21 12:39 PM PT
I- 532 -2	Environmental Topics		Email			This current proposal, which promises scant relief, is breath-taking in its disregard for the residents and taxpayers who pay the price in reduced quality of life, loss of community amenities, diminished air quality and increased noise, serious health effects and in permanent damage to the plants and trees on which the continued welfare of our planet relies. In addition, the risk of fires and other natural disasters in the Sepulveda Pass is high and land available for roadway widening is limited. The projects described in the environmental scoping documents will also damage important cultural, religious and educational facilities that serve neighborhoods adjacent to the 405 Freeway, including Westwood Hills and Brentwood Glen. These include structures housing pre-schools, churches and synagogues, adult recreation and instructional classes, and neighborhood businesses. Additional capacity and signage on the 405 will further impair the environment and views from the Veteran's Cemetery on the east and the new Veterans Columbarium on the West. It is worth noting that most of the mitigations promised for this area during 405 widening project are now nowhere to be found.	9/30/21 12:39 PM PT
I- 532 -3	Other Projects		Email			The 405 Sepulveda Pass Improvements Project, which added a 10-mile HOV lane, ran over budget and over schedule and resulted in NO permanent benefit to traffic flow. A better alternative is Metro's Sepulveda Transit Corridor Project that promises to reduce traffic and eliminate the need to add lanes	9/30/21 12:39 PM PT
I- 532 -4	Alternatives	Support for Alt 1	Email			The no-project alternative is the rational choice. Respectfully, Carole Magnuson Past President, Westwood Hills Property Owners Association	9/30/21 12:39 PM PT
I- 533 -1	Alternatives	Support for Alt 5	Email			I strongly support option 5. David Garfinkle For identification purposes only: Land Use Committee Chair and Board member, Tarzana Neighborhood Council President, Tarzana Property Owners Association	9/30/21 2:28 PM PT

I- 534 -1	Environmental Topics	Transportation/Traffic/VMT	Email			1. It has been demonstrated that adding lanes to freeways increases vehicle miles traveled through induced travel. Over time, the freeway becomes congested again, and also increases air pollution to surrounding neighborhoods.	9/30/21 11:11 AM PT
I- 534 -2	Other Projects	Past HOV Project	Email			2. The I-405 Sepulveda Pass Improvements Project, in which the 10-mile HOV lane was added and the freeway widened between 2009 and 2014, ran over-budget, overschedule. A study five years later showed traffic was even slower.	9/30/21 11:11 AM PT
I- 534 -3	Other Projects	Sepulveda Transit Corridor	Email			3. Metro is currently developing the Sepulveda Transit Corridor Project for a new, high-capacity transit line to create an alternative to automobile traffic on the I-405 through the Sepulveda Pass. If successful in reducing traffic on I-405, the new transit line has the potential to eliminate the justification for adding lanes.	9/30/21 11:11 AM PT
I- 534 -4	Purpose and Need		Email			4. The five alternative proposals to alleviate traffic congestion on the Sepulveda Pass are little different than proposals considered during the last upgrade completed in 2015. The previous \$1 Billion widening project took more than five years to complete with infamously huge "Carmageddon" disruptions and no improvement in traffic or wait times. Why would any reasonable person expect the outcome to be different this time?	9/30/21 11:11 AM PT
I- 534 -5	Environmental Topics	Community Impacts	Email			5. Brentwood Glen is a small, close-knit community in Los Angeles and will suffer substantial negative impact if Alternatives 3, 4, or 5 is implemented. 6. Brentwood Glen will be devastated by the destruction of 21 homes and 16 multi-family buildings, housing 91 families, many of whom have lived here for decades. ** 7. The church in the Glen, home to a Lutheran congregation for more than six decades, also is home to a Jewish congregation, a Muslim center, and a preschool will be removed, displacing members and their respective congregations and school, depriving the community of the only facility available for residents to meet and negatively impacting the community's character and cohesion..	9/30/21 11:11 AM PT
I- 534 -6	Environmental Topics	Air Quality/GHG	Email			8. Residents will suffer a substantial negative impact on their quality of life due to disruption of the established community and increased noise and toxic air emissions both during and after construction. Knowing there is a preschool at the church and the Brentwood Glen is a child-friendly community, studies have shown that an increase in air pollution is linked to an increase in pediatric asthma.	9/30/21 11:11 AM PT
I- 534 -7	General Opposition		Email			9. The enormous personal cost to residents of Brentwood Glen and financial costs to Caltrans far outweigh any theoretical benefit of providing Express Lanes on the I-405.	9/30/21 11:11 AM PT

I- 534 -8	Alternatives	Suggestion for Option/New Alternative	Email			10. The project does not address the real issue, which would reduce congestion and safety, the junction of the I-405 and I-10 and the junction of the I-405 and US 101. Caltrans can make all the changes in the world to the I-405, but if the junction of the I-405/I-10 and the I-405/US101 are not tackled, there will never be any traffic relief. The freeway bottlenecks as it approaches the junction of the I-405/I-10 and I-405/US 101 by reduction of lanes. These junctions exacerbate stop-and-go traffic, backs up into all communities north and south of these junctions, including the Brentwood Glen, and increases the potential for accidents. Instead of spending millions of dollars to maybe decrease a person's driving time by a minute or two with this band-aid approach to alleviating congestion, it behooves Caltrans and our government officials to attack the nuts and bolts of the problem by examining and fixing the problems that exist where the I-405 and the I-10 and US101 meet.	9/30/21 11:11 AM PT
I- 534 -9	Purpose and Need		Email			11. The project to add an HOV lane has been a bust. A year after it was completed in 2014, Metro's own study found that traffic congestion had increased slightly. It has been less than ten years since the 5-year noisy project that caused major traffic jams. Why should express lanes be any more successful in reducing congestion?	9/30/21 11:11 AM PT
I- 534 -10	Support for Transit in Corridor		Email			12. Metro should focus on its core mission of providing public transit rather than building new roads, like the Sepulveda Pass Project. Best, David 310-351-9585	9/30/21 11:11 AM PT
I- 535 -1	Purpose and Need		Email			> It appears as if the five alternative proposals to alleviate traffic congestion through the Sepulveda pass are versions of what was considered in the last upgrade completed in 2015. The previous five-year, \$1 billion widening project, known to some as "Carmageddon", brought disruptions and no improvement in traffic. The thought of facing a similar project plus potential loss of property is staggering.>>	9/28/21 7:07 PM PT
I- 535 -2	Environmental Topics	Community Impacts	Email			I have lived in Brentwood Glen for 20 years. We are a small, cohesive community. Seizing property in our neighborhood under alternatives 3, 4 and 5 would produce irreparable damage. We would be devastated by the destruction of 21 homes and 16 multi-family buildings, housing 91 families, many of whom, like me, have lived here for decades. Additionally, the church on Church Lane, home to a Lutheran congregation for more than six decades, is also home to a Jewish congregation, a Muslim center and a preschool, all of which would be removed, displacing members and their respective congregations and school and thereby depriving the community of the only facility available for residents to meet. This would have an overwhelmingly deleterious impact on our neighborhood causing enormous, irreparable personal costs.>>	9/28/21 7:07 PM PT
I- 535 -3	Alternatives	Suggestion for Option/New Alternative	Email			It seems as if the real issue is to reduce congestion. The bottlenecks emanate primarily from the junction of the 405 and the 10 freeways and the junction of the 405 and the 101 freeways. Without tackling those bottlenecks, there will never be any meaningful traffic relief	9/28/21 7:07 PM PT

I- 535 -4	Alternatives	Suggestion for Option/New Alternative	Email			.Finally, it was suggested at our meeting with Metro that a center reverse lane should be considered on the 405. It is no secret that the freeway is congested going north through the Sepulveda pass in the morning and going south through the pass in the afternoon. I believe there is a successful reverse lane on the Golden Gate Bridge. That might be a less costly and certainly less disruptive alternative than those currently being considered.>> Thank You,>> Elizabeth Lautman> Homeowner on Berwick Street	9/28/21 7:07 PM PT
I- 536 -1	Environmental Topics	Relocations/ROW	Email			Dear Sir/Madam,As residents of the Brentwood Glen area abutting the 405, south of Sunset, we have significant concerns with the possibility of property acquisition with this project. In this connection, we would like to submit our comments and feedback based on what we have learnt so far about the project.	9/28/21 6:55 PM PT
I- 536 -2	Other Projects	Sepulveda Transit Corridor	Email			These are:1. Metro is currently developing the Sepulveda Transit Corridor Project for a new, high capacity transit line to create an alternative to automobile traffic on the I-405 through the Sepulveda Pass. If successful in reducing traffic on I-405, the new transit line has the potential to eliminate the justification for adding lanes and consequently property acquisition along the I-405.	9/28/21 6:55 PM PT
I- 536 -3	Alternatives	Suggestion for Option/New Alternative	Email			2. Traffic backup on the I-405 through the Sepulveda pass is largely a result of the I-405 being bounded by the I-405 & I-10 junction to the south, and the I-405 & I-101 junction to the north. If the bottlenecks at these two junctions are not addressed, adding lanes between the two junctions would have a very slim (or no) chance of alleviating the problem in the medium/long term. There does not seem to be any project that is considering doing anything about this, and this is really what seems to need addressing.	9/28/21 6:55 PM PT
I- 536 -4	Other Projects	Past HOV Project	Email			3. The I-405 Sepulveda Pass Improvements Project, in which the 10-mile HOV lane was added, and the freeway widened between 2009 and 2014, ran over-budget, and overschedule. A study five years later showed traffic was even slower.	9/28/21 6:55 PM PT
I- 536 -5	Environmental Topics	Air Quality/GHG	Email			4. Brentwood Glen is a small, close-knit community in Los Angeles and will suffer substantial negative impact if alternatives #3, 4, or 5 is implemented.5. Residents will suffer a substantial negative impact on their quality of life due to disruption of the established community and increased noise and toxic air emissions both during, and after, construction. There is a preschool at the church and the Brentwood Glen is a child friendly community, Studies have shown that an increase in air pollution is linked to an increase in pediatric asthma, which would have a detrimental impact on the community Gretchen & Srinivas Kanury Chenault Street, Brentwood Glen.	9/28/21 6:55 PM PT

I- 537 -1	Environmental Topics	Transportation/Traffic/VMT	Website			I am a resident of Brentwood Glen, a small, close-knit community that borders the I-405. I write because I am a strongly opposed to alternatives 3, 4, and 5. Any of these alternatives will have a very negative impact on Brentwood Glen. They are also unlikely to alleviate traffic congestion because it has been amply demonstrated that adding lanes to freeways is ineffectual, and increases air pollution to surrounding neighborhoods.	10/01/21 4:45 PM PT
I- 537 -2	Environmental Topics	Air Quality/GHG	Website			Since there is a preschool in Brentwood and many young children living in the community (I have a three year old), I am particularly concerned that the increase in air pollution will increase the risk that my child and other children in the community will suffer from pediatric asthma.	10/01/21 4:45 PM PT
I- 537 -3	General Opposition		Website			The enormous personal cost to residents of Brentwood Glen and financial costs to Caltrans far outweigh any theoretical benefit of providing ExpressLanes on the I-405.	10/01/21 4:45 PM PT
I- 537 -4	Alternatives	Suggestion for Option/New Alternative	Website			Moreover, the project does not address the real issue, which would reduce congestion and safety, the junction of the I-405 and I-10 and the junction of the I-405 and US 101. Caltrans can make all the changes in the world to the I-405, but if the junction of the I-405/I-10 and the I-405/US 101 are not tackled, there will never be any traffic relief. The freeway bottlenecks as it approaches the junction of the I-405/I-10 and I-405/US 101 by reduction of lanes. These junctions exacerbate stop-and-go traffic, backs up into all communities north and south of these junctions, including the Brentwood Glen, and increases the potential for accidents. Instead of spending millions of dollars to maybe decrease a person's driving time by a minute or two with this band-aid approach to alleviating congestion, it behooves Caltrans and our government officials to attack the nuts and bolts of the problem by examining and fixing the problems that exist where the I-405 and the I-10 and US 101 meet.	10/01/21 4:45 PM PT
I- 538 -1	Alternatives	Support for Alt 1	Email			You must be kidding .The only acceptable alternative is # 1.	9/30/21 8:17 PM PT
I- 538 -2	Alternatives	Oppose Expanding of Lanes	Email			Numbers 3,4 and 5 allrequire property acquisition.In an economy like we are experiencing today numbers 3,4 and 5 are absurd. Afterthe last Pass Widening Project(2009-2015) I would think that the individuals in the neighborhood have little left to give up.Make the 405 safer, not wider!	9/30/21 8:17 PM PT
I- 538 -3	Other Projects	Past HOV Project	Email			The 2009-2015 I-405 Sepulveda Pass Widening Project spent \$1.61 billion to widen the freeway and add 10 miles of HOV lanes between the I-10 and US-101. The project ran over -budget by 55% and was over schedule . A study five years later showed traffic was even slower. The project disrupted the lives of individuals living and working in neighborhoods along the the 405. They suffered substantial negative impact on the quality of their lives including increased noise, and toxic air emissions both during and after construction as well as burdening commuters for the 5 years of construction.This whole project except for #1 is totally unacceptable.Thank you for your attention to this matter,Jane Mintz Schwab Security Chair WHPOA	9/30/21 8:17 PM PT

I- 539 -1	Environmental Topics	Community Impacts	Email			To Metro representative,I am a resident of Brentwood Glen, a small close-knit community in L.A., who will suffersubstantialnegative impact if Alternatives 3,4 or 5 is implemented.Our community will be devastated by the destruction of 21 homes and 16 multi-familybuildings,housing 91 families, many of whom have lived here for decades.The church in the Glen has been home to a Lutheran congregation for more than six decades.It is alsothe home to a Jewish congregation, a Muslim center, and a preschool. All would be removed,displacing members and their respective congregations and school, depriving the communityof the only facility available for residents to meet and would negatively impact thecommunity's characterand cohesion.	9/29/21 3:16 PM PT
I- 539 -2	Environmental Topics	Air Quality/GHG	Email			We will suffer a substantial negative impact on our quality of life due to disruption of theestablishedcommunity and increased noise and toxic air emissions both during and after construction.Knowing there is a preschool at the church and the Brentwood Glen is a child-friendly community,studieshave shown that an increase in air pollution is linked to an increase in pediatric asthma.	9/29/21 3:16 PM PT
I- 539 -3	General Opposition		Email			The enormous personal cost to residents of Brentwood Glen and financial costs to Caltrans far outweigh any theoretical benefit of providing ExpressLanes on the I-405.	9/29/21 3:16 PM PT
I- 539 -4	Environmental Topics	Transportation/Traffic/VMT	Email			IT HAS BEEN DEMONSTRATED THAT ADDING LANES TO FREEWAYS INCREASES VEHICLE MILES TRAVELED THROUGH INDUCED TRAVEL. Over time, the freeway becomes congested again, and also increases air pollution to surrounding neighborhoods.	9/29/21 3:16 PM PT
I- 539 -5	Purpose and Need		Email			The I-405 Sepulveda Pass Improvements Project, in which the 10-mile HOV lane was added and the freeway widened between 2009-2014, ran over budget, over-schedule, and a study 5 years later showed traffic was even slower. The previous expensive widening project took more than five years to complete with huge disruptions and NO IMPROVEMENT in traffic or wait times. WHY WOULD ANY REASONABLE PERSON EXPECT THE OUTCOME TO BE DIFFERENT THIS TIME?	9/29/21 3:16 PM PT
I- 539 -6	Alternatives	Suggestion for Option/New Alternative	Email			This project needs to address the real issue-reducing congestion and safety at the junctions of the I-405 and US 101 and the junction of the I-405 and the I-10. Caltrans and our government officials must examine and work on alleviating congestion at these two junctions.	9/29/21 3:16 PM PT
I- 539 -7	Purpose and Need		Email			The project to add an HOV lane has been unsuccessful. Why should express lanes be any more successful in reducing congestion?	9/29/21 3:16 PM PT
I- 539 -8	Support for Transit in Corridor		Email			Metro must focus on its core mission of providing public transit rather than building new roads, like the Sepulveda Pass Project. Thank you, Most sincerely, Janice Tarr (Brentwood Glen resident for 50 years)	9/29/21 3:16 PM PT
I- 540 -1	General Opposition		Website			This is a TERRIBLE idea. DO NOT DO THIS PROJECT. It will DESTROY the communities surrounding the freeway that already suffer so so so much from the Sepulveda pass. This will make things worse not better. DO NOT DO IT.	10/01/21 4:55 PM PT
I- 541 -1	Alternatives		Website			I ask that a plan that is based upon understanding that the bottlenecks of the 405 at the I-10 as well as the 101 / 405 intersection be understood.	10/01/21 5:09 PM PT

I- 541 -2	Environmental Topics	Construction Impacts	Website			Also, that if you are going to put 1000s of small construction trucks a day into the Westside from the Valley it may makes sense to have some sort of regulation to insure that the streets of the Westside are not overrun. E.g. if a job sight has 20 employees they can have five Westside permits (or they must carpool). Lastly, Brentwood Glen has taken a lot in pulling our on/off ramps and access and just then routed people through it that were never here before. Be smart, if you are going to do something measure twice and build once without ruining our way of life.	10/01/21 5:09 PM PT
I- 542 -1	Purpose and Need		Website			With regard to the proposed 405 Sepulveda Pass Expressway, I question the need for the transition from a HOV lane to an Expressway. The covid pandemic has changed the pattern and the extent of traffic in the Sepulveda Pass because many motorists are working remotely or using hybrid work schedules dividing time between office and home. It appears that covid is becoming endemic and may permanently change motorist habits. I would recommend a reconsideration of the purpose/need for an expressway.	10/01/21 5:11 PM PT
I- 543 -1	Environmental Topics	Transportation/Traffic/VMT	Website			I have been a resident of Brentwood Glen for almost 31 years and this small, close-knit community in Los Angeles and will suffer substantial negative impact if Alternatives 3, 4, or 5 is implemented. I am further opposed to the proposed Expressive Lanes through the Sepulveda pass for the following reasons: 1. It has been demonstrated that adding lanes to freeways increases vehicle miles traveled through induced travel. Over time, the freeway becomes congested again, and also increases air pollution to surrounding neighborhoods.	10/01/21 5:36 PM PT
I- 543 -2	Other Projects	Past HOV Project	Website			2. The I-405 Sepulveda Pass Improvements Project, in which the 10-mile HOV lane was added and the freeway widened between 2009 and 2014, ran over-budget, over-schedule. A study five years later showed traffic was even slower.	10/01/21 5:36 PM PT
I- 543 -3	Other Projects	Sepulveda Transit Corridor	Website			3. Metro is currently developing the Sepulveda Transit Corridor Project for a new, high-capacity transit line to create an alternative to automobile traffic on the I-405 through the Sepulveda Pass. If successful in reducing traffic on I-405, the new transit line has the potential to eliminate the justification for adding lanes	10/01/21 5:36 PM PT
I- 543 -4	Purpose and Need		Website			4. The five alternative proposals to alleviate traffic congestion on the Sepulveda Pass are little different than proposals considered during the last upgrade completed in 2015. The previous \$1 Billion widening project took more than five years to complete with infamously huge "Carmageddon" disruptions and no improvement in traffic or wait times. Why would any reasonable person expect the outcome to be different this time?	10/01/21 5:36 PM PT

I- 543 -5	Environmental Topics	Community Impacts	Website			5 Brentwood Glen will be devastated by the destruction of 21 homes and 16 multi-family buildings, housing 91 families, many of whom have lived here for decades. **6. The church in the Glen, home to a Lutheran congregation for more than six decades, also is home to a Jewish congregation, a Muslim center, and a preschool will be removed, displacing members and their respective congregations and school, depriving the community of the only facility available for residents to meet and negatively impacting the community's character and cohesion.	10/01/21 5:36 PM PT
I- 543 -6	Environmental Topics	Air Quality/GHG	Website			7.. Residents will suffer a substantial negative impact on their quality of life due to disruption of the established community and increased noise and toxic air emissions both during and after construction. Knowing there is a preschool at the church and the Brentwood Glen is a child-friendly community, studies have shown that an increase in air pollution is linked to an increase in pediatric asthma.	10/01/21 5:36 PM PT
I- 543 -7	General Opposition		Website			8.. The enormous personal cost to residents of Brentwood Glen and financial costs to Caltrans far outweigh any theoretical benefit of providing ExpressLanes on the I-405.	10/01/21 5:36 PM PT
I- 543 -8	Alternatives	Suggestion for Option/New Alternative	Website			9. The project does not address the real issue, which would reduce congestion and safety, the junction of the I-405 and I-10 and the junction of the I-405 and US 101. Caltrans can make all the changes in the world to the I-405, but if the junction of the I-405/I-10 and the I-405/US 101 are not tackled, there will never be any traffic relief. The freeway bottlenecks as it approaches the junction of the I-405/I-10 and I-405/US 101 by reduction of lanes. These junctions exacerbate stop-and-go traffic, backs up into all communities north and south of these junctions, including the Brentwood Glen, and increases the potential for accidents. Instead of spending millions of dollars to maybe decrease a person's driving time by a minute or two with this band-aid approach to alleviating congestion, it behooves Caltrans and our government officials to attack the nuts and bolts of the problem by examining and fixing the problems that exist where the I-405 and the I-10 and US 101 meet.	10/01/21 5:36 PM PT
I- 543 -9	Purpose and Need		Website			10. The project to add an HOV lane has been a bust. A year after it was completed in 2014, Metro's own study found that traffic congestion had increased slightly. It has been less than ten years since the 5-year noisy project that caused major traffic jams. Why should express lanes be any more successful in reducing congestion?	10/01/21 5:36 PM PT
I- 543 -10	Support for Transit in Corridor		Website			11. Metro should focus on its core mission of providing public transit rather than building new roads, like the Sepulveda Pass Project.	10/01/21 5:36 PM PT
I- 544 -1	Alternatives	Oppose Tolling	Website			I am not happy about a FastTrack toll road option on the 405 as this seems to be the only option offered. I do not believe a pay option is in the best interests of the people, and wish you could come up with a no cost alternative. We pay so much in gas tax already for infrastructure, this is just one more burden on the individual just trying to survive in this economy.	10/01/21 5:43 PM PT

I- 545 -1	Alternatives	Suggestion for Option/New Alternative	Website			I am updating my comment after seeing the configurations. As long as you keep the existing "free" lanes and one HOV free lane, knock yourselves out adding ONE pay lane in each direction for the rich people who just have to get wherever really fast.	10/01/21 5:53 PM PT
I- 545 -2	Alternatives	Support for Alt 5	Website			Or, the last option, where you add an additional HOV lane in both directions. This would also help when there is an accident in the HOV lane. As long as the poor folks get to have a free HOV lane, I do not have a preference to anything else you want to do, with the exception of adding a 2nd free HOV lane. Thanks!	10/01/21 5:53 PM PT
I- 546 -1	Alternatives	Suggestion for Option/New Alternative	Website			Caltrans should include an alternative that converts a general traffic lane into HOV. Not only would this likely cost considerably less, take less time, and be significantly less disruptive to residents, but the simple fact is that can't widen our way out of congestion.	10/01/21 6:50 PM PT
I- 547 -1	Environmental Topics	Transportation/Traffic/VMT	Website			In some places, HOV lanes seem likely to spur more carpooling because they allow carpools and buses to move when the traffic is stalled. However, in 405 through the Sepulveda Corridor, traffic in all lanes is usually stalled with HOV lanes only moving slightly more than the non-HOV lanes.	10/01/21 7:25 PM PT
I- 547 -2	Support for Transit in Corridor		Website			I highly support adding a high-capacity train to this corridor, and I support a toll through the corridor as well, but I don't like the idea of adding more cars to HOV lanes or even adding HOV lanes as neither seems likely to have more than a short term effect on traffic along 405. I wish that we were tolling people enough on 405 that traffic moved well with some sort of congestion pricing, but with the rate of accidents along the curves, it seems unlikely that an unprotected lane will be able to move when the other lanes are stopped. I suggest using all money to dig heavy rail through the corridor connecting Sherman Oaks to LAX by way of UCLA and West LA.	10/01/21 7:25 PM PT
I- 548 -1	General Opposition		Website			The purpose of these alternatives is to help decrease the traffic problems on the 405. But other than doing nothing, the alternatives will increase pollution due to more idling cars crammed into few lanes, increase the traffic on surface streets, and provide no guaranteed relief with a pay-to-use solution.	10/01/21 8:30 PM PT
I- 548 -2	Support for Transit in Corridor		Website			The primary way to alleviate the traffic problems on the 405, is to put in a mass transit solution, connecting up to buses and other subway lines. Crippling the 405 for a couple of years will not help anyone but the contractors working on the express lanes.	10/01/21 8:30 PM PT
I- 549 -1	Environmental Topics	Relocations/ROW	Website			I am concerned about the impacts of property acquisition for the alternatives that will require it.	10/01/21 8:31 PM PT

I- 549 -2	Equity		Website			Specifically, those related to the environment and social justice/equity issues.	10/01/21 8:31 PM PT
I- 550 -1	Alternatives	Support for Alt 4	Website			I like the two proposed HOT lanes in each direction with standard shoulder widths.	10/01/21 9:15 PM PT
I- 550 -2	Alternatives	Suggestion for Option/New Alternative	Website			What I wish is that the toll lanes would be elevated so there could be 3 elevated toll lanes each way or depressed similar to the I-635 rebuild in Dallas. I'd also suggest looking at other improvements such as addressing the interchange at the 101 and completely modernizing it by redesigning and reconstructing it to remove the left exits/entrance onto the 101 which back ups onto the 405. Preferably Sepulveda would be six lanes in some areas with protected bike lanes and sidewalks for added mobility options. Another issue is capacity needs to be added to I-10 from I-405 to I-110 as it is greatly needed and the lack of capacity causes traffic congestion which backs up onto the 405. Sepulveda also needs to pass underneath Wilshire to remove the traffic light there for through traffic with a dedicated turnaround and free flowing lane for EB Santa Monica BLVD traffic to SB Sepulveda. The Sunset boulevard back ups are absolutely insane and more coordination needs to be had with the city to add bus lanes, bike lanes, and sidewalks where possible. There should be a flyover ramp for WB Sunset BLVD traffic trying to use NB and SB 405. The lights at Sunset are horribly timed. Church Ln needs to be extended south to connect to Wilshire. Montana needs to be extended west to connect with Barrington. Some of the canyon roads need to connect with the valley to allow for local traffic to move through and avoid having to travel to extremely congested arterials and backtrack. Simply adding a couple toll lanes will do little to really make a decent impact on the real issue in this area which is poorly designed infrastructure and a lack of alternative transportation options and a disconnected street grid network. I really hope these things are considered.	10/01/21 9:15 PM PT
I- 551 -1	General Opposition		Website			This will create more congestion causing more noise and pollution serving only those who can afford this luxury. Traffic will be reduced as more workers work from home and move out of state. The last 405 project in this area was over budget and late. Traffic will be further congested on our local neighborhood streets. We should receive a break in property taxes to deal with this construction again. The last project was done at night and was so noisy we did not sleep for years.	10/01/21 10:12 PM PT
I- 551 -2	Alternatives	Suggestion for Option/New Alternative	Website			Why not change the barrier in the middle based upon traffic flow as they do in Hawaii. Add a lane to 405 S from 405 N in the morning and vice versa in the afternoon? You are making a huge project for only a few hours of the day. Maybe a gondola over the pass to see the beautiful views? It's not about the destination. It's about the trip. Get creative and stop following planning that looks like it is 35 years old! We are LA and should do better.	10/01/21 10:12 PM PT

I- 552 -1	Environmental Topics	Relocations/ROW	Website			I am very concerned regarding the proposals for the 405 expansion. Many of the proposals will further disrupt and probably change forever the lovely neighborhood I have lived in for 30 plus years. I am very opposed to any proposal that would involve eminent domain and removal of any property or homes.	10/01/21 11:11 PM PT
I- 552 -2	Other Projects		Website			The previous "improvements" to the 405 fwy turned out fruitless and have increased the noise and the pollution. The increased noise from the high extension wall on the east side of the 405 North of the fwy has ruined our neighborhood outdoor experience. Freeway noise day & night all the time.	10/01/21 11:11 PM PT
I- 552 -3	Environmental Topics	Transportation/Traffic/VMT	Website			Build it and they will come" is the motto for this project. It will only serve to increase the amount of vehicles traveling on the 405 fwy. The Sepulveda expressway is only a possible solution. Please reconsider any plan that intrudes into the Brentwood glen neighborhood. Thank you, Rosalind Hanson-Ashkar	10/01/21 11:11 PM PT
I- 553 -1	Environmental Topics	Transportation/Traffic/VMT	Website			1. It has been demonstrated that adding lanes to freeways increases vehicle miles traveled through induced travel. Over time, the freeway becomes congested again, and also increases air pollution to surrounding neighborhoods.	10/02/21 10:45 AM PT
I- 553 -2	Other Projects	Past HOV Project	Website			2. The I-405 Sepulveda Pass Improvements Project, in which the 10-mile HOV lane was added and the freeway widened between 2009 and 2014, ran over-budget, over-schedule. A study five years later showed traffic was even slower.	10/02/21 10:45 AM PT
I- 553 -3	Other Projects	Sepulveda Transit Corridor	Website			3. Metro is currently developing the Sepulveda Transit Corridor Project for a new, high-capacity transit line to create an alternative to automobile traffic on the I-405 through the Sepulveda Pass. If successful in reducing traffic on I-405, the new transit line has the potential to eliminate the justification for adding lanes.	10/02/21 10:45 AM PT
I- 553 -4	Purpose and Need		Website			4. The five alternative proposals to alleviate traffic congestion on the Sepulveda Pass are little different than proposals considered during the last upgrade completed in 2015. The previous \$1 Billion widening project took more than five years to complete with infamously huge "Carmageddon" disruptions and no improvement in traffic or wait times. Why would any reasonable person expect the outcome to be different this time?	10/02/21 10:45 AM PT
I- 553 -5	Environmental Topics	Community Impacts	Website			5. Brentwood Glen is a small, close-knit community in Los Angeles and will suffer substantial negative impact if Alternatives 3, 4, or 5 is implemented. 6. Brentwood Glen will be devastated by the destruction of 21 homes and 16 multi-family buildings, housing 91 families, many of whom have lived here for decades. ** 7. The church in the Glen, home to a Lutheran congregation for more than six decades, also is home to a Jewish congregation, a Muslim center, and a preschool will be removed, displacing members and their respective congregations and school, depriving the community of the only facility available for residents to meet and negatively impacting the community's character and cohesion.	10/02/21 10:45 AM PT

I- 553 -6	Environmental Topics	Air Quality/GHG	Website			8. Residents will suffer a substantial negative impact on their quality of life due to disruption of the established community and increased noise and toxic air emissions both during and after construction. Knowing there is a preschool at the church and the Brentwood Glen is a child-friendly community, studies have shown that an increase in air pollution is linked to an increase in pediatric asthma.	10/02/21 10:45 AM PT
I- 553 -7	General Opposition		Website			9. The enormous personal cost to residents of Brentwood Glen and financial costs to Caltrans far outweigh any theoretical benefit of providing ExpressLanes on the I-405.	10/02/21 10:45 AM PT
I- 553 -8	Alternatives	Suggestion for Option/New Alternative	Website			10. The project does not address the real issue, which would reduce congestion and safety, the junction of the I-405 and I-10 and the junction of the I-405 and US 101. Caltrans can make all the changes in the world to the I-405, but if the junction of the I-405/I-10 and the I-405/US 101 are not tackled, there will never be any traffic relief. The freeway bottlenecks as it approaches the junction of the I-405/I-10 and I-405/US 101 by reduction of lanes. These junctions exacerbate stop-and-go traffic, backs up into all communities north and south of these junctions, including the Brentwood Glen, and increases the potential for accidents. Instead of spending millions of dollars to maybe decrease a person's driving time by a minute or two with this band-aid approach to alleviating congestion, it behooves Caltrans and our government officials to attack the nuts and bolts of the problem by examining and fixing the problems that exist where the I-405 and the I-10 and US 101 meet.	10/02/21 10:45 AM PT
I- 553 -9	Purpose and Need		Website			11. The project to add an HOV lane has been a bust. A year after it was completed in 2014, Metro's own study found that traffic congestion had increased slightly. It has been less than ten years since the 5-year noisy project that caused major traffic jams. Why should express lanes be any more successful in reducing congestion?	10/02/21 10:45 AM PT
I- 553 -10	Support for Transit in Corridor		Website			12. Metro should focus on its core mission of providing public transit rather than building new roads, like the Sepulveda Pass Project.	10/02/21 10:45 AM PT
I- 554 -1	Other		Website			I fully support the comments of the Board	10/02/21 1:56 PM PT
I- 555 -1	Environmental Topics	Relocations/ROW	Website			I am a current member of Metro's Regional Service Councils, and formerly was a Westside resident for more than five years, when I inhabited both rental and student housing and consistently attended school and worked within a single mile of the freeway. At this time I wouldn't support Alternatives 3-5 for the I-405 Sepulveda Pass project, as the imperative to do property acquisitions doesn't appeal to me.	10/03/21 12:17 PM PT
I- 555 -2	Purpose and Need		Website			It's unfortunate but true that this costly construction project will not expedite commutes for a significant number of users of the mass transit network, as there is not enough bus service up and down the westernmost segments of I-405 (the express service from the area around Long Beach's airport to Westwood is all that comes to mind); Metro's staff efforts would be better spent elsewhere.	10/03/21 12:17 PM PT

I- 555 -3	Equity		Website			For individual drivers using the corridor Metro hopes to improve travel times, but the equity cost imposed on lower-income folk by changing the carpool lanes to ExpressLanes just so they can continue using a part of the road isn't worth the time.	10/03/21 12:17 PM PT
I- 555 -4	Alternatives	Support for Alt 1	Website			It's disappointing to not have better solutions-oriented approaches for a corridor where mobility is difficult, but I most align with Alternative 1 at the moment	10/03/21 12:17 PM PT
I- 555 -5	Support for Transit in Corridor		Website			What I suggest is the best possible continued engagement on Metro's behalf to bring rail from Los Angeles' Westside to the San Fernando Valley. I appreciate the agency's efforts to improve travel through these communities.	10/03/21 12:17 PM PT
I- 556 -1	General Opposition		Email			I would like to formally include the following comments in opposition to the proposed I-405 Sepulveda ExpressLanes project. Background: I and my family have been residents of Brentwood Glen, at 11401 Bolas St, and before that at 11335 Denair St, for 28 years, since 1993. We lived through the disruptions of the building of the current HOV lanes and know firsthand how bad the disruptions of expanding the 405 to accommodate new ExpressLanes would be for our neighborhood and the surrounding communities.	10/01/21 4:04 PM PT
I- 556 -2	Environmental Topics	Transportation/Traffic/VMT	Email			Specifically: 1. All the benefits in terms of increased traffic speeds from the previous expansion/addition of HOV lanes never materialized. Traffic increased to fill up the new space, and is no different today than before the HOV lanes were installed, taking into consideration the temporary impacts of Covid-19 which have now almost fully dissipated. Adding more lanes will have the same ZERO long run impact on traffic congestion on the 405. Specifically, It has been demonstrated that adding lanes to freeways increases vehicle miles traveled through induced travel. Over time, the freeway becomes congested again, and also increases air pollution to surrounding neighborhoods.	10/01/21 4:04 PM PT
I- 556 -3	Other Projects	Past HOV Project	Email			2. The I-405 Sepulveda Pass Improvements Project, in which the 10-mile HOV lane was added and the freeway widened between 2009 and 2014, ran over-budget, overschedule. A study five years later showed traffic was even slower.	10/01/21 4:04 PM PT
I- 556 -4	Environmental Topics	Community Impacts	Email			3. Brentwood Glen is a small, close-knit community in Los Angeles and will suffer substantial negative impact if Alternatives 3, 4, or 5 is implemented 4. Brentwood Glen will be devastated by the destruction of 21 homes and 16 multifamily buildings, housing 91 families, many of whom have lived here for decades.	10/01/21 4:04 PM PT
I- 556 -5	Environmental Topics	Air Quality/GHG	Email			5. Residents will suffer a substantial negative impact on their quality of life due to disruption of the established community and increased noise and toxic air emissions both during and after construction. Knowing there is a preschool at the church and the Brentwood Glen is a child-friendly community, studies have shown that an increase in air pollution is linked to an increase in pediatric asthma.	10/01/21 4:04 PM PT

I- 556 -6	Alternatives	Suggestion for Option/New Alternative	Email			6. Critically, the project does not address the real issue, which would reduce congestion and safety, the junction of the I-405 and I-10 and the junction of the I-405 and US 101. Caltrans can make all the changes in the world to the I-405, but if the junction of the I-405/I-10 and the I-405/US 101 are not tackled, there will never be any traffic relief. The freeway bottlenecks as it approaches the junction of the I-405/I-10 and I- 405/US 101 by reduction of lanes. These junctions exacerbate stop-and-go traffic, backs up into all communities north and south of these junctions, including the Brentwood Glen, and increases the potential for accidents. Instead of spending millions of dollars to maybe decrease a person's driving time by a minute or two with this band-aid approach to alleviating congestion, it behooves Caltrans and our government officials to attack the nuts and bolts of the problem by examining and fixing the problems that exist where the I-405 and the I-10 and US 101 meet.	10/01/21 4:04 PM PT
I- 556 -7	General Opposition		Email			Simply put, there is no economic nor social net benefits that will be realized by proceeding with this ill-defined and enormously wasteful use of our tax dollars and the time and energy of our public officials and the workers who would spend a huge number of work hours building the next transportation white elephant. Alec Levenson Resident, Brentwood Glen	10/01/21 4:04 PM PT
I- 557 -1	Alternatives	Oppose Expanding of Lanes	Email			We oppose the 405 freeway expansion. Brentwood Glen should be preserved, as it is a true family community with a church. The 405 expansion project would destroy several homes, destroying those families' lives and destroy the church that serves many purposes for the community.	10/01/21 10:33 PM PT
I- 557 -2	Other Projects	Past HOV Project	Email			A past expansion not only was disruptive for thousands of people, the traffic actually got worse.	10/01/21 10:33 PM PT
I- 557 -3	Support for Transit in Corridor		Email			What about concentrating on the metro line instead? This would allow an alternative method of transportation, helping to alleviate traffic on the 405, but adding a lane will just allow more cars to back up the freeway. Getting cars or people on rapid transit rails or in tunnels is what will decongest our freeways and streets. We should re-engage with Elon Musk to build tunnels and direct whatever manpower and money was being allocated to a 405 expansion to metro lines instead. Bea and Erik Ridgley	10/01/21 10:33 PM PT
I- 558 -1	Alternatives	Oppose Tolling	Email			Do NOT add tolls to any lanes whatsoever.	10/01/21 8:16 PM PT
I- 558 -2	Alternatives	Suggestion for Option/New Alternative	Email			Instead start by mandating work from home policies at businesses to reduce traffic. Office jobs can be done remotely. It's a complete waste of resources and people's time to drive to an office to sit at a computer! -Brandon Shandelson	10/01/21 8:16 PM PT

I- 559 -1	Environmental Topics	Transportation/Traffic/VMT	Email			Merro / Caltrans Public Scoping Comments With respect for the efforts to work toward solutions for the traffic problems with the Sepulveda pass 405 freeway we would like to submit the obvious criticisms and the specific impact of the proposals.Traffic has only increased with negative impact on the environment as well as the major negative impact on the Brentwood Glen Neighborhood.	10/04/21 11:59 AM PT
I- 559 -2	Purpose and Need		Email			Having lived through our experience between 2009 and 2014,adding HOV lanes and widening the freeway now ten years later and has only only increased the problems is not a viable solution. The proposals do not demonstrate any significant change in the strategy fully demonstrated in the 2015 which was a failure.	10/04/21 11:59 AM PT
I- 559 -3	Environmental Topics	Relocations/ROW	Email			To sacrifice housing for 91 families and a negative impact on the Brentwood Glen residential community with will be structurally constrained by the intersection of the 405 and the 10 freeway is both futile and illogical.Please learn from past mistakes!	10/04/21 11:59 AM PT
I- 559 -4	Support for Transit in Corridor		Email			Focusing on public transportation strategies should be our focus, not on building new freeways. Charles Lagreco , Marta Rallis. 11451Berwick Street LA 90049. Brentwood Glen residents since 1990...	10/04/21 11:59 AM PT
I- 560 -1	General Opposition		Email			Hello We are residents of 11335 Denair st 90049 and we DO NOT want the 405 to be expanded into our neighborhood of the Brentwood glen. We are OPPOSED to alternatives 3, 4, and 5 and do NOT want express lanes, so we also oppose alternative 2.	10/01/21 4:32 PM PT
I- 560 -2	Environmental Topics	Transportation/Traffic/VMT	Email			Below is why we do not agree with this expansion : 1. It has been demonstrated that adding lanes to freeways increases vehicle miles traveled through induced travel. Over time, the freeway becomes congested again, and also increases air pollution to surrounding neighborhoods.	10/01/21 4:32 PM PT
I- 560 -3	Other Projects	Past HOV Project	Email			2. The I-405 Sepulveda Pass Improvements Project, in which the 10-mile HOV lane was added and the freeway widened between 2009 and 2014, ran over-budget, over-schedule. A study five years later showed traffic was even slower.	10/01/21 4:32 PM PT
I- 560 -4	Other Projects	Sepulveda Transit Corridor	Email			3. Metro is currently developing the Sepulveda Transit Corridor Project for a new, highcapacity transit line to create an alternative to automobile traffic on the I-405 through the Sepulveda Pass. If successful in reducing traffic on I-405, the new transit line has the potential to eliminate the justification for adding lanes.	10/01/21 4:32 PM PT
I- 560 -5	Purpose and Need		Email			4. The five alternative proposals to alleviate traffic congestion on the Sepulveda Pass are little different than proposals considered during the last upgrade completed in 2015. The previous \$1 Billion widening project took more than five years to complete with infamously huge "Carmageddon" disruptions and no improvement in traffic or wait times. Why would any reasonable person expect the outcome to be different this time?	10/01/21 4:32 PM PT

I- 560 -6	Environmental Topics	Community Impacts	Email			5. Brentwood Glen is a small, close-knit community in Los Angeles and will suffer substantial negative impact if Alternatives 3, 4, or 5 is implemented. 6. Brentwood Glen will be devastated by the destruction of 21 homes and 16 multi-family buildings, housing 91 families, many of whom have lived here for decades. ** 7. The church in the Glen, home to a Lutheran congregation for more than six decades, also is home to a Jewish congregation, a Muslim center, and a preschool will be removed, displacing members and their respective congregations and school, depriving the community of the only facility available for residents to meet and negatively impacting the community's character and cohesion.	10/01/21 4:32 PM PT
I- 560 -7	Environmental Topics	Air Quality/GHG	Email			8. Residents will suffer a substantial negative impact on their quality of life due to disruption of the established community and increased noise and toxic air emissions both during and after construction. Knowing there is a preschool at the church and the Brentwood Glen is a childfriendly community, studies have shown that an increase in air pollution is linked to an increase in pediatric asthma.	10/01/21 4:32 PM PT
I- 560 -8	General Opposition		Email			9. The enormous personal cost to residents of Brentwood Glen and financial costs to Caltrans far outweigh any theoretical benefit of providing ExpressLanes on the I-405.	10/01/21 4:32 PM PT
I- 560 -9	Alternatives	Suggestion for Option/New Alternative	Email			10. The project does not address the real issue, which would reduce congestion and safety, the junction of the I-405 and I-10 and the junction of the I-405 and US 101. Caltrans can make all the changes in the world to the I-405, but if the junction of the I-405/I-10 and the I-405/US 101 are not tackled, there will never be any traffic relief. The freeway bottlenecks as it approaches the junction of the I-405/I-10 and I-405/US 101 by reduction of lanes. These junctions exacerbate stop-and-go traffic, backs up into all communities north and south of these junctions, including the Brentwood Glen, and increases the potential for accidents. Instead of spending millions of dollars to maybe decrease a person's driving time by a minute or two with this band-aid approach to alleviating congestion, it behooves Caltrans and our government officials to attack the nuts and bolts of the problem by examining and fixing the problems that exist where the I-405 and the I-10 and US 101 meet.	10/01/21 4:32 PM PT
I- 560 -10	Purpose and Need		Email			11. The project to add an HOV lane has been a bust. A year after it was completed in 2014, Metro's own study found that traffic congestion had increased slightly. It has been less than ten years since the 5-year noisy project that caused major traffic jams. Why should express lanes be any more successful in reducing congestion?	10/01/21 4:32 PM PT
I- 560 -11	Support for Transit in Corridor		Email			12. Metro should focus on its core mission of providing public transit rather than building new roads, like the Sepulveda Pass Project. Thank you Residents of 11335 Denair St	10/01/21 4:32 PM PT
I- 561 -1	General Opposition		Email			Opposition To Metro Brentwood Glen / Sepulveda Pass Project As a more than twenty year resident of Brentwood Glen, I am opposed to alternatives 2, 3, 4 and 5 for the I-405 Freeway through the Sepulveda Pass for the following reasons:	10/01/21 4:36 PM PT
I- 561 -2	Alternatives	Suggestion for Option/New Alternative	Email			1 The project does not address the real issue, which would reduce congestion and safety, the junction of the I-405 and I-10 and the junction of the I-405 and US 101. Caltrans can make all the changes in the world to the I-405, but if the junctions of the I-405/I-10 and the I-405/US 101 are not tackled, there will never be any traffic relief. The freeway bottlenecks as it approaches the junction of the I-405/I-10 and I-405/US 101 by reduction of lanes. These junctions exacerbate stop-and-go traffic, backs up into all communities north and south of these junctions, including the Brentwood Glen, and increases the potential for accidents. Instead of spending millions of dollars to maybe decrease a person's driving time by a minute or two with this band-aid approach to alleviating congestion, it behooves Caltrans and our government officials to attack the nuts and bolts of the problem by examining and fixing the problems that exist where the I-405 and the I-10 and US 101 meet.	10/01/21 4:36 PM PT

I- 561 -3	Other Projects	Sepulveda Transit Corridor	Email			2 Metro is currently developing the Sepulveda Transit Corridor Project for a new, high-capacity transit line to create an alternative to automobile traffic on the I-405 through the Sepulveda Pass. If successful in reducing traffic on I-405, the new transit line has the potential to eliminate the justification for adding lanes.	10/01/21 4:36 PM PT
I- 561 -4	Purpose and Need		Email			3 The five alternative proposals to alleviate traffic congestion on the Sepulveda Pass are little different than proposals considered during the last upgrade completed in 2015. The previous \$1 Billion widening project took more than five years to complete with infamously huge "Carmageddon" disruptions and no improvement in traffic or wait times. Why would any reasonable person expect the outcome to be different this time?	10/01/21 4:36 PM PT
I- 561 -5	Purpose and Need		Email			4 The project to add an HOV lane has been a bust. A year after it was completed in 2014, Metro's own study found that traffic congestion had increased slightly. It has been less than ten years since the 5-year noisy project that caused major traffic jams. Why should express lanes be any more successful in reducing congestion?	10/01/21 4:36 PM PT
I- 561 -6	Environmental Topics	Community Impacts	Email			5 Brentwood Glen is a small, close-knit community in Los Angeles and will suffer substantial negative impact if Alternatives 3, 4, or 5 is implemented. 6 Brentwood Glen will be devastated by the destruction of 21 homes and 16 multi-family buildings, housing 91 families, many of whom have lived here for decades. ** 7 The church in the Glen, home to a Lutheran congregation for more than six decades, also is home to a Jewish congregation, a Muslim center, and a preschool will be removed, displacing members and their respective congregations and school, depriving the community of the only facility available for residents to meet and negatively impacting the community's character and cohesion	10/01/21 4:36 PM PT
I- 561 -7	Environmental Topics	Air Quality/GHG	Email			8 Residents will suffer a substantial negative impact on their quality of life due to disruption of the established community and increased noise and toxic air emissions both during and after construction. Knowing there is a preschool at the church and the Brentwood Glen is a child-friendly community, studies have shown that an increase in air pollution is linked to an increase in pediatric asthma.	10/01/21 4:36 PM PT
I- 561 -8	General Opposition		Email			9 The enormous personal cost to residents of Brentwood Glen and financial costs to Caltrans far outweigh any theoretical benefit of providing Express Lanes on the I-405.	10/01/21 4:36 PM PT
I- 561 -9	Support for Transit in Corridor		Email			10 Metro should focus on its core mission of providing public transit rather than building new roads, like the Sepulveda Pass Project.	10/01/21 4:36 PM PT
I- 562 -1	Alternatives	Suggestion for Option/New Alternative	Email			Hello, This planning seems antiquated and based upon 35 year old type of planning. Why make more? There is plenty of room and lanes on the 405 North and South for the 4-6 hours a day of peak traffic. Why don't you consider moving the median barrier so that in the morning you can use a lane or two from thne 405 North and in the afternoon use a lane from the 405 South? Think creativity to use the land and space that already exists. You do not need more, you need to think this. T	10/01/21 11:00 PM PT
I- 562 -2	Equity		Email			his will serve only the rich who can afford it - like the Teslas in the carpool lane using their electric pass.	10/01/21 11:00 PM PT
I- 562 -3	Environmental Topics	Transportation/Traffic/VMT	Email			There will be a bottle neck of traffic because of this causing more pollution. People are commuting less now and moving out of state.	10/01/21 11:00 PM PT
I- 562 -4	Other Projects	Past HOV Project	Email			The last 405 project in this pass was a billion dollar boon doggle! Property owners should be given a tax break during construction.	10/01/21 11:00 PM PT

I- 563 -1	Alternatives	Oppose Expanding of Lanes	Email			Hello, I am writing to express my opposition to the I-405 Sepulveda Pass ExpressLanes project. I am particularly opposed to Alternatives 3, 4, and 5. Alternatives 3, 4, and 5 will not result in any reduction to traffic....it has been demonstrated time and time again that adding lanes to freeways will not lessen traffic but will rather result in INCREASED traffic and air pollution. Furthermore, Alternatives 3, 4, and 5 will devastate the community of Brentwood Glen...multiple homes and apartments will be destroyed and people will be displaced. This would also displace the house of worship of three different faiths (Christian, Jewish, Muslim). I respectfully ask that Alternatives 3, 4, and 5 do not move forward. Kind regards, Francine Bendat	10/01/21 9:10 PM PT
I- 564 -1	Alternatives	Oppose Expanding of Lanes	Email			Hi I've lived here in Brentwood Glen for almost 20 years, raised two kids and I love my community. We already are hemmed in on the other side leaving us barely two full blocks East to West. We already cope with being freeway adjacent. I am against alternatives and further expansion.	10/01/21 4:36 PM PT
I- 564 -2	Environmental Topics	Community Impacts	Email			Brentwood Glen is a small, close-knit community in Los Angeles and will suffer substantial negative impact if Alternatives 3, 4, or 5 is implemented. Brentwood Glen will be devastated by the destruction of 21 homes and 16 multifamily buildings, housing 91 families, many of whom have lived here for decades. ** The church in the Glen, home to a Lutheran congregation for more than six decades, also is home to a Jewish congregation, a Muslim center, and a preschool will be removed, displacing members and their respective congregations and school, depriving the community of the only facility available for residents to meet and negatively impacting the community's character and cohesion.	10/01/21 4:36 PM PT
I- 564 -3	Environmental Topics	Air Quality/GHG	Email			Residents will suffer a substantial negative impact on their quality of life due to disruption of the established community and increased noise and toxic air emissions both during and after construction. Knowing there is a preschool at the church and the Brentwood Glen is a child-friendly community, studies have shown that an increase in air pollution is linked to an increase in pediatric asthma.	10/01/21 4:36 PM PT
I- 564 -4	General Opposition		Email			The enormous personal cost to residents of Brentwood Glen and financial costs to Caltrans far outweigh any theoretical benefit of providing ExpressLanes on the I-405.	10/01/21 4:36 PM PT
I- 564 -5	Alternatives	Suggestion for Option/New Alternative	Email			The project does not address the real issue, which would reduce congestion and safety, the junction of the I-405 and I-10 and the junction of the I-405 and US 101. Caltrans can make all the changes in the world to the I-405, but if the junction of the I-405/I-10 and the I-405/US 101 are not tackled, there will never be any traffic relief. The freeway bottlenecks as it approaches the junction of the I-405/I-10 and I405/US 101 by reduction of lanes. These junctions exacerbate stop-and-go traffic, backs up into all communities north and south of these junctions, including the Brentwood Glen, and increases the potential for accidents. Instead of spending millions of dollars to maybe decrease a person's driving time by a minute or two with this band-aid approach to alleviating congestion, it behooves Caltrans and our government officials to attack the nuts and bolts of the problem by examining and fixing the problems that exist where the I-405 and the I-10 and US 101 meet.	10/01/21 4:36 PM PT
I- 564 -6	Purpose and Need		Email			The project to add an HOV lane has been a bust. A year after it was completed in 2014, Metro's own study found that traffic congestion had increased slightly. It has been less than ten years since the 5-year noisy project that caused major traffic jams. Why should express lanes be any more successful in reducing congestion?	10/01/21 4:36 PM PT
I- 564 -7	Support for Transit in Corridor		Email			Metro should focus on its core mission of providing public transit rather than building new roads, like the Sepulveda Pass Project.	10/01/21 4:36 PM PT

I- 565 -1	ExpressLanes Operations		Email			Metro - I am a stakeholder of the Metro 405 ExpressLanes Project as a resident of a neighborhood of the project area, and as a user of the existing 405 High Occupancy Vehicle (HOV) lanes and the Sepulveda Pass corridor as a transit rider and as a driver. Taxpayers paid for the 405 Freeway HOV lanes to promote carpools, so any alternative that Metro adopts should continue to allow carpools with 3 or more people in the vehicle to use the lanes without a charge and without a transponder.	10/01/21 8:45 PM PT
I- 565 -2	Alternatives	Suggestion for Option/New Alternative	Email			Metro should study as a project alternative converting the HOV lanes to reversible HOV lanes that can change the direction of flow based on the time of day or congestion.	10/01/21 8:45 PM PT
I- 565 -3	Alternatives	Oppose Expanding of Lanes	Email			Metro must not increase the total number of traffic lanes in the right of way, nor widen the right of way.	10/01/21 8:45 PM PT
I- 565 -4	ExpressLanes Operations		Email			If Metro converts the 405 HOV lanes to ExpressLanes with tolls, Metro must: 1. Allow carpools with 3 or more people in their vehicle to be able to use the lanes without a transponder, advance reservation, or charge. 2. Not count drivers toward the discount for the number of occupants when the driver works on a paid taxi or transportation network company ride, such as Uber or Lyft. 3. Require taxis, transportation network companies, and delivery services such as Amazon, Doordash, and Postmates to provide real-time data and payment to Metro for use of the lanes. 4. Require transportation network and delivery companies, not their drivers, to pay for using the lanes. 4. Allocate any net revenues from tolls to increases in Metro bus revenue service miles on lines crossing through the project area. 5. Prohibit autonomous vehicles from using the lanes when there are no people in the vehicle. 6. Not charge its bus operations or local municipal operators, including Los Angeles World Airports' FlyAway Shuttle, for the use of the lanes by their buses. Jack Neff Los Angeles, CA 90004	10/01/21 8:45 PM PT
I- 566 -1	Equity		Email			This solution only benefits the wealthy. Terrible Idea.	10/01/21 8:14 AM PT
I- 566 -2	Support for Transit in Corridor		Email			Why don't you use those lanes for a metro train like on the 105. That's the real and permanent solution.	10/01/21 8:14 AM PT
I- 567 -1	Alternatives	Oppose Expanding of Lanes	Email			I am a homeowner; I think just to use the fastlane tolled in each direction. No new construction. June Martin 353 Dalkeith Ave LA. 90049 Sent from my iPad	9/30/21 3:21 PM PT
I- 568 -1	Alternatives	Suggestion for Option/New Alternative	Email			405 Comission, Please, spend the money & do it right. An elevated toll road would be the best...just like all the other counties & state's have. A lot of money and frustration was spent on the 405 not too many years ago and the traffic changed minimally. These changes being offered won't do the job! Also, we commuters will again pay the price, literally, if you 'add a lane and make us pay for it. Do any of you drive the 405? For this fix, Bigger IS better! Just do it and do it right! My voice is small but hopefully mighty enough be to heard. Kathy Hougardy	10/01/21 3:02 PM PT
I- 569 -1	Alternatives	Oppose Tolling	Email			We, as taxpayers and users of the 405fwy -we already paid for use of the freeway and approved of the 'diamond lanes' / carpool lanes	10/01/21 3:34 PM PT

I- 570 -1	Alternatives	Oppose Tolling	Email			In my opinion this is a terrible idea. There is no incentive for people to be more environmentally friendly. As the cost of living increases, people will become priced out of using the toll lanes because it's an added expense.	10/01/21 10:37 AM PT
I- 570 -2	Environmental Topics	Transportation/Traffic/VMT	Email			What will end up happening is that many people will continue to travel the freeway in the toll free lanes causing more congestion than ever before and likely leaving the toll lanes more empty than what would have been of the HOV. The project is being done on one of the busiest parts of LA traffic which is utilized by majority of people who are commuting to work, and there are many reasons that they are commuting to and from. It is not a good idea, it will make traffic worse, it will waste tax money to build, and will never likely pay its self off in any way.	10/01/21 10:37 AM PT
I- 571 -1	Other		Email			Good Morning, I'm sending this email on the behalf of one of my resident's Patricia Hearst. David	9/30/21 7:55 AM PT
I- 571 -2	Environmental Topics	Transportation/Traffic/VMT	Email			Gentlemen: The community of Mountaingate 5 residents completely depend on Mountaingate Drive, the 11 40 11 Freeway and Sepulveda Boulevard for their ingress and egress- - and as such, safety and impacts are of great concern. It is my understanding the public comments and/or concerns will be addressed in the Draft E.I.R. To that issue, the following should be studied and incorporated in that Draft. An up-to-date traffic study for Mulholland Drive between Beverly Glen and Cal Neva (8 schools, Temple and Church) showing the dates of study, times and ratings (A-F). An up-to-date traffic study for Sepulveda Boulevard between Wilshire Boulevard and Ventura Boulevard (Temple, Getty Museum, Skirball Cultural Center and two land-locked communities, Bel Air Crest and Mountaingate, showing the dates of the study, times and ratings (A-F).	9/30/21 7:55 AM PT
I- 571 -3	Environmental Topics	Utilities	Email			There are multiple pipes of combustible material (has, gasoline, methane, etc.) under Sepulveda Boulevard. Some of the pipeline owners are identified with 4' stakes along Sepulveda - others are not.. Because of the San Bruno fire and the cause - a report should be included in the Draft EIR identifying all the pipeline companies/owners, their product and their maintenance records - between Ventura Boulevard and Wilshire Boulevard.	9/30/21 7:55 AM PT

I- 571 -4	Environmental Topics	Transportation/Traffic/VMT	Email			The Los Angeles County Board of Supervisors are planning to develop property (Los Angeles County Sanitation - Mission Canyon Landfills 1 -2 -3) into a public park with multiple facilities and hundreds of parking spaces. Presently, ingress and egress are problematic as there is no safe way to enter, depart or make a left hand turn, going North. This property is approximately 1001 North of Mountaingate/Sepulveda. The proposed plans should be included in the Draft E.I.R. because of traffic and safety issues. Since the 14051-Sepulveda Pass -Caltrans/Metro project appeared 'outdated' within months of its completion, traffic studies before that project and after its completion should be incorporated in the Draft E.I.R. Years of experiencing traffic impacts due to the '405' - Sepulveda Pass caltrans/Metro project, this proposed project will most certainly impact the numerous communities, schools and institutions as well as the lack of traffic movement of thousands who utilize the Sepulveda Pass Corridore. Looking forward to receiving any updates and the Draft E.I.R. for your proposed project . Mrs. Patricia Bell Earst P.O. Box 491187 Los Angeles, California 90049 >	9/30/21 7:55 AM PT
I- 572 -1	Other		Email			With regards to the proposed I-405 Express Lanes Project - which could possibly require taking homes in Brentwood Glen - what is the timeline for making a decision, either: a) amongst the five alternatives proposed - will it move forward b) whether or not to proceed at all Basically, I am just wondering when the uncertainty will go away. Thanks for your help, Rachel	10/04/21 10:10 AM PT
I- 573 -1	General Opposition		Email			Regarding: Sepulveda Pass ExpressLanes Scoping Comment Mr. Kosinski, My name is Stacy Galina and my son and I have been residents of Brentwood Glen for over 16 years. I am proud to call this neighborhood my home. The Glen is a tight knit community where everyone knows each other and where everyone takes care of one another. We lived through the last 405 expansion only to result in more traffic, more pollution and no resolution. I am opposed to Alternatives 2, 3, 4 and 5 because adding ExpressLanes will not alleviate traffic, but instead will increase traffic not only on the freeway but on surface streets as well.	10/01/21 4:24 PM PT
I- 573 -2	Environmental Topics	Community Impacts	Email			The taking of homes as suggested in Alternatives 3, 4, and 5 will destroy our neighborhood and the homes that remain will be subject to unspeakable noise pollution, air pollution and the desolation of a once beautiful and intact community. I've worked too hard as a tax paying homeowner and citizen to let this happen. Thank you for your time. Sincerely, Stacy Galina	10/01/21 4:24 PM PT
I- 574 -1	Alternatives	Oppose Expanding of Lanes	Email			I am writing to express my opposition to any more lanes on the 405. Makes it too dangerous as it already is threatening. Thank you. Tina Ladd	10/02/21 10:11 AM PT
I- 575 -1	Other		Email			Greetings, I was just asking whether if a decision has been made yet for this project. Respectfully, Andrew Wang Please consider the environment before printing this email	9/24/21 10:57 PM PT

I- 576 -1	Environmental Topics	Community Impacts	Email			I've live off/ 10 houses near the 405. the Brentwood Glen area is home to over 600 homes misplaced from Westwood when the freeway was originally built. It is not Brentwood. We are a community in ourselves. We raise children, walk our dogs, pay a vast amount of property taxes and keep our neighborhood clean and safe.	10/06/21 5:06 PM PT
I- 576 -2	Environmental Topics	Transportation/Traffic/VMT	Email			I've seen the hullabaloo caused with every pending expansion. I can tell you the changes made to our 405 the added express lane, has done nothing to ease traffic. Very few use the lane compared to those who use the others. Drivers zip in and out of that lane paying little or no attention to the openings. They leave when someone slower detains them. They enter when it moving. No one is ticketed that I've seen.	10/06/21 5:06 PM PT
I- 576 -3	Support for Transit in Corridor		Email			PUT the money wisely into the mass transit, underground preferably on Sepulveda. Provide free public parking lots along the way.	10/06/21 5:06 PM PT
I- 576 -4	Environmental Topics	Community Impacts	Email			As it is Church lane, a two way two lane street has become an entry to our neighborhood. We now more than ever have to worry about derelicts, homeless, thieves, criminals that our neighborhood hadn't seen in the 20+ years I've lived here. Those of us who live here did not wish to commute from the SFV in the first place. Most of us purchased what we could afford and pay for renovations along the way. We've earned the right to safe neighborhoods. We've paid for the right to live on the west side. 99 % of our streets and not thoroughfares. The majority of us are single family home owners. Please help us keep our neighborhood in tact!. Rochelle Diskin Renaud	10/06/21 5:06 PM PT
I- 577 -1	General Opposition		Email			Ken Bornstein and Cori Solomon are residents of the Brentwood Glen and have lived in the community for 35 years. We chose this community to live in because, unlike others in Los Angeles, it is a very cohesive with a strong sense Of community pride. We are opposed to Alternatives 2, 3, 4, and 5 because adding Express lanes will not alleviate traffic but will increase traffic not only on the freeway but also on surface roads.	10/01/21 3:58 PM PT
I- 577 -2	Environmental Topics	Relocations/ROW	Email			1. The taking of homes as suggested in Alternatives 3, 4, and 5 will destroy our community.	10/01/21 3:58 PM PT
I- 577 -3	Environmental Topics	Transportation/Traffic/VMT	Email			2. Living three houses from the freeway, we lived through six years of construction, resulting in more traffic. Studies have found that traffic increases when you add more lanes, so why add more lanes when you know it will increase traffic. The last I-405 proved this point.	10/01/21 3:58 PM PT
I- 577 -4	Alternatives	Suggestion for Option/New Alternative	Email			3. Until the problem is solved at the I-405 and I-10, we will never traffic decrease. The freeway becomes a bottleneck at the junction of those two freeways. The problem at this junction was not resolved during the last construction so why would you think these alternatives you suggest will solve the problem if you do not address the I-405 and I-10 junction.	10/01/21 3:58 PM PT
I- 577 -5	Environmental Topics	Transportation/Traffic/VMT	Email			4. Most drivers do not want to pay for tolls. Instead, they will either stay on the freeway avoiding the ExpressLanes, or move to surface streets, causing more traffic. Currently, Sunset, Sepulveda, and Church Lane cannot handle any more traffic. We are still in the pandemic, and many people who travel the 405 have lost income in the last year and a half. They cannot afford the tolls. It is very inequitable to think people can afford the tolls.	10/01/21 3:58 PM PT

I- 577 -6	Support for Transit in Corridor		Email			5. The focus for the Sepulveda pass should be the Sepulveda Pass Transit. Having a subway or monorail would help alleviate traffic more than expanding the freeway. The best direction is to get people out of their cars and off the freeway, so the Sepulveda Pass Project should take precedent over expanding the freeway. Money from the ExpressLane project should be funneled into the Sepulveda Pass Transit to once it goes through its EIR and CEQA process.	10/01/21 3:58 PM PT
I- 577 -7	Environmental Topics	Construction Impacts	Email			6. The construction and the end result of more lanes, whether ExpressLanes or not, will cause more noise and pollution.	10/01/21 3:58 PM PT
I- 577 -8	Environmental Topics		Email			7. During the last construction, you added a BMP that was never landscaped properly, and Caltrans does not maintain the grounds by the freeway. We have had broken irrigation along with safety and fire hazards along the freeway from lack of maintenance. What is the point of expanding a freeway if you do not maintain the Caltrans land around the freeway? Money should be used to maintain the existing freeways.	10/01/21 3:58 PM PT
I- 577 -9	Support for Transit in Corridor		Email			Instead of expanding freeways, Metro should focus on getting people out of cars by providing public transit at affordable costs.	10/01/21 3:58 PM PT
I- 578 -1	General Opposition		Oral			COURT REPORTER TRANSCRIBED VOICEMAIL: Hello. My name is Mario Dominguez, Jr. Mario is M-A-R-I-O. Dominguez is D-O-M-I-N-G-U-E-Z, Dominguez, comma, capital J, lowercase R, period, for junior, Mario Dominguez, Jr. I'm a resident of the city of South Gate. And the reason I'm calling -- oh. And my zip is 90280. Again, the city of South Gate, 90280. The reason why I'm -- the reason why I'm calling is to voice a complaint against this project of changing these HOV lanes into what you're calling ExpressLanes, which are basically toll lanes, where you're going to be charging us to drive our own freeways. And it's bad enough that you already approved I forget which one of the other big freeways that's going to be converted into Express -- what you're calling ExpressLanes. Now you're doing the same with the 405? So I'm asking you -- well, for Metro to reconsider this project and just leave it as it is. Just leave it as a regular old-fashioned HOV lane and stop charging us to drive our freeways.	8/18/21 11:00 PM PT
I- 578 -2	Funding/Revenue		Oral			I mean, we pay enough as it is in taxes, and now we're being asked to pay to drive our own freeways. I think that's appalling and outrageous, and I ask that you -- Metro cease -- cease pursuing these projects. Yeah. You're charging the hell out of us and making us pay to drive our own freeways, so please cut it out. Thank you very much.	8/18/21 11:00 PM PT
I- 579 -1	Environmental Topics	Utilities	Oral			COURT REPORTER TRANSCRIBED VOICEMAIL: My name is Marvin Holmes, and I work with the L.A. County Sanitation Districts. We have a landfill, Mission County Landfill, where the project may affect the landfill. The landfill is closed now, but what I needed to do is to get on your mailing list for anything -- any correspondence, I guess, for the project, anything to do with the project. My name is Marvin Holmes. My e-mail address is MHolmes, M-H-O-L-M-E-S, @lacsdc.org. So if I could be placed on your mailing list, I would appreciate it. We have concerns about widening of the 405 at that point because our landfill borders the 405.	8/18/21 11:00 PM PT

I- 579 -2	Community Engagement		Oral		 So if you could give me an e-mail response that you received my call and that I am placed on the mailing list, I would appreciate it. -MHolmes@lacsd.org.- Thank you.	8/18/21 11:00 PM PT
I- 580 -1	Alternatives	Suggestion for Option/New Alternative	Oral			My name is Steven Schwartz. I live near Glenroy and Sunset, one-and-a-half blocks east of the freeway, so I'm a residential neighbor here. My suggestion is just get rid of the high-occupancy lane. Let everybody use it. So just make it a normal lane and plan for the future to have higher transit, either the monorail or a tunnel. Everything you do with the freeway -- it will be outgrown. I'd say just get rid of the diamond lane and save your money for a high-speed rail, above ground or tunnel. Thank you.	9/29/21 11:00 PM PT
I- 581 -1	Other Projects	Past HOV Project	Email			Yeah, my name is Steve Drimmer. I live in the community of Mountain Gate, and I'm the president of the Mountain Gate Open Space Maintenance Association, which handles all Mountain Gate-related issues. I just wanted to ask a question, not necessarily make a comment, but, you know, we have lived through a major expansion in the Sepulveda Pass several years ago. Most of us in our community don't feel it really accomplished very much in terms of reducing travel times through the pass.	9/14/21 9:00 AM PT
I- 581 -2	Purpose and Need		Email			I noted that in the earlier part of the presentation, you indicated that there's 56 hours of wasted commuting time, people stuck in traffic that they could otherwise be more productive. So my question is: Have you looked at goals of this project in terms of reducing that 56-hour number to a lower number? Because I'm not hearing from you what your specific goals are in going through all of this in terms of the improvement that you would like and what you anticipate. So could you address that?	9/14/21 9:00 AM PT
I- 582 -1	Equity		Email			First thing I wanted to address is: How is this not a form of classism? I am -- I see the purpose of a toll road. I'm not a big fan of toll road because it tends to favor those who can afford to pay the toll, while those who are not as affluent, probably those who punch a time clock, are left stuck in traffic. So how is this not a form of classism?	8/14/21 9:00 AM PT
I- 582 -2	Alternatives	Suggestion for Option/New Alternative	Email			And the reason I mentioned grading earlier, improving the grading of the South Bay of the Culver City curve is to minimize and bring down that 56-hour wait time because traffic congestion backs up at certain bottleneck points along the 405. If we ease those up, we might be able to improve and reduce traffic congestion time if we remove those bottlenecks at key areas along the 405. My other fear is that, you know, this toll road might just be from the 10 to the 101 -- and also the optics aren't very good, that's affecting making it easier for affluent communities on the Westside to have an express lane but everyone south of the 10, you're out of luck. So you might want to work on that.	8/14/21 9:00 AM PT
I- 582 -3	Purpose and Need		Email			Another concern is Metro has a lot of power. I'm involved with neighborhood councils. You have a TOC. At what point do you consider -- how do you judge a project successful? Profitability or the amount -- the percentage of stakeholders that will benefit from this program? Thank you.	8/14/21 9:00 AM PT

I- 583 -1	Other Projects	Sepulveda Transit Corridor	Scoping Meeting 1	George	Jentges	How will this project interact with the MetroRail surface options, such as a monorail.	8/14/21 12:00 AM PT
I- 584 -1	Alternatives	Suggestion for Option/New Alternative	Scoping Meeting 1	George	Jentges	Comment from Westchester, 90045: Please consider setting the carpool threshold at two persons. Most work vehicles only safely accomodate two people. I drive a Ford Transit Connect. Thank you for your attention to this matter.	8/14/21 12:00 AM PT
I- 585 -1	Equity		Scoping Meeting 1	Kalani	Whittington	How is this "Express Lane" not a rebranded TOLL ROAD and another form of double taxation that favors wealthier stakeholders while those who probably punch a time clock, wait in traffic?	8/14/21 12:00 AM PT
I- 586 -1	Alternatives	Suggestion for Option/New Alternative	Scoping Meeting 1	Kalani	Whittington	Why haven't efforts been made toward more effective design to prevent bottlenecks that cause traffic congestion as a preferable solution; better design grading at bottlenecks along 405 at Southbay and Culver City curves, better signage at 405/10 Frwy Interchange where traffic bottlenecks as people slow and scramble to get into proper lane and better design at Ventura Blvd exit where traffic often backs up to top of hill and 405/101 interchange where bottlenecks occur regularly.	8/14/21 12:00 AM PT
I- 587 -1	Purpose and Need		Scoping Meeting 1	Kalani	Whittington	How would you determine if this project is successful? Profits or Percentage of Stakeholders who would be able to afford to use?	8/14/21 12:00 AM PT
I- 588 -1	Environmental Topics	Construction Impacts	Scoping Meeting 1	Kalani	Whittington	If TOLL Roads become too popular, will we be subject to neverending construction to add more toll lanes?	8/14/21 12:00 AM PT
I- 589 -1	Environmental Topics	Transportation/Traffic/VMT	Scoping Meeting 1	Kalani	Whittington	Won't narrowing of lanes to add a toll lane further slow traffic as people navigate numerous curves along Sepulveda Pass?	8/14/21 12:00 AM PT
I- 590 -1	Other Projects	Sepulveda Transit Corridor	Scoping Meeting 1	Beryl	Arbit	how are you coordinating this project w/ any use of the 405 median for a monorail or other mass transit effort?	8/14/21 12:00 AM PT
I- 591 -1	ExpressLanes Operations		Scoping Meeting 1	Beryl	Arbit	if the purpose of HIGH OCCUPANCY lanes is to encourage carpools and take vehicles off the road, how can you possibly consider a car w/ one adult and one infant to be high occupancy? it's not as if that baby would otherwise have a car on the road	8/14/21 12:00 AM PT
I- 592 -1	Environmental Topics	Transportation/Traffic/VMT	Scoping Meeting 1	David	Vogel	Did you deem the current carpool lane extention from the 10 to the 101? I rarely see it moving faster than the rest of the freeway.	8/14/21 12:00 AM PT
I- 593 -1	ExpressLanes Operations		Scoping Meeting 1	Douglas	MacLennan	Currently this page https://www.metroexpresslanes.net/offers-discounts/transit-rewards/ suggests that only a handful of routes along the 10 and 110 freeways qualify for the transit rewards program mentioned in the video. Will Metro add new qualifying routes that actually run along the corridor such as bus rapid 761, etc?	8/14/21 12:00 AM PT
I- 594 -1	Other Projects	Sepulveda Transit Corridor	Scoping Meeting 1	Lorenzo	Mutia	Yes. My name is Lorenzo Mutia, my comment is -- well, my concerns of the project are that I hope the coordination between this and other congestion-addressing projects is tight. I mean, ideally a transport -- I mean, this would be one big project with a Sepulveda Pass corridor, transit plans -- let's see -- because, I mean, if transit isn't, like, tightly in -- considered with this ExpressLanes project, it's not really going to succeed in it's congestion reduction. I mean, reducing traffic -- us car drivers -- people who drive cars, we are the traffic. I mean, that's extremely evident. So the only way you're really going to reduce congestion is by getting some cars off the road either by increasing through put -- and carpools can only do so much, right?	8/14/21 9:00 AM PT

I- 594 -2	Alternatives	Oppose Expanding of Lanes	Scoping Meeting 1	Lorenzo	Mutia	So, I mean I'm generally supportive of this as long as the property acquisition is to a minimum. I mean, lane expansions, as we've seen with the last project, a billion dollars didn't really do much in terms of congestion. Might have reduced accidents and improved some ramps -- on-ramps here and there, but it really didn't improve anything in terms of congestion relief, and it's working-class folks that suffer the most from congestion. I mean, one, cars are more expensive for them. I mean, the traffic does not affect people equally. So I hope you take that into consideration as well.	8/14/21 9:00 AM PT
I- 595 -1	General Support		Scoping Meeting 1	Richard		Thank you. I'm very in support of these lanes. I've actually used the 110, it really speeds up.	8/14/21 9:00 AM PT
I- 595 -2	ExpressLanes Operations		Scoping Meeting 1	Richard		Hopefully you're going to do what other areas in California have done, and when the lane drops under a certain miles per hour, in Northern California it's 45, then there's no charge for being in that lane. I think that's very important, because people are going to rebel if they think they're paying for something they're not getting, and I think if you're going to do that, it should be made clear to people. I think adding an extra lane is very important. The 405 will be slow no matter what you do if an extra express lane isn't added. I'm going to yield my time to someone else, but I want to thank you for doing this project.	8/14/21 9:00 AM PT
I- 596 -1	Environmental Topics	Transportation/Traffic/VMT	Scoping Meeting 1	Douglas	M	I just wanted to make a comment about some of the proposals regarding the shoulder in the express lane passage. I'm hopeful that alternatives like No. 4 versus No. 5, for example, with cars, maybe, getting into an accident in the express lane Corridor specifically not having ample space to, kind of, pull aside to make room for other traffic and then causing severe bottlenecks due to the fact that two or three cars might just be stuck in that without anywhere else for other people to go. Also, for access from emergency vehicles. So I would just urge CalTrans to study this and, maybe, compare this with other corridors where it's already the case. I, obviously, don't have the answer to that, but I think it would be important for maintaining the integrity of the proposed ExpressLanes in some of those proposals versus others.	8/14/21 9:00 AM PT
I- 596 -2	Environmental Topics	Transportation/Traffic/VMT	Scoping Meeting 1	Douglas	M	Then more of an anecdotal comment: As a 405 commuter myself, one of the things that I notice is a lot of people driving over these buffers moving onto on-ramps and off-ramps at the last minute and causing bottlenecks in those points and also crossing over the double lines in the existing HOV lanes causing stops and safety concerns and, at the worst, accidents and delays. Thank you.	8/14/21 9:00 AM PT
I- 597 -1	Alternatives		Scoping Meeting 1	L	Moro	Yes, yes, a little bit on the same comment. I don't know if you've noticed, but cars -- because I'm sort of fixated on those and researching them -- are becoming -- getting wider and wider and wider and this includes trucks, SUVs, and vans. So to even think about narrowing lanes, would be, to me, very dangerous, which is in several of the plans.	8/14/21 9:00 AM PT

I- 597 -2	Alternatives		Scoping Meeting 1	L	Moro	The other thing is: We have all, as a family, hardly ever been able to use the HOV lanes just as they are designed now, because as this last person mentioned -- or somebody did just now, they're too hard to get in and out of. You really risk your life most of the time trying to get in and out. Unless you're going to be on something for 20 miles, it doesn't pay. So I think one in 20 trips -- and that would be a long trip, like going to San Diego -- have we ever used them. As much as I don't like them, I would say just a separate toll road, and people who have money will take that and the poor will stay where they are. That may sound harsh, but that's how it's going anyway from what I see from most of the plans. But they're very hard to access and get out of, and I think that is a huge problem that has never even been addressed.	8/14/21 9:00 AM PT
I- 598 -1	Purpose and Need		Scoping Meeting 2	Tom	Williams	Hello. I'm Dr. Tom Williams of El Cerrito, also a member of LA Neighborhood Council and Cerrito Transportation Committee. Quite concerned regarding one subject. With so many alternatives, what is the proposed goals and objectives of the project? In CEQA and NEPA, you cannot compare the alternatives unless you have the goals and objectives, and they have to be in a numerical comparison. So we're quite concerned that since we can't get at the goals and objectives that are usually in the project description of the proposed project, how can we make meaningful representations regarding alternatives? So please circulate the goals and objectives of the proposed project as if you were putting them in the CEQA and NEPA documents. By the way, I've done 400 plus plus plus EIR/EISs. So the next one, you mentioned feasible, and please define feasible in the documents and before we finish the scoping sessions, because feasible to me usually has an economic analysis involved in it. So there's real problems regarding goals, objectives, and feasibility. So please provide those before the end of the scoping session.	8/17/21 5:00 PM PT
I- 598 -2	Environmental Topics	Growth	Scoping Meeting 2	Tom	Williams	Now, for the EIR/EIS, let's have the SCAG projection growth for the next eight years and for the period up to 2045, which is the basis of the eight-year transportation plan, and such like that. So the EIR/EIS must include SCAG estimates of the populations in the service areas --	8/17/21 5:00 PM PT
I- 599 -1	Purpose and Need		Scoping Meeting 2	Patrice	Fisher	Hi, this is Patrice Fisher. I'm in area zip code 90016, and I agree with the gentleman's previous comment that I'm not sure what the purpose of the project is. Is it to get the bulk of traffic through there as quickly as possible? Is it to create this tiered system where if you can pay, you can be in the Fastrack zone, the HOV zone, which to me is not fair and not right? If it's to reduce the traffic flow, then the people in there should be carpool people with more than one person in the car. So totally agree with you need to be very clear about what the purpose of this project is. Thank you.	8/17/21 5:00 PM PT

I- 600 -1	Equity		Scoping Meeting 2	Carlos	Salazar	I completely agree with the last two individuals. My name is Carlos. I'm from zip code 90018, and unfortunately based on all their projects that have gone on the 10 and on the 91, you can pretty much see those two lanes or whatever lanes they try to privatize empty, whereas the other traffic is just horrific. We don't need to privatize lanes. We need to make more lanes. Eventually, the freeways will have to look like New York where you have two decks, one on top one way and the other one on the bottom for another direction, because it's too much. You cannot privatize more freeways. That's just privatization at its best. Whatever they want to color it with, it's just privatization. There's no other way to put it. Low-income people like myself, we cannot afford to pay that. That's just going to be selective for the Westside.	8/17/21 5:00 PM PT
I- 601 -1	Alternatives	Support for Alt 2	Scoping Meeting 2	Samuel	Lev	Hi, everybody. Thanks for having these scoping meetings. I just wanted to say that, you know, Alternative 2 seems the best in my opinion. You know, I live a little bit outside of the project area. I'm just about a mile south of the 10, but, you know, the idea of having potential property acquisition doesn't sound great to me. I'd rather, you know, have an alternative that wouldn't involve that possibility, and I do like the idea of a toll lane that could raise revenue for other transit projects, you know. I'm going to have to disagree with the previous commenter. I just don't think it's feasible for everybody to drive, there isn't the space as he pointed out, and we can't keep expanding freeways forever.	8/17/21 5:00 PM PT
I- 601 -2	Support for Transit in Corridor		Scoping Meeting 2	Samuel	Lev	So in my opinion, transit is a good way to mitigate the growth of the number of cars in our city and having more funding for transit via things like toll lanes, I think are great.	8/17/21 5:00 PM PT
I- 602 -1	Alternatives	Oppose Expanding of Lanes	Scoping Meeting 2	Laurna	Boyd	Hi, My name is Laurna Boyd. I've lived right here by the 405 and the 101 for 44 years. It seems to me we just added a couple of lanes on to the 405 not that long ago, and to keep adding a lane at a time seems the most ridiculous waste of time and money that I can imagine. I don't even know what good it does at all. So we're anticipating this huge passway through the -- whether it's a monorail or whatever the hell we're going to do there, it's going to cost billions of dollars. Whatever we plan here is certainly going to cost millions, and I just can't understand why we would spend that money on playing with lanes. I think it's a silly waste of time to be honest, and, maybe, perhaps it is a money-raising ploy on somebody's part, I don't know, but I just don't get it. So that's my two cents. Thank you. I'm glad you're having these things as well. I appreciate it.	8/17/21 5:00 PM PT
I- 603 -1	Environmental Topics	Community Impacts	Scoping Meeting 2	Arnie	Corlin	I'm ready, thank you. I live near the 405, but I'm also with the Los Angeles South Chamber of Commerce. The same reasons that we have taken an opposed -- as proposed on the current 105 Fastrack, as it appears this also does not seem to take into account, from a planning perspective, how housing and, you know, access and ingress and egress of the communities is proposed. It's just merely to only create more freeway lanes, and it does not seem like this is a full, basically, transportation plan. Thank you.	8/17/21 5:00 PM PT

I- 604 -1	Environmental Topics	Relocations/ROW	Scoping Meeting 2	Cori	Solomon	Yes, I'm Cori Solomon, I'm president of Brentwood Glen Association. We are the community that lives right next to the 405, and we just went through, as someone else mentioned, expanding the freeway. On that project as well as this, they always look at taking homes from our area. As I look at it, you can't take homes from the Sepulveda side and the only place to take them is on our side. I really don't like that idea because you don't have areas for -- again, it's a problem with ingress and egress, and we are already landlocked in this community. I also see, from my experience driving with expressways, is people don't take them because they don't want to spend the money. So you have even more traffic on the regular freeway -- regular portions of the freeway. I just think that taking homes, you know, when you -- I want to know, on your side -- on the Sepulveda side, are they going to take -- would they take property with those three alternatives? Where are they going to take it, and from which side of the freeway?	8/17/21 5:00 PM PT
I- 605 -1	Other Projects	Sepulveda Transit Corridor	Scoping Meeting 3	Neil	Roden	Yes, my name is Neil Roden. What I wish is that Metro will coordinate any plans for the subway that's supposed to connect to the Westside with this project so that we're not making a mess of the 405 a couple of times. If the alternative is something that goes down the center of the 405 and it's not coordinated with this project, we will never be able to travel the 405 at all. So I hope you guys will coordinate before you start ripping anything up so that you know exactly what you're doing and we don't have to go through multiple messes on the 405. Thank you.	8/18/21 10:30 AM PT
I- 606 -1	Environmental Topics	Transportation/Traffic/VMT	Scoping Meeting 3	Glen	Baily	Good afternoon. Glen Baily. I think you should look at the impact of the alternatives that remove the shoulder in terms of safety. When cars are disabled, vehicles are disabled, and they can pull off to the side as opposed to being rear-ended, I mean, that's a huge difference, I think. It really needs to be seriously looked at. A	8/18/21 10:30 AM PT
I- 606 -2	Environmental Topics	Construction Impacts	Scoping Meeting 3	Glen	Baily	Also -- and I certainly agree with the comments of the previous speaker. You know, we've already experienced years of, you know, the billion-dollar work to widen the 405 and then the prospect of there being more and the impact that that's going to have on the community, commuters, et cetera.	8/18/21 10:30 AM PT
I- 606 -3	ExpressLanes Operations		Scoping Meeting 3	Glen	Baily	I'm also wondering -- I was asked that you look at the impact in terms of the use of the carpool lane now, which seems like whenever I'm using it, it's not free-flowing, because I don't drive at 2:00 in the morning on it, and how allowing additional vehicles who are paying -- how that will impact it. Can you reference how that worked out for the other two -- the other areas where you have this already implemented, and maybe extrapolate that into the -- how that might apply for the 405. I realize the 405 is, you know, much more congested, but you've got some other freeways that have a lot of traffic volumes that may be applicable. So thank you very much.	8/18/21 10:30 AM PT
I- 607 -1	ExpressLanes Operations		Scoping Meeting 3	Fara	Mars	Thank you. I live in a neighborhood of the project area and use the existing 405 HOV lanes as a transit rider and as a driver. Tax payers paid for the 405 Freeway HOV lanes to promote carpools, so any alternative that Metro does should continue to allow the use of these lanes by carpools without a reservation or a charge. If Metro converts the HOV lanes to ExpressLanes with tolls, Metro should allow at least those carpools with three or more people to continue to use these lanes for free without requiring a transponder or an advanced reservation.	8/18/21 10:30 AM PT

I- 607 -2	ExpressLanes Operations		Scoping Meeting 3	Fara	Mars	In addition, drivers -- when drivers are working on a paid taxi or transportation network company ride, such as Uber or Lyft, those drivers should not count toward a discount for the number of riders as far as the toll is concerned.	8/18/21 10:30 AM PT
I- 607 -3	ExpressLanes Operations		Scoping Meeting 3	Fara	Mars	Third, allocating any net revenue from the tolls should go to increases in Metro bus revenue service miles on lines crossing the project area. The project area has suffered large cuts in bus service including the elimination of east-west rapid bus lines on Ventura Boulevard. This is important because not only are we looking at the impact on drivers, but also on transit riders. Please make sure that is included. Thank you.	8/18/21 10:30 AM PT
I- 608 -1	Environmental Topics	Transportation/Traffic/VMT	Scoping Meeting 3	Kalani	Whittington	Hello, Kehlani Whittington here. I was just wondering what type of computer modeling has been done to assess the validity of this toll road project? I have concerns about the modeling and projection standards that Metro uses. A few years back -- it might not have been Metro, but it was -- could have been LADOT. They put a bike lane on Vista Del Mar when there's a bike lane literally on the beach and reduced traffic on Vista Del Mar from the Southbay through Playa Del Ray to one lane and wasted tens of millions of dollars in restriping and putting up billboards. That project lasted maybe -- less than a year, maybe six months, because the Southbay and Manhattan Beach residents threatened to sue and that had been to be removed immediately. We also were promised if we spent tax dollars on the Metro Line that that would ease traffic throughout the city, that has failed. HOV lanes have failed. The widening of the 405 has failed. So why should we spend more tax dollars and we're already double taxed with increase in gas taxes and Measure M for various projects and we're just funding failures. So what modeling has told Metro that a toll road will ease traffic?	8/18/21 10:30 AM PT
I- 608 -2	Alternatives	Suggestion for Option/New Alternative	Scoping Meeting 3	Kalani	Whittington	I have suggested that we do initial first phase of increasing proper signage at bottlenecks, reducing the grades that slow traffic at the Southbay and Culver City curves.	8/18/21 10:30 AM PT
I- 609 -1	Alternatives	Oppose Tolling	Scoping Meeting 3			So I agree with several other commenters that I oppose any additional toll roads or ExpressLanes throughout Southern California. I don't think they should be propagated on what we still call the freeways.	8/18/21 10:30 AM PT
I- 609 -2	Alternatives	Suggestion for Option/New Alternative	Scoping Meeting 3			I understand the traffic congestion has gotten worse. It doesn't seem like this project gave any consideration to increasing the volume on the 405 by looking at things such as telecommuting incentives for employers or alternate route development, you know, other choices for commuters.	8/18/21 10:30 AM PT
I- 609 -3	Alternatives	Support for Alt 5	Scoping Meeting 3			I guess the only option I would support of the five that I believe were presented would be Option 5, which would be adding an additional carpool or HOV lane at no expense to drivers, but I don't see how redistributing the traffic without decreasing the volume helps people.	8/18/21 10:30 AM PT
I- 609 -4	Equity		Scoping Meeting 3			I mean, there are many people that can afford to pay for the subscriptions to all the different freeways, but it's not fair to the people that are financially challenged that are just going to get pushed into a more congested freeway. It takes me two hours to get from the Southbay to Downtown LA in the morning because I don't pay for the ExpressLanes, and I see similar situations for thousands of other drivers if you do this on the 405. So I just want you to please consider the financial equity in your decisions, and I appreciate your time.	8/18/21 10:30 AM PT

I- 610 -1	Other Projects	Past HOV Project	Scoping Meeting 3	Teri	Tegnazian	My name is Teri Tegnazian. I live and work in Westwood. Our neighborhood -- my residential neighborhood is Westwood Hills, which borders the 405 on the east side of the 405. We -- I'm going to echo some of the prior comments. We suffered through the last 405 expansion, which was less than ten years ago. I think it was, you know, maybe, five years ago, which was done with the promise that this was going to speed traffic, which obviously it has not done.	8/18/21 10:30 AM PT
I- 610 -2	Equity		Scoping Meeting 3	Teri	Tegnazian	I am really opposed to toll roads in general. I think they are very discriminatory against lower-income people. I don't think it's fair to require that people pay in order to use a road that was built by tax payer dollars. I think that's really outrageous.	8/18/21 10:30 AM PT
I- 610 -3	Alternatives	Suggestion for Option/New Alternative	Scoping Meeting 3	Teri	Tegnazian	I would like to suggest that in LA County you change the striping. LA County is the only county in Southern California that has double-line striping that keeps people in the carpool lane except for the very small amount of area that they're allowed to move over. That inevitably slows the traffic in the carpool lane because you then have to slow down to match the people that are on your right and you only have a certain area in which to do that and it just is a very bad idea. If you go to any of the surrounding counties, Orange County, Riverside, San Bernardino, they have dotted lines where you can just get in and out as the traffic permits. It is a much more fluid and easy-flowing method, and I think before you start talking about another humongous project that is going to be extremely disruptive especially if you're going to try to do this in the next seven years, which I think is just, you know, very optimistic. I also echo the lady who said you're already looking at either the tunnel or the -- what is -- monorail. I mean, you're looking at huge projects in Sepulveda -- I would just suggest restriping as a starting point.	8/18/21 10:30 AM PT
I- 611 -1	Alternatives	Suggestion for Option/New Alternative	Scoping Meeting 3	Jay	Ross	Can you get rid of some solo lanes and add two carpool lanes and have no new construction? I think taking the land is just a complete non starter. These are people's homes and businesses and you have plenty of alternatives. Like people are saying, the new lanes are not going to reduce traffic.	8/18/21 10:30 AM PT
I- 611 -2	Support for Transit in Corridor		Scoping Meeting 3	Jay	Ross	You know, rail and mass transit is what is going to reduce traffic. So that's what California's done for the last 50 years, taken people's land and widen, and it's never worked. So I think, you know, we need to force people to get out of their cars.	8/18/21 10:30 AM PT
I- 611 -3	Environmental Topics	Air Quality/GHG	Scoping Meeting 3	Jay	Ross	s. The carrots are not working, you know, our Earth is literally burning. It's not global warming. It's global burning, and we have to take drastic measures. I am perfectly fine -- I own a car too. I'm perfectly fine with you going from five to four solo general purpose lanes. You know, I ride a motorcycle too. So I drive right through that traffic all the time. People need to start taking responsibility for their actions, and by widening, you are, you know, you're pandering to them and saying, "Okay. Let's keep destroying the Earth, so it's more convenient for you to go to brunch with your friends in the Valley on a Saturday night" or something like that. So please be proactive, please -- and we do need to stick -- we do need tolls. I think every lane should be tolled on the 405.	8/18/21 10:30 AM PT

I- 611 -4	Equity		Scoping Meeting 3	Jay	Ross	You know, if poor people can't afford it, that's because us rich people aren't paying them enough money. Again, that's our fault. Don't make up excuses, like, "Oh, I'm opposing this because of the poor people." We don't pay the poor people enough. We have the worst income equality since the 1929 depression. We cut taxes on the rich, we cut social services, and then we use the poor as pawns to, you know, try to solve problems.	8/18/21 10:30 AM PT
I- 612 -1	Alternatives	Suggestion for Option/New Alternative	Scoping Meeting 3			Thank you. I'd like to see whether it's possible for Metro to add to its project alternatives for study a conversion of the HOV lanes to reversible HOV lanes that could change the direction of flow based on time of day and congestion.	8/18/21 10:30 AM PT
I- 613 -1	Environmental Topics	Construction Impacts	Scoping Meeting 3	Kalani	Whittington	BTW: I've expressed concerns about never ending construction adding to delay	8/18/21 12:00 AM PT
I- 613 -2	Alternatives	Suggestion for Option/New Alternative	Scoping Meeting 3	Kalani	Whittington	and better signage and grading at bottlenecks at Southbay, Culver City 405/10 frwy interchange, Ventura Blvd exit and 101/405 frwy to reduce bottlenecks. I live in 90064 zip code where much of construction and congestion occurs.	8/18/21 12:00 AM PT
I- 614 -1	Community Engagement		Oral			This is Leonard Footlik calling , area code 310-453-1137. I participated in the webinar this afternoon regarding the Sepulveda transit corridor. I don't know if you need a particular browser but I did not even have a microphone icon to mute or unmute on my screen. So, I don't know what the problem was but if you, for example, if it doesn't work with Safari and it only works with Chrome or Firefox, that should really be on the instructions. I'd appreciate it if you could help me with that so I can participate better next time. Thank you.	8/18/21 12:00 AM PT
I- 615 -1	Other		Oral			Hello, my name is Vera Jones. My phone number is 323-571-8300. I'm calling in reference to the investigation or complaint department. Thank you in advance, I await your call.	9/14/21 12:00 AM PT
I- 616 -1	Community Engagement		Email			There are serious problems with Metro's 405 Express (Toll) Lanes Project that will impact the entire Westside and entire Valley. As usual, Metro has released little information about the project but is asking the public to submit comments so Metro can enter the environmental scoping period. It's not fair. And most everyone we talk to strongly feels that Metro pays no attention to any public comments submitted. If they did, they might have answered a few of the more than 70 comments and questions we submitted on the Sepulveda Transit Corridor Project. it's an agency out of control with an infinitely funded Measure M budget. Metro hasn't told us how they picked the four alternatives and only the bare facts about these alternatives.	9/07/21 8:32 AM PT
I- 616 -2	Equity		Email			Metro explained how low-income people can qualify for reduced tolls, but not how much the tolls might be (and they are high). These "Lexus Lanes" may improve traffic flow, but at the expense of lower-income drivers. Oh, and Metro might have to reduce lane widths too.	9/07/21 8:32 AM PT

I- 617 -1	General Opposition		Email			I am an owner of a home in Brentwood Glen. Our quality of life will be severely and negatively impacted by the I 405 Sepulveda pass improvements project. I am opposed to alternatives 2, 3, 4 and 5.	10/01/21 10:19 PM PT
I- 617 -2	Environmental Topics	Transportation/Traffic/VMT	Email			It has been demonstrated that adding lanes to freeways increases vehicle miles traveled through induced travel. Over time, the freeway becomes congested again, and also increases air pollution to surrounding neighborhoods.	10/01/21 10:19 PM PT
I- 617 -3	Other Projects	Past HOV Project	Email			The I-405 Sepulveda Pass Improvements Project, in which the 10-mile HOV lane was added and the freeway widened between 2009 and 2014, ran over-budget, overschedule. A study five years later showed traffic was even slower.	10/01/21 10:19 PM PT
I- 617 -4	Other Projects	Sepulveda Transit Corridor	Email			Metro is currently developing the Sepulveda Transit Corridor Project for a new, highcapacity transit line to create an alternative to automobile traffic on the I-405 through the Sepulveda Pass. If successful in reducing traffic on I-405, the new transit line has the potential to eliminate the justification for adding lanes.	10/01/21 10:19 PM PT
I- 617 -5	Purpose and Need		Email			The five alternative proposals to alleviate traffic congestion on the Sepulveda Pass are little different than proposals considered during the last upgrade completed in 2015. The previous \$1 Billion widening project took more than five years to complete with infamously huge "Carmageddon" disruptions and no improvement in traffic or wait times. Why would any reasonable person expect the outcome to be different this time?	10/01/21 10:19 PM PT
I- 617 -6	Environmental Topics	Community Impacts	Email			Brentwood Glen is a small, close-knit community in Los Angeles and will suffer substantial negative impact if Alternatives 3, 4, or 5 is implemented. Brentwood Glen will be devastated by the destruction of 21 homes and 16 multifamily buildings, housing 91 families, many of whom have lived here for decades. ** The church in the Glen, home to a Lutheran congregation for more than six decades, also is home to a Jewish congregation, a Muslim center, and a preschool will be removed, displacing members and their respective congregations and school, depriving the community of the only facility available for residents to meet and negatively impacting the community's character and cohesion.	10/01/21 10:19 PM PT
I- 617 -7	Environmental Topics	Air Quality/GHG	Email			Residents will suffer a substantial negative impact on their quality of life due to disruption of the established community and increased noise and toxic air emissions both during and after construction. Knowing there is a preschool at the church and the Brentwood Glen is a child-friendly community, studies have shown that an increase in air pollution is linked to an increase in pediatric asthma.	10/01/21 10:19 PM PT
I- 617 -8	General Opposition		Email			The enormous personal cost to residents of Brentwood Glen and financial costs to Caltrans far outweigh any theoretical benefit of providing ExpressLanes on the I-405.	10/01/21 10:19 PM PT

I- 617 -9	Alternatives	Suggestion for Option/New Alternative	Email			The project does not address the real issue, which would reduce congestion and safety, the junction of the I-405 and I-10 and the junction of the I-405 and US 101. Caltrans can make all the changes in the world to the I-405, but if the junction of the I-405/I-10 and the I-405/US 101 are not tackled, there will never be any traffic relief. The freeway bottlenecks as it approaches the junction of the I-405/I-10 and I405/US 101 by reduction of lanes. These junctions exacerbate stop-and-go traffic, backs up into all communities north and south of these junctions, including the Brentwood Glen, and increases the potential for accidents. Instead of spending millions of dollars to maybe decrease a person's driving time by a minute or two with this band-aid approach to alleviating congestion, it behooves Caltrans and our government officials to attack the nuts and bolts of the problem by examining and fixing the problems that exist where the I-405 and the I-10 and US 101 meet.	10/01/21 10:19 PM PT
I- 617 -10	Purpose and Need		Email			The project to add an HOV lane has been a bust. A year after it was completed in 2014, Metro's own study found that traffic congestion had increased slightly. It has been less than ten years since the 5-year noisy project that caused major traffic jams. Why should express lanes be any more successful in reducing congestion?	10/01/21 10:19 PM PT
I- 617 -11	Support for Transit in Corridor		Email			Metro should focus on its core mission of providing public transit rather than building new roads, like the Sepulveda Pass Project. Again, I am opposed to alternatives 2, 3, 4 and 5.	10/01/21 10:19 PM PT
I- 618 -1	ExpressLanes Operations		Email			I am a stakeholder of the Metro 405 ExpressLanes Project as a resident of a neighborhood of the project area, and as a user of the existing 405 High Occupancy Vehicle (HOV) lanes and the Sepulveda Pass corridor as a transit rider and as a driver. Taxpayers paid for the 405 Freeway HOV lanes to promote carpools, so any alternative that Metro adopts should continue to allow carpools with 3 or more people in the vehicle to use the lanes without a charge and without a transponder.	10/01/21 4:14 PM PT
I- 618 -2	Alternatives	Suggestion for Option/New Alternative	Email			Metro should study as a project alternative converting the HOV lanes to reversible HOV lanes that can change the direction of flow based on the time of day or congestion.	10/01/21 4:14 PM PT
I- 618 -3	Alternatives	Oppose Expanding of Lanes	Email			Metro must not increase the total number of traffic lanes in the right of way, nor widen the right of way.	10/01/21 4:14 PM PT
I- 618 -4	ExpressLanes Operations		Email			If Metro converts the 405 HOV lanes to ExpressLanes with tolls, Metro must: 1. Allow carpools with 3 or more people in their vehicle to be able to use the lanes without a transponder, advance reservation, or charge. 2. Not count drivers toward the discount for the number of occupants when the driver works on a paid taxi or transportation network company ride, such as Uber or Lyft. 3. Require taxis, transportation network companies, and delivery services such as Amazon, Doordash, and Postmates to provide real-time data and payment to Metro for use of the lanes. 4. Require transportation network and delivery companies, not their drivers, to pay for using the lanes. 4. Allocate any net revenues from tolls to increases in Metro bus revenue service miles on lines crossing through the project area. 5. Prohibit autonomous vehicles from using the lanes when there are no people in the vehicle. 6. Not charge its bus operations or local municipal operators, including Los Angeles World Airports' FlyAway Shuttle, for the use of the lanes by their buses.	10/01/21 4:14 PM PT
I- 619 -1	Community Engagement		Email			i posted a question but doubt i will hear an answer. The speaker described Getty as "at the table". How do we of Brentwood Glen get a seat at that table beyond public comment? Do we have to hire a community representative? HENRY GUTTER, JD, CPA	9/21/21 8:09 PM PT

I- 620 -1	Equity		Website			HELL NO!!!! Express lanes only benefit those who can afford them, and make traffic worse for everyone else. They exclude the occasional user, the poor, etc.	8/31/21 2:44 PM PT
I- 620 -2	Alternatives	Oppose Tolling	Website			Every person owns and undivided share of every road, as they are paid for with our taxes. YOU CANNOT CHARGE US TO USE WHAT WE ALREADY OWN!!!! The only reason you have gotten away with this so far is that I cannot afford to sue you.	8/31/21 2:44 PM PT
I- 620 -3	Environmental Topics	Transportation/Traffic/VMT	Website			This is another attempt to force people into an unreliable, unsafe, unclean, and inadequate transit system by making driving too expensive and worsening traffic. The MTA needs to stick to building mass transit, and keep your hands off our streets! James H. Stewart	8/31/21 2:44 PM PT
I- 621 -1	Other		Email			I would love to talk with you. Regards, Jim Heimler	8/24/21 3:00 PM PT
I- 622 -1	Alternatives	Oppose Tolling	Email			Two points: 1) Putting a toll on the FREEway is a bad idea.	11/30/21 1:44 PM PT
I- 622 -2	Support for Transit in Corridor		Email			2) A rail line is a good idea, but why not go to LAX?	11/30/21 1:44 PM PT
I- 623 -1	Environmental Topics	Noise/Vibration	Website			Hello, I am a real estate broker and I have listed the above referenced property for sale. It is located on the corner of Church and Kiel Streets in Brentwood Glen. The traffic noise from the 405 Freeway is literally deafening and it is creating a HUGE impediment to the sale of the property. I spoke to CalTrans and they told me to contact you. I am hoping that there is something that you can do to help mitigate the traffic noise. ANY help would be greatly appreciated! Thank you, Julie	9/09/21 3:37 PM PT
I- 624 -1	Alternatives	Oppose Tolling	Email			To whom it may concern I find it hard to believe that after consumers pay the highest gas tax in the nation and registration fees for vehicles that you will now find it necessary to charge us more money to use the not so free 405 Freeway.	9/22/21 9:25 PM PT
I- 624 -2	Support for Transit in Corridor		Email			This idea is absurd instead of having consumers pay more money for projects that will not resolve the problem but will take more money why do you not come with driving alternatives such as possibly a metro system that actually serves those driving through the Sepulveda Pass.	9/22/21 9:25 PM PT
I- 624 -3	Alternatives	Oppose Tolling	Email			It would be refreshing for those in charge to keep thinking that the working class have deep pockets and can continue to pass outrageous and overpriced Toll fees because we cannot. If anything this project should be up for a vote and not decided by any city or state council. Enough already. We are not made of money. Larry Diaz	9/22/21 9:25 PM PT
I- 625 -1	Environmental Topics	Transportation/Traffic/VMT	Email			1. It has been demonstrated that adding lanes to freeways increases vehicle miles traveled through induced travel. Over time, the freeway becomes congested again, and also increases air pollution to surrounding neighborhoods.	10/01/21 5:34 PM PT

I- 625 -2	Other Projects	Past HOV Project	Email			2. The I-405 Sepulveda Pass Improvements Project, in which the 10-mile HOV lane was added and the freeway widened between 2009 and 2014, ran over-budget, overschedule. A study five years later showed traffic was even slower.	10/01/21 5:34 PM PT
I- 625 -3	Other Projects	Sepulveda Transit Corridor	Email			3. Metro is currently developing the Sepulveda Transit Corridor Project for a new, high-capacity transit line to create an alternative to automobile traffic on the I-405 through the Sepulveda Pass. If successful in reducing traffic on I-405, the new transit line has the potential to eliminate the justification for adding lanes.	10/01/21 5:34 PM PT
I- 625 -4	Purpose and Need		Email			4. The five alternative proposals to alleviate traffic congestion on the Sepulveda Pass are little different than proposals considered during the last upgrade completed in 2015. The previous \$1 Billion widening project took more than five years to complete with infamously huge "Carmageddon" disruptions and no improvement in traffic or wait times. Why would any reasonable person expect the outcome to be different this time?	10/01/21 5:34 PM PT
I- 625 -5	Environmental Topics	Community Impacts	Email			5. Brentwood Glen is a small, close-knit community in Los Angeles and will suffer substantial negative impact if Alternatives 3, 4, or 5 is implemented. 6. Brentwood Glen will be devastated by the destruction of 21 homes and 16 multifamily buildings, housing 91 families, many of whom have lived here for decades. ** 7. The church in the Glen, home to a Lutheran congregation for more than six decades, also is home to a Jewish congregation, a Muslim center, and a preschool will be removed, displacing members and their respective congregations and school, depriving the community of the only facility available for residents to meet and negatively impacting the community's character and cohesion.	10/01/21 5:34 PM PT
I- 625 -6	Environmental Topics	Air Quality/GHG	Email			8. Residents will suffer a substantial negative impact on their quality of life due to disruption of the established community and increased noise and toxic air emissions both during and after construction. Knowing there is a preschool at the church and the Brentwood Glen is a child-friendly community, studies have shown that an increase in air pollution is linked to an increase in pediatric asthma.	10/01/21 5:34 PM PT
I- 625 -7	General Opposition		Email			9. The enormous personal cost to residents of Brentwood Glen and financial costs to Caltrans far outweigh any theoretical benefit of providing ExpressLanes on the I-405.	10/01/21 5:34 PM PT
I- 625 -8	Alternatives	Suggestion for Option/New Alternative	Email			10. The project does not address the real issue, which would reduce congestion and safety, the junction of the I-405 and I-10 and the junction of the I-405 and US 101. Caltrans can make all the changes in the world to the I-405, but if the junction of the I-405/I-10 and the I-405/US 101 are not tackled, there will never be any traffic relief. The freeway bottlenecks as it approaches the junction of the I-405/I-10 and I405/US 101 by reduction of lanes. These junctions exacerbate stop-and-go traffic, backs up into all communities north and south of these junctions, including the Brentwood Glen, and increases the potential for accidents. Instead of spending millions of dollars to maybe decrease a person's driving time by a minute or two with this band-aid approach to alleviating congestion, it behooves Caltrans and our government officials to attack the nuts and bolts of the problem by examining and fixing the problems that exist where the I-405 and the I-10 and US 101 meet.	10/01/21 5:34 PM PT
I- 625 -9	Purpose and Need		Email			11. The project to add an HOV lane has been a bust. A year after it was completed in 2014, Metro's own study found that traffic congestion had increased slightly. It has been less than ten years since the 5-year noisy project that caused major traffic jams. Why should express lanes be any more successful in reducing congestion?	10/01/21 5:34 PM PT

I- 625 -10	Support for Transit in Corridor		Email			12. Metro should focus on its core mission of providing public transit rather than building new roads, like the Sepulveda Pass Project.	10/01/21 5:34 PM PT
I- 626 -1	Alternatives	Oppose Tolling	Website			Make the I-405 safer, NOT wider! I OPPOSE adding any sort of Express Lane or toll lane of any nature to the I-405 between the US101 and I-10 for the reasons below.	9/30/21 5:53 PM PT
I- 626 -2	Alternatives	Support for Alt 1	Website			ALTERNATIVE 1 – NO PROJECT, is the best alternative under all the circumstances. Metro should abandon any thought of adding Express Lanes to the I-405.	9/30/21 5:53 PM PT
I- 626 -3	Other Projects	Past HOV Project	Website			1. The (2009-2015) I-405 Sepulveda Pass Widening Project, spent \$1.61 billion, to widen the freeway and add 10 miles of HOV lanes between the I-10 and US-101. The project ran over-budget by 55%, and over schedule. A study five years later showed traffic was even slower.	9/30/21 5:53 PM PT
I- 626 -4	Environmental Topics	Transportation/Traffic/VMT	Website			2. It has been demonstrated that adding lanes to freeways increases vehicle miles traveled through induced travel. Over time, the freeway becomes congested again, and also increases air pollution to surrounding neighborhoods.	9/30/21 5:53 PM PT
I- 626 -5	Environmental Topics	Relocations/ROW	Website			3. There isn't any land left to widen the I-405 in the section between Wilshire Blvd. and Sunset Blvd. A substantial amount of the \$1.61 billion was spent in this section building longer and wider bridges, moving underground utilities, and constructing two 7-story retaining walls along Sepulveda.	9/30/21 5:53 PM PT
I- 626 -6	Other Projects	Sepulveda Transit Corridor	Website			4. Metro is currently developing the Sepulveda Transit Corridor Project for a new, highcapacity transit line to create an alternative to automobile traffic on the I-405 through the Sepulveda Pass. If successful in reducing traffic on I-405, the new transit line has the potential to eliminate the justification for adding lanes.	9/30/21 5:53 PM PT
I- 626 -7	Other Projects	Past HOV Project	Website			5. The 2009–2015 Sepulveda Pass Widening Project disrupted the lives of neighborhoods along the I-405, suffering substantial negative impact on their quality of life and increased noise and toxic air emissions both during and after construction. Plus, it burdened commuters for the 5 years of construction.	9/30/21 5:53 PM PT
I- 626 -8	Alternatives	Suggestion for Option/New Alternative	Website			6. This project does not address the real issue, which would reduce congestion and improve safety, the junction of the I-405 and I-10 and the junction of the I-405 and US 101. Caltrans can make all the changes in the world to the I-405, but if the junction of the I-405/I-10 and the I-405/US 101 are not tackled, there will never be any traffic relief. The freeway bottlenecks as traffic approaches the junction of the southbound I- 405/I-10 and northbound I-405/US 101, the number of lanes are reduced. These junctions exacerbate stop-and-go traffic, create long queues on freeway lanes north and south of these junctions, and increase the potential for rear-end accidents.	9/30/21 5:53 PM PT
I- 626 -9	Environmental Topics	Transportation/Traffic/VMT	Website			7. Metro/Caltrans states that 56 hours per year are lost due to traffic congestion, the public would like to know how much of the lost time is due to traffic back up because of accidents and the time needed to clear the accidents, and time to dissipate the traffic back up caused by the initial accident.	9/30/21 5:53 PM PT
I- 626 -10	Other Projects	Past HOV Project	Website			8. Poor planning on the first project doesn't get Metro the right to redo it because of poor forecasting and planning on Metro's part.	9/30/21 5:53 PM PT

I- 626 -11	Environmental Topics	Transportation/Traffic/VMT	Website			9. Metro/Caltrans needs to study the number of accidents that occur within one-quarter mile of the freeway merge points, last-minute lane changes with vehicles slowing a lane while trying to merge into a backed-up lane causes accidents!	9/30/21 5:53 PM PT
I- 626 -12	Environmental Topics	Transportation/Traffic/VMT	Website			10. Transitions from an I-405 HOV or HOT lane to a different freeway creates dangerous situations. Motorists need to traverse 5 general traffic lanes in order to be in the correct lane to merge and transition to the US-101 or I-10. If the speeds of these lanes differ greatly, this is very difficult to accomplish and creates a dangerous situation for all motorists in the vicinity.	9/30/21 5:53 PM PT
I- 626 -13	Alternatives	Suggestion for Option/New Alternative	Website			11. Make the existing carpool lane safer by restriping it with a broken lines, which will improve the flow of traffic by making it easier to get in and out, as was done in nearby Orange, San Bernardino and Riverside Counties. We believe this would allow the traffic to flow more naturally as it does with regular lanes, instead of backing up the carpool lane as a car slows down to adjacent-lane speed within the short exit areas currently permitted.	9/30/21 5:53 PM PT
I- 626 -14	Alternatives		Website			12. Alternative 1 or 2 would do the least damage to public safety, air quality and the housing shortage and still deliver Metro's project.	9/30/21 5:53 PM PT
I- 626 -15	Purpose and Need		Website			13. The five alternative proposals to alleviate traffic congestion on the Sepulveda Pass are little different than proposals considered during the I-405 Widening Project completed in 2015. The previous \$1.61 billion widening project took more than five years to complete with infamously huge "Carmageddon" disruptions and no improvement in traffic or wait times. Why would any reasonable person expect the outcome to be different this time?	9/30/21 5:53 PM PT
B- 1 -1	Alternatives	Oppose Tolling	Website			I suggest you all keep looking for better ideas. Creating a pay-for-use lane hurts sole proprietor business like mine because we cannot afford to pay tolls when we drive up and down the freeway over and over again in a day while making service calls. The reduction in other lanes to make room for this pay lane will slow the already very slow progress through the pass for anyone who cannot afford to pay the extra toll. Please consider the really small businesses.	8/06/21 1:48 PM PT
B- 1 -2	ExpressLanes Operations		Website			What I suggest is coming up with a waiver of the toll for small businesses who have to repeatedly drive the 405 all day to service their customers. thank you	8/06/21 1:48 PM PT
B- 2 -1	Purpose and Need		Website			Purpose and need is make sure we have enough room on freeway. What I like when you guys were talking about what to do for freeway.	9/11/21 2:36 PM PT
O- 1 -1	Purpose and Need		Website			As a member and former chair of both the Neighborhood Council Sustainability Alliance's Transportation Committee and the Westside Regional Alliance of Council's Transportation & Mobility Committee, I strongly urge you to (a) make reducing greenhouse gases a stated goal of this project, given that 40% of greenhouse gases come from transportation, and	8/18/21 11:33 AM PT
O- 1 -2	Alternatives	Suggestion for Option/New Alternative	Website			(b) to choose an option with 2 HOV lanes, one of which is devoted to buses and other public transit options.	8/18/21 11:33 AM PT

O- 1 -3	Alternatives	Oppose Expanding of Lanes	Website			I would also strongly urge you to consider not doing this by expanding the size of the freeway but using its existing footprint. We desperately need to provide every incentive for carpools, vanpools, and buses and make driving solo an absolute last resort. We could also so much better utilize the money spent expanding the freeway to much cheaper projects on local streets for express bus lanes and protected bike lanes.	8/18/21 11:33 AM PT
O- 1 -4	Environmental Topics	Air Quality/GHG	Website			We are not meeting our IPCC goals for 1.5 degree of warming, a number that would avoid some measure of catastrophe; the coast is eroding; Napa wine growers are literally spraying sunscreen on grapes in an attempt to save their crops; heat waves are killing dozens of people at a time. If individual drivers get stuck in traffic a little longer on their way across the Sepulveda Pass and that ultimately helps us reduce individual driving, that should be a price we're all willing to pay. Thank you for your leadership on this issue and feel free to reach out if you wish to talk to more neighborhood council representatives on this important issue.	8/18/21 11:33 AM PT
O- 2 -1	Alternatives	Support for Alt 1	Website			The Encino Neighborhood Council Traffic/Transportation Committee and the Encino Neighborhood Council Board voted 20/0/0 for ALTERNATIVE 1. MOTION: THE ENCINO NEIGHBORHOOD COUNCIL DOES NOT SUPPORT FAST PASS LANES ON THE I-405 BETWEEN THE I-10 AND THE 101 FREEWAYS.	9/03/21 11:30 AM PT
O- 3 -1	Community Engagement		Email			To whom it may concern: I am the president of the Brentwood Glen Association, a community that sits adjacent to the freeway. We are having our annual meetings on September 21st at 6 pm on zoom. Since we are one of the communities most effected by the project I would like to have someone share and presentation and speak on the project during our meeting. Is this possible. Please contact me at by email or at 310.880.4924. Thanks, Cori Solomon President Brentwood Glen Association Sent from my iPhone	9/03/21 3:25 PM PT
O- 4 -1	Community Engagement		Email			Dear Ms. Tolar, SOHA represents thousands of politically active families in a 76,000-person southeastern Valley community that is home to the Valley-side of the 405 Express Lanes project. The Sherman Oaks Homeowners Association has been an active voice in the community since 1964. We represent about 2,400 Sherman Oaks families. SOHA submits the following questions and comments on the 405 Express Lanes project. We request Metro to respond with answers to each of our questions and comments – or provide us with their rationale for not responding.	9/09/21 12:16 PM PT
O- 4 -2	Community Engagement		Email			1. Why does Metro ask for comments when they have provided insufficient information for the public to make intelligent comments? Metro provided some information at their August public meetings and some further information in their Summer 2021 FAQs document, but it was insufficient information to establish a basis for serious detailed questions. We can find no detailed reports about the project on the Metro website. For example, there is no information on how and why Metro selected the four build alternatives for the project. If such information does exist, please advise us where to find it.	9/09/21 12:16 PM PT

O-4-3	Other Projects	Sepulveda Transit Corridor	Email			2. What is the probability that any of four Express Lane build alternatives could impact the feasibility of constructing a monorail along the 405 freeway, including potential negative impacts of Express Lane signage supports? If Metro is serious about the LA SkyRail Express monorail concepts that Metro selected for environmental studies on the Sepulveda Transit Corridor Project, then Metro should commit to eliminate any Express Lane concept that has any possibility, no matter how small, of impacting the feasibility of construction a monorail along the 405 – either in the median or any other location. Please provide Metro's commitment.	9/09/21 12:16 PM PT
O-4-4	Environmental Topics	Transportation/Traffic/VMT	Email			3. At their public meetings, Metro noted that certain of the Express Lane concept alternatives would require reducing some lane widths from 12 feet to 11 feet. Please provide further detailed information on potential lane width reductions for each specific concept. Please also provide information on how reduced lane widths impact traffic flow, traffic safety, and accident rates along the 405 freeway, including historical data collected before the 405 Widening project.	9/09/21 12:16 PM PT
O-4-5	Environmental Topics	Relocations/ROW	Email			4. In their public meetings, Metro showed that some of the concepts will or could require eminent domain but did not provide details on the type or location of this eminent domain and its impact on the freeway and local communities. Please provide details sufficient for the public to sufficiently understand all potential eminent domain possibilities for all concepts. Only then will the public be able to make sensible comments and ask sensible questions concerning eminent domain.	9/09/21 12:16 PM PT
O-4-6	Environmental Topics	Noise/Vibration	Email			5. Metro's FAQ document notes that some of the build alternatives will require retaining walls and/or sound walls but provides no detail. Metro's construction of sound walls on the 405 widening project increased sound levels at many residences far from the 405. Has Metro done preliminary calculations to determine if any of the four build alternatives could cause similar sound level increases? If so, please provide the preliminary sound levels. If not, please explain Metro's rationale for waiting.	9/09/21 12:16 PM PT
O-4-7	Environmental Topics	Construction Impacts	Email			6. From the Metro public meetings, it appears that some of the Express Lane concepts will have significant construction impacts, but these were not explained. Again, it is impossible for the public to ask sensible questions without further detail. Please provide additional details on the construction methods and impacts for each of the concepts.	9/09/21 12:16 PM PT
O-4-8	Alternatives		Email			7. Metro provided an overall schedule at the public meetings showing that it would require seven years to complete the Express Lanes project. Some of the simpler concepts are certainly capable of being completed in less time. Please provide preliminary time-to-complete estimates for each of the concepts. 8. Please explain why it will take seven years to see the benefits of these Express Lanes come to fruition. This seems like a long time for some of the concepts that might be completed with lane restriping. Wouldn't it be more sensible to restripe a portion of the route quickly and cheaply as a test to understand Express Lane performance? Sometime a cheap quick test is worth years of analysis.	9/09/21 12:16 PM PT

O-4-9	Funding/Revenue		Email			9. Please provide the current estimated cost for each of the four concept build alternatives and compare these to Metro's available budget (in same-year dollars). Based on their analysis to date, Metro must have estimated the costs. It is important for the public to understand if any of the concepts exceed the available budget and, if so, what Metro plans to do to secure the additional funds that will be required. Metro should not waste money with studies on build alternatives that have insufficient funding.	9/09/21 12:16 PM PT
O-4-10	ExpressLanes Operations		Email			10. Please provide the range of prices per mile for single-occupant, dual-occupant, and three-plus-occupant vehicles that Metro could employ for each of the build alternatives during various periods of the day (morning rush, afternoon rush, weekends, and other). Also provide the total cost of driving the entire route during the same periods. In addition, provide the information for vehicles with a Clean Air Vehicle (CAV) decal. This information will give the public information it needs to understand the economic impacts of the Express Lanes.	9/09/21 12:16 PM PT
O-4-11	Equity		Email			11. It is obvious that Express Lanes will have a bigger burden on low-income drivers, even to the point that such drivers can probably not afford to ever use the lanes. That's why the expression "Lexus Lanes" has arisen. Metro's FAQs document explains the qualifications for drivers to participate in the Low-Income Assistance Plan but does not explain the rate structure for low-income drivers. Please provide further detail that allows the public to fully understand how equity and fairness will be assured for low-income drivers.	9/09/21 12:16 PM PT
O-4-12	Purpose and Need		Email			12. Metro's storymap and FAQs document note that 289,000 vehicles travel through Pass each day. For the Sepulveda Transit Corridor Project, this number was noted as 411,000 vehicles per day. Please explain which number is correct and why.	9/09/21 12:16 PM PT
O-4-13	Community Engagement		Email			<p>13. The public does not believe that Metro pays any attention to public comments. For this project, instead of simply dumping public comments into a log on their website and noting the log as something that Metro really cares about, why doesn't Metro provide a proactive log with a response to each and every comment and question received, explaining Metro's position, how the comment or question will be implemented or mitigated, and the positive and negative impacts of the comment or question on the project. If Metro is not willing to do this or something similar, it simply proves that Metro does not really care about public comments and questions.</p> <p>Thank you for your consideration. We look forward to your prompt responses to our requests for information, although we note that Metro has not yet responded to any of the more than 70 comments and questions that we submitted on the Sepulveda Transit Corridor Project. We would be glad to discuss our comments. Please contact Bob Anderson at (213) 364-7470 or at: BobHillsideOrdinance@gmail.com.</p> <p>Sincerely, Bob Anderson, MS, PE (NU 474) Chair, Transportation Committee Board Member Sherman Oaks Homeowners Association</p>	9/09/21 12:16 PM PT

O-5-1	Other		Website			Ron Kosinski, Deputy District Director California Department of Transportation Division of Environmental Planning 100 South Main Street – MS 16A Los Angeles, California 90012 Re: I-405 Sepulveda Pass ExpressLanes The Bel Air Beverly Crest Neighborhood Council is located in the Santa Monica Mountains. Our borders are Sepulveda Blvd on the west, Laurel Canyon Blvd on the east, Mulholland Dr. on the north, and Sunset Blvd on the south. We are a part of City of Los Angeles Council Districts 4 and 5 and Los Angeles County Supervisorial District 3. Over 30,000 residents live in our Neighborhood Council area, which includes numerous Santa Monica Mountains canyon communities. Because of our location, we are highly impacted by increased traffic to the Westside, including projects on the I-405 Freeway and throughout our area and highly susceptible to traffic impacts as a result of fire, this is a Very High Fire Hazard Severity Zone with many streets posted as Red Flag Day streets.	9/26/21 9:43 PM PT
O-5-2	Alternatives	Support for Alt 1	Website			The Traffic Committee of the BABCNC has examined the five choices for the Sepulveda Pass Express Lane Project. We recommend Alternative 1, the No Project alternative.	9/26/21 9:43 PM PT
O-5-3	Equity		Website			We currently have an HOV Lane, which was added as part of the I-405 Improvement Project. Changing that lane to a toll lane, on one of the most well-traveled portions of the I-405, would be a costly matter for the many vehicles whose owners do not qualify for reduced pricing. For mostly economic reasons, thousands of drivers who must use this stretch of the freeway (i.e., work, medical appointments, etc.) would be forced to stay in the remaining lanes.	9/26/21 9:43 PM PT
O-5-4	Environmental Topics	Transportation/Traffic/VMT	Website			Additionally, we do not believe any of the proposed changes would lessen the traffic, but rather might increase it. Martin Waxman, the Rand traffic guru who recently passed away, always reminded us, "If you build it, they will come." Adding another lane or lanes will simply add to the traffic and all of its environmental consequences	9/26/21 9:43 PM PT

O-5-5	Environmental Topics	Transportation/Traffic/VMT	Website			<p>1. Safety During the most recent I-405 widening Project which added a northbound HOV lane, all lanes were returned to being the standard Federally required 12 ft width because that is what safety requires. Therefore, we do not approve of compromising that width. Furthermore, numerous I-405 exits are spaced closely together requiring vehicles to traverse many lanes within a limited amount of space to exit the freeway from the HOV lane. The additional complexity of traversing yet another lane in these areas would increase the danger of freeway travel. 2. Travel Time We are not convinced that travel time will be sufficiently improved to warrant the proposed project. The interchanges between the I-405 and the I-10 and the I-405 and the I-101 have always been problematic. Even after recent major changes they are still difficult and dangerous locations that contribute greatly to the slowing of all three freeways. Adding Toll Lanes would only exacerbate this problem. Increased Turbulence: When vehicles enter the freeway, they must currently cross several lanes to reach the HOV lane. When traffic is densely packed this contributes to the overall slowing of the freeway. Adding another lane would add to the time required to reach the HOV lane. Additional time when leaving the HOV lanes to exit the freeway would also increase travel times. Commercial vehicles, such as 18 wheelers and construction vehicles (i.e., cement and dump trucks, delivery trucks for heavy materials, such as automobiles) currently cause delays on the freeways. These vehicles are "supposed to be" driven in the right two lanes. There is no enforcement. The grade on the southbound I-405 is so steep that truck speeds are severely reduced to far less than 45 mph between the I101 and Mulholland Dr. Essentially, these two lanes do not allow traffic to flow at freeway speeds at any time. This results in two traffic lanes, sometimes three when trucks pass one another, being greatly slowed. 3. Financial Considerations Impact to nearby roads. During the I-405 widening project the nearby streets such as Sepulveda and other cross mountain roads experienced greatly increased traffic. Motorists who wish to avoid the toll may decide to take side streets rather than the freeway. These cross-mountain streets cannot absorb any increased traffic, they are already beyond capacity at peak traffic times such that vehicles sit idling spewing unhealthy emissions into neighborhoods.</p>	9/26/21 9:43 PM PT
O-5-6	Funding/Revenue		Website			<p>We do not agree that the funds derived from the Toll Lanes should be sent to other Metro projects. Benefits of the income from Toll Lanes should be used to maintain and enhance the freeway having these 3 lanes. If monies are sent to other Metro Transportation expenses, such as minibuses and first mile/last mile costs, where is the accountability for this use of those funds?</p>	9/26/21 9:43 PM PT
O-5-7	Alternatives	Suggestion for Option/New Alternative	Website			<p>Suggestions 1. We suggest that Metro enforce the law which mandates trucks use only the right two lanes on the I405. With better enforcement of the already existing laws, traffic speed and throughput would be increased without the need for Toll Lanes. 2. Trucks are not restricted to set hours on the Freeways. If travel times for trucks were restricted to avoid peak rush hour times the rest of the vehicles could move more freely and accomplish some of the goals set forth in the I-405 Sepulveda Pass Express/Toll Lanes project.</p>	9/26/21 9:43 PM PT

O-5-8	Alternatives	Support for Alt 1	Website			For all the aforementioned reasons and others, such as the potential increased air pollution from possible increased traffic volumes, the Bel Air-Beverly Crest Neighborhood Council supports Alternative 1, the no project option. This position was taken at a regular meeting of the Board of Directors of the Bel Air-Beverly Crest Neighborhood Council on September 22, 2021 with a quorum of directors present and voting unanimously in the affirmative. Nothing in this letter should be taken as the official position of the City of Los Angeles or be construed as representing the Mayor or City of Los Angeles as a whole. We submit these comments recognizing the productive and useful line of communication between CalTrans and Neighborhood Councils directly as an important means by which to voice community concerns and share information. Thank you for the opportunity to provide comment on this proposed project. Sincerely, Travis Longcore, Ph.D., President Bel Air-Beverly Crest Neighborhood Council tlongcore@babcnc.org	9/26/21 9:43 PM PT
O-6-1	General Opposition		Email			The Brentwood Community Council ("BCC") represents 32,000 residents adjacent to the 405 Freeway/Sepulveda Pass area, including 14 Resident Associations and 3 Business Districts. In sum, we've reviewed this project with two urban planning and transportation specialists, in addition to a public community meeting on September 8, 2021, and we strongly oppose the rushed L.A. Metro process, the lack of thoughtful planning for neighborhood impact, and the lack of traffic and equity studies before placing this scoping proposal before the public. We strongly oppose options 3, 4 and 5, and can provide only limited, highly qualified support for Options 1 and 2. In sum, our findings, below, outline BCC objections based on a lack of actual traffic studies to indicate this project will alleviate traffic after a massive highway widening project failed to do so, a lack of equity pricing and pricing impact studies, lack of coordination with other related or nearby construction (including the Metro Purple Line at the West LA VA) and lack of Toll Road revenue sharing for surface street repairs and upgrades, as L.A. Metro has implemented in other areas of the County.	9/13/21 9:59 AM PT
O-6-2	Environmental Topics	Relocations/ROW	Email			Specifically: 1. Neighborhood Impacts: The BCC strongly opposes Alternatives 3-5, which require the likely or certain taking of additional property. Property acquisition that results in the loss of any housing in existing neighborhoods or that disrupts the neighborhood fabric is unacceptable. Taking housing is always an onerous burden on those forced to relocate and is even more formidable given the existing covid pandemic and the ongoing housing shortage crisis.	9/13/21 9:59 AM PT
O-6-3	Environmental Topics	Construction Impacts	Email			The BCC requests any construction that occurs due to the Sepulveda Pass ExpressLanes Project mitigate noise, dust, and any other negative impacts to the neighboring communities. Construction dates, times, noise, dust and other mitigations should be discussed and agreed upon in advance with adjacent stakeholders	9/13/21 9:59 AM PT
O-6-4	Other Projects		Email			2. Related Projects and Traffic Studies. The BCC requests improved coordination among parallel and adjacent transportation projects impacting the Sepulveda Pass and surrounding neighborhoods, including but not limited to the Sepulveda Transit Corridor Project and the Purple (D Line) Extension Transit Project.	9/13/21 9:59 AM PT
O-6-5	Environmental Topics	Transportation/Traffic/VMT	Email			The BCC also requests the publication of all existing traffic studies and, if necessary, the performance of additional studies as to the anticipated traffic improvement anticipated with the various alternatives and the potential to increase traffic on Sepulveda Boulevard, Sunset Boulevard or other surface streets.	9/13/21 9:59 AM PT

O-6-6	Equity		Email			3. Equitable Solutions Required: The BCC requests that, as part of the scoping phase, LA Metro study the equity impacts of the I-405 ExpressLane Projects and identify mitigating actions for any disproportionate costs. The selected alternative should prioritize affordable, equitable, safe and accessible transportation solutions for all Angelenos traveling to and through the Sepulveda Pass, including but not limited to prioritizing high-occupancy vehicles, clean air vehicles, and mass transit vehicles.	9/13/21 9:59 AM PT
O-6-7	Alternatives		Email			4. Highly Limited, Conditional Support: The BCC gives its conditional support to Options 1 or 2 based on the conditions stated above, plus the following: • If Alternative 1 is selected, the BCC requests that improvements be made to bring the HOV lane into compliance with newer Caltrans standards, including restriping to allow more frequent opportunities for entering and exiting the HOV Lane.	9/13/21 9:59 AM PT
O-6-8	Funding/Revenue		Email			If Alternative 2 is selected, BCC requests a robust public discussion of the appropriate use of those revenues for projects that benefit the Brentwood community, particularly improvements to Sepulveda Boulevard, Sunset Boulevard, Church Lane and San Vicente Boulevard, similar to programs implemented by L.A. Metro in other communities.	9/13/21 9:59 AM PT
O-6-9	Environmental Topics		Email			We look forward to working with L.A. Metro to create an equitable solution that does not have negative impacts on the surrounding community. Sincerely, Michelle Bisnoff	9/13/21 9:59 AM PT
O-7-1	Other		Email			HelloPlease find attached a letter submitted by Stephen Clark, General Counsel for the Getty in regard tothe above matter.Sincerely,Gail Lyons	9/27/21 3:41 PM PT
O-7-2	Environmental Topics	Relocations/ROW	Email			Dear Mr. Kosinski: On behalf of the J. Paul Getty Trust (the "Getty") I am writing to comment on the Notice of Preparation ("NOP") for the Environmental Impact Report related to 1-405 Sepulveda Pass ExpressLanes Project (the "Project"). Based on the Project Description provided in the NOP, we understand that the California Department of Transportation ("Caltrans") and the Los Angeles County Metropolitan Transportation Authority ("Metro") are evaluating options to install toll lanes ("Expresslanes") on 1-405 between 1-10 and 1-101. The Getty appreciates efforts to relieve congestion on this heavily traveled portion of 1-405. The Getty Center is located adjacent to 1-405 and Caltrans has previously taken significant areas of Getty property for a prior 1-405 expansion project. That process affected the Getty for more than a decade, including Caltrans' extensive use of Getty land for construction and staging, and accordingly we have very strong concerns about any Project alternative that would involve expansion of the current 1-405 right-of-way adjacent to Getty-owned property or require the use of Getty-owned property to accommodate construction.	9/27/21 3:41 PM PT
O-7-3	Alternatives	Oppose Expanding of Lanes	Email			The NOP information indicates that only alternatives 1 and 2 can be completed without property acquisition; alternative 1 is the "no build" alternative and alternative 2 involves conversion of the existing high-occupancy vehicle ("HOV") lanes to Expresslanes. Since the other alternatives all require property acquisition for expansion work "outside" existing freeway boundaries, to the extent any such property acquisition would affect the Getty, we oppose such alternatives and request that alternatives 1 and 2 be the only options further considered.	9/27/21 3:41 PM PT

O- 7 -4	Other Projects	Sepulveda Transit Corridor	Email			Such an approach is appropriate given that Metro is also advancing various studies for adding transit to the 405 corridor in the Sepulveda Pass, so this Expresslane project is not the only option being studied to increase capacity in the corridor.	9/27/21 3:41 PM PT
O- 7 -5	Other Projects	Past HOV Project	Email			A. Prior 1-405 Widening and Proposed Getty Parking FacilitiesAs Caltrans is aware, the Getty worked closely with Caltrans to accommodate the recent widening of 1-405 to construct HOV lanes through the Sepulveda Pass. As part of this coordination, the Getty granted Caltrans various property interests over portions of Getty- owned property to accommodate the right-of-way expansion and associated construction activities. In addition to limiting the Getty's ability to use those portions of its property during the duration of the widening project's construction, the Getty invested significant resources into coordination and negotiation with Caltrans. Throughout the prior 1-405 widening project, the Getty worked with Caltrans in good faith for close to a decade - far longer than originally envisioned - with the understanding that once the widening project was complete the Getty would be able to use its property adjacent to the 1-405 for other long-planned purposes.	9/27/21 3:41 PM PT
O- 7 -6	Environmental Topics	Relocations/ROW	Email			The Getty is currently completing the approval process for surface parking lots, with associated facilities and access roads, adjacent to 1-405. These are critical facilities to support the Getty's ongoing operations, and will help alleviate congestion on Sepulveda Boulevard during peak visitor times when there is not sufficient parking on the Getty campus to accommodate visitor demand. These parking areas will be equipped for fire department staging during wildfires, which will help protect the Getty Center and surrounding neighborhoods in the Sepulveda Pass. The site proposed for these new parking facilities was previously used by Caltrans during construction of the prior 1-405 widening project, which prevented the Getty from using or repurposing these areas for the duration of Caltrans' use. The Getty's imminent development of improvements on this portion of its property would conflict with any use of this land by Caltrans or Metro for the Project.	9/27/21 3:41 PM PT
O- 7 -7	Environmental Topics	Geo/Soils/Seismicity	Email			In addition, as all agree, public safety is paramount. Local geology is a fundamental concern. The steep hillsides on Getty land adjacent to 1-405 are extremely sensitive to disturbance. Any additional widening in certain locations adjacent to the Getty could jeopardize the stability of the engineered hillsides, retaining walls and infrastructure that currently exist for the Getty Center. These existing constraints were recognized in the prior widening process and no risk should be created in connection with the planning for the new Project.	9/27/21 3:41 PM PT
O- 7 -8	Environmental Topics	Relocations/ROW	Email			B. Considerations for Project EIRThe Getty is strongly opposed to any iteration of the Project that requires the taking or temporary use of Getty-owned property.	9/27/21 3:41 PM PT

O- 7 -9	Environmental Topics	Construction Impacts	Email			We appreciate that as part of the Project's EIR, Caltrans must conduct a comprehensive environmental review of the impacts associated with each of the alternatives. The EIR must evaluate both construction-related and operational impacts. Construction-related impacts would, at a minimum, likely include impacts associated with aesthetics, air quality and greenhouse gas emissions, energy, hazards, noise, public services, and transportation. Given the Getty's operational needs, we note that in analyzing the construction-related impacts, Caltrans must account for construction delays, similar to the delays associated with the prior 1-405 widening project, to ensure that the analysis accounts for the full scope of construction-related impacts.	9/27/21 3:41 PM PT
O- 7 -10	Environmental Topics		Email			Related to operational impacts, Caltrans must analyze how each alternative will result in increased impacts associated with these same impact areas. Robust, long-term air quality and greenhouse gas emissions, noise, and transportation analyses must be completed to inform the EIR's operational impact conclusions. In order to conduct such analyses, Caltrans will first need to define the detailed plans associated with each alternative, including the siting of lanes, identification of the specific areas where the right-of-way will be widened, and slope engineering associated with the proposed retaining walls. Caltrans will not be able to adequately analyze the environmental impacts associated with each alternative before fully defining the specific design proposed, as there may be environmental impacts that result directly from those programming decisions. For example, as noted above, existing retaining walls along the Getty's property reinforce the slope that supports uphill improvements. Any changes to the adjacent right-of-way could impact these retaining walls and existing slope, which in turn impacts uphill structures, necessitating additional reinforcements or reconstruction. Such activities, which would be an indirect consequence of development of the Project, could result in various environmental impacts which must be fully accounted for, as required by the California Environmental Quality Act.	9/27/21 3:41 PM PT
O- 7 -11	Environmental Topics		Email			Additional considerations include the potential impacts of any interference with the Getty's parking capacity, including the traffic impacts on visitors and the adjacent community, and the need to ensure the Los Angeles Fire Department's continued ability to implement its staging and other firefighting requirements in the Sepulveda Corridor. Thank you for this opportunity to comment on the Project and proposed alternatives. As discussed above, we urge Caltrans and Metro to identify additional alternatives that do not require use of any Getty-owned land for either temporary or permanent takings, recognizing the many accommodations the Getty has already made in connection with regional transportation improvements. The Getty looks forward to continuing to participate in this important public review process.	9/27/21 3:41 PM PT

O-8 -1	Environmental Topics	Cultural/Tribal Resources	Email			Hello,Thank you for contacting the San Manuel Band of Mission Indians (SMBMI) regarding the abovereferencedproject. SMBMI appreciates the opportunity to review the project documentation, whichwas received by the Cultural Resources Management Department on August 4th, 2021. Theproposed project is located outside of Serrano ancestral territory and, as such, SMBMI will not berequesting to receive consulting party status with the lead agency or to participate in the scoping,development, or review of documents created pursuant to legal and regulatory mandates.Kind regards,Jamie Nord	8/04/21 3:32 PM PT
O-9 -1	Equity		Email			Mr. Kosinski:Homeowners of Encino vehemently opposes HOT lanes on the 405. As it will maketraffic worse and is a regressive tax on the middle and lower classes. Since California isstriving for equity in all public endeavors this handicaps average citizens from a fairand equitable commute. The elite and the 1% are the only ones who will benefit fromsuch lanes.	9/20/21 4:19 PM PT
O-9 -2	Environmental Topics	Transportation/Traffic/VMT	Email			We might also mention that slower traffic in the other lanes will costmillions of man hours yearly and increase pollution over the L.A. basin. We deservebetter thinking from the MTA.Sincerely,Eliot Cohen	9/20/21 4:19 PM PT
O-10 -1	Alternatives	Oppose Expanding of Lanes	Website			I-405 Sepulveda Pass ExpressLane Project Make the I-405 safer not wider. Westwood Hills Property Owners Association (WHPOA) does NOT support further widening of the Sepulveda Pass portion of the I-405 for the following reasons:	9/30/21 8:18 AM PT
O-10 -2	Other Projects	Past HOV Project	Website			1. The (2009-2015) I-405 Sepulveda Pass Widening Project, spent \$1.61 billion, to widen the freeway and add 10 miles of HOV lanes between the I-10 and US-101. The project ran over-budget by 55%, and over schedule. A study five years later showed traffic was even slower.	9/30/21 8:18 AM PT
O-10 -3	Environmental Topics	Transportation/Traffic/VMT	Website			2. It has been demonstrated that adding lanes to freeways increases vehicle miles traveled through induced travel. Over time, the freeway becomes congested again, and also increases air pollution to surrounding neighborhoods.	9/30/21 8:18 AM PT
O-10 -4	Environmental Topics	Relocations/ROW	Website			3. There isn't any land left to widen the I-405 in the section between Wilshire Blvd. and Sunset Blvd. A substantial amount of the \$1.61 billion was spent in this section building a longer and wider Sunset bridge, moving underground utilities, and constructing two 7-story retaining walls along Sepulveda.	9/30/21 8:18 AM PT
O-10 -5	Other Projects	Sepulveda Transit Corridor	Website			4. Metro is currently developing the Sepulveda Transit Corridor Project for a new, high-capacity transit line to create an alternative to automobile traffic on the I-405 through the Sepulveda Pass. If successful in reducing traffic on I-405, the new transit line has the potential to eliminate the justification for adding lanes.	9/30/21 8:18 AM PT

O- 10 -6	Other Projects	Past HOV Project	Website			5. The 2009-2015 Sepulveda Pass Widening Project disrupted the lives of our Westwood Hills neighborhood and other neighborhoods along the I-405 Sepulveda Pass Corridor. That construction caused substantial negative impacts on their quality of life, increased noise, and toxic air emissions both during and after construction. Plus, it burdened commuters for the 5 years of construction.	9/30/21 8:18 AM PT
O- 10 -7	Alternatives	Suggestion for Option/New Alternative	Website			6. This project does not address the real issue, which would reduce congestion and improve safety, the junction of the I-405 and I-10 and the junction of the I-405 and US 101. Caltrans can make all the changes in the world to the I-405, but if the junction of the I-405/I-10 and the I-405/US 101 are not tackled, there will never be any traffic relief. The freeway bottlenecks as traffic approaches the junction of the southbound I-405/I-10 and northbound I-405/US 101, the number of lanes are reduced. These junctions exacerbate stop-and-go traffic, and create long queues on freeway lanes north and south of these junctions, and increases the potential for rear-end accidents.	9/30/21 8:18 AM PT
O- 10 -8	Environmental Topics	Transportation/Traffic/VMT	Website			7. Metro/Caltrans states that 56 hours per year are lost due to traffic congestion, the public would like to know how much the lost time is due to traffic back up because of accidents and the time needed to clear the accidents, and time to dissipate the traffic back up caused by the initial accident. 8. Poor planning on the first project doesn't get Metro the right to redo it because of poor forecasting and planning on Metro's part. 9. Metro/Caltrans needs to study the number of accidents that occur within one quarter mile of the freeway merge points, last minute lane changes with vehicles slowing a lane while trying to merge in to a backed-up lane causes accidents! 10. Transitions from an I-405 HOV or HOT lane to a different freeway creates dangerous situations. Motorist will need to traverse 5 general traffic lanes in order to be in the correct lane to merge and transition to the US-101 or I-10. If the speeds of these lanes differ greatly it is very difficult to accomplish and creates a dangerous situation for all motorist in the vicinity.	9/30/21 8:18 AM PT
O- 10 -9	Alternatives	Suggestion for Option/New Alternative	Website			11. Make the existing carpool lane safer by restriping it with a broken lines to improve the flow of traffic by making it easier to get in and out, as was done in Orange, San Bernardino and Riverside Counties. We believe this would allow the traffic to flow more naturally as it does with regular lanes, instead of backing up the carpool lane as a car slows down to adjacent lane speed within the short exit areas currently permitted.12. Alternative 1 or 2 will do the least damage to public safety, air quality, and the housing shortage and still deliver Metro's project.	9/30/21 8:18 AM PT
O- 10 -10	Purpose and Need		Website			13. The five alternative proposals to alleviate traffic congestion on the Sepulveda Pass are little different than proposals considered during the I-405 Widening Project completed in 2015. The previous \$1.61 Billion widening project took more than five years to complete with infamously huge "Carmageddon" disruptions and no improvement in traffic or wait times. Why would any reasonable person expect the outcome to be different this time? 14. Make the freeway safer, NOT wider! Sincerely yours, Westwood Hills Property Owners Association (WHPOA)	9/30/21 8:18 AM PT

O- 11 -1	Alternatives	Oppose Expanding of Lanes	Website			Dear Mr. Kosinski: The Brentwood Homeowners Association ("BHA"), representing 4,500 single family homes and condos on the edge of the 405 Freeway, is strongly opposed to Alternatives 3, 4 and 5 of the Sepulveda Pass ExpressLane Project. Adding two express lanes will not solve the congestion problem but will certainly increase traffic in our neighborhoods along Sunset Blvd.	9/30/21 10:40 AM PT
O- 11 -2	Other Projects	Past HOV Project	Website			Our opposition stems from both our experience and the facts following the I-405 Sepulveda Pass Improvement Project (SPIP) between 2009-2015, during which the 10-mile HOV lane was added and the freeway widened. The \$1 billion widening project took more than five years to complete with infamously "Carmageddon" disruptions with no lasting improvement in traffic or wait times. Once over the Sepulveda Pass heading south, the first exit off the 405 is Sunset Blvd., which when heading west passes through the middle of the BHA residential neighborhood to the Pacific Ocean. The second exit is Wilshire Blvd. which when heading west, immediately merges with San Vicente Blvd. and passes through the middle of residential Brentwood to the Pacific Ocean. The SPIP widening project substantially increased traffic on San Vicente and Sunset Blvds., both in the mornings from 7-9 a.m. and in the afternoons from 2-7 p.m.	9/30/21 10:40 AM PT
O- 11 -3	Environmental Topics	Transportation/Traffic/VMT	Website			Sunset is now described as having the worst traffic in Los Angeles. The BHA neighborhood has become a parking lot for access to the 405 Freeway and everything west. It can take an hour to travel less than a mile to the 405 as Wilshire, Santa Monica and Caltrans District 7 September 29, 2021 Page 2 of 2 Pico can no longer handle their increased traffic because of the SPIP. I reference the Rand Corporation study on why urban freeway expansion is futile. "When a congestion-reduction strategy is implemented and traffic delays are reduced, travelers who had previously altered their travel patterns to avoid congestion will notice the improvement and return to driving along the oncebusiest routes during the peak hours. Some will shift from other times of travel, some from other routes of travel, and some from other modes of travel (such as subways or commuter rail). This pattern, often described as triple convergence, slowly erodes the initial congestion-reduction benefits offered by most strategies. Triple convergence explains, for example, why traffic flow improves for a short time when new lanes are added to a freeway but then returns to being congested within just a few years." (https://www.rand.org/pubs/research_briefs/RB9385.html .)	9/30/21 10:40 AM PT
O- 11 -4	Other Projects	Sepulveda Transit Corridor	Website			Urban mobility studies of road congestion in U.S. cities show the importance of public transportation in relieving congestion. Without public transportation, travelers can suffer millions of hours of delay with millions more gallons of fuel consumed, polluting the environment and our neighborhoods. Therefore, Metro should complete the study of the two proposals for highcapacity rail line (Sepulveda Corridor Transit Project), build it and promote public transportation before the 405 Freeway is expanded once again. Sincerely, Kathleen Flanagan Kathleen Flanagan BHA Board President	9/30/21 10:40 AM PT
O- 12 -1	Alternatives	Suggestion for Option/New Alternative	Website			What I suggest is limiting exits/entrances along the Sepulveda pass (between 101 and 10 freeways). Commuters between the San Fernando Vally and West Los Angeles will not need to exit in between.	10/01/21 9:27 AM PT

O- 12 -2	ExpressLanes Operations		Website			I also suggest not allowing SOVs to pay for the privilege of using the express lanes as allowed on the 110 freeway. It becomes congested with SOVs and discouraged carpooling (the commute times are not significantly different from express lanes and outer lanes)	10/01/21 9:27 AM PT
O- 13 -1	General Opposition		Email			Mr. Kosinski: Brentwood Glen Association ("BGA") is a community of 500 families bounded on the West by the Veterans Administration property, on the north by Sunset Boulevard, on the east by Church Lane, and on the South by Waterford Street. Our neighborhood straddles the I-405 freeway and will be significantly impacted by any of the proposed alternatives suggested during the scoping process for the I-405 ExpressLanes Project. We strongly oppose Options 3, 4, and 5 and provide only limited, highly qualified support for Options 1 and 2. Our objections are based on i) a lack of evidentiary traffic studies to indicate the proposed project will alleviate traffic after the previous massive highway widening project failed to do so, ii) a lack of equity pricing and pricing impact studies, iii) a lack of coordination with other related or nearby transit construction projects including the Metro Purple Line, and iv) a lack of toll road revenue sharing for surface street repairs and upgrades as L.A. Metro has implemented in other areas of the county.	10/01/21 1:59 PM PT
O- 13 -2	Environmental Topics	Relocations/ROW	Email			Specifically: 1. We strongly oppose Alternatives 3, 4, and 5, which carry the high likelihood to require the taking of additional right-of-way property. Property acquisitions that result in the loss of any housing in existing neighborhoods or that disrupt the neighborhood fabric are unacceptable. Taking housing is always an onerous burden on those forced to relocate and is now even more formidable given the existing covid pandemic and ongoing housing shortage crisis.	10/01/21 1:59 PM PT
O- 13 -3	Environmental Topics	Community Impacts	Email			Since Brentwood Glen is a small, close-knit community, we will suffer substantial negative impact if Alternatives 3, 4, or 5 is implemented. If one of these alternatives is chosen, Brentwood Glen will be devastated by the destruction of potentially 21 homes and 16 multi-family buildings, housing 91 families, many of whom have lived here for decades. The church in the Glen, home to a Lutheran congregation for more than six decades, also is home to a Jewish congregation, a Muslim center, and a preschool will be removed, displacing members and their respective congregations and school, depriving the community of the only facility available for residents to meet and negatively impacting the community's character and cohesion.	10/01/21 1:59 PM PT
O- 13 -4	Environmental Topics	Air Quality/GHG	Email			2. Residents will suffer a substantial negative impact on their quality of life due to disruption of the established community and increased noise and toxic air emissions both during and after construction. Knowing there is a preschool at the church and the Brentwood Glen is a child-friendly community, studies have shown that an increase in air pollution is linked to an increase in pediatric asthma.	10/01/21 1:59 PM PT
O- 13 -5	Environmental Topics	Construction Impacts	Email			The Brentwood Glen requests any construction that occurs due to the Sepulveda Pass Expresslanes Project mitigate noise, dust, and any other negative impacts to the neighboring communities. Construction dates, times, noise, dust, and other mitigations should be discussed and agreed upon in advance with adjacent stakeholders.	10/01/21 1:59 PM PT

O- 13 -6	Environmental Topics	Transportation/Traffic/VMT	Email			3. It has been demonstrated that adding lanes to freeways increases vehicle miles traveled through induced travel. Over time, the freeway becomes congested again, and also increases air pollution to surrounding neighborhoods. Since the proposals presented in the meeting were similar to those offered just a few years ago, it is disingenuous to state that the project is just in an early stage and that no analysis has been done. Plenty of analysis was done last time by Caltrans, none of it particularly well, that could have been presented in the meeting on the 21st. Consequently, we could only comment on the vaguest presentation and not point out the obvious faults both with the proposals and the analyses supporting them. In 2007, Caltrans did not provide documentation showing increased safety in our area or any other by having 12' lanes. Even State Assembly Member Mike Feuer pointed this out at the public hearing at the time. Your traffic statistics and analysis at the time showed that there were more rear-end accidents but that the width of the lanes did not cause the accidents. The Federal Government granted a waiver exempting our area from the 12' lanes. Since the Federal Government several years ago felt there was no greater risk of accidents, why can we not continue that waiver with the upcoming proposed project?	10/01/21 1:59 PM PT
O- 13 -7	Alternatives	Suggestion for Option/New Alternative	Email			4. The project does not address the real issue, which would reduce congestion and safety, the junction of the 1-405 and 1-10 and the junction of the 1-405 and US 101. Caltrans can make all the changes in the world to the 1-405, but if the junction of the 1-405/1-10 and the I-405/US 101 are not tackled, there will never be any traffic relief. The freeway bottlenecks as it approaches the junction of the 1-405/1-10 and I-405/US 101 by reduction of lanes. These junctions exacerbate stop-and-go traffic, backs up into all communities north and south of these junctions, including the Brentwood Glen, and increases the potential for accidents. Instead of spending millions of dollars to maybe decrease a person's driving time by a minute or two with this band-aid approach to alleviating congestion, it behooves Caltrans and our government officials to attack the nuts and bolts of the problem by examining and fixing the problems that exist where the 1-405 and the 1-10, as well as the 1-405 and US 101, meet.	10/01/21 1:59 PM PT
O- 13 -8	Environmental Topics	Relocations/ROW	Email			5. Alternatives 3, 4, and 5 proposing two express lanes pose significant problems; In 2009-2014, we showed that adding a single lane and taking Church Lane would cause the loss of housing for 91 families. Do you plan to abolish the Angeleno Hotel, the DWP site at Sunset, the Village Church, the VA, and the cemetery? There is no room on the east side of the freeway between Sunset and Wilshire to take homes or add a lane; therefore, any property acquisitions would result in losses of homes on the west side of the freeway. At the time, Caltrans spent a fortune reconstructing Sepulveda Blvd and extended exit lane at Wilshire at great expense to the public. Are you going to rip apart what good you did during the last construction?	10/01/21 1:59 PM PT
O- 13 -9	Other Projects		Email			6. Related Projects: Brentwood Glen requests improved coordination among parallel and adjacent transportation projects impacting the Sepulveda Pass and surrounding neighborhoods, including but not limited to the Sepulveda Transit Corridor Project and Purple (D Line) Extension Transit Project. Metro is currently developing the Sepulveda Transit Corridor Project for a new, high-capacity transit line to create an alternative to automobile traffic on the I-405 through the Sepulveda Pass. If successful in reducing traffic on I-405, the new transit line has the potential to eliminate the justification for adding lanes.	10/01/21 1:59 PM PT

O- 13 -10	Environmental Topics	Transportation/Traffic/VMT	Email			The Brentwood Glen also requests the publication of all existing traffic studies and, if necessary, the performance of additional studies as to the anticipated traffic improvement with the various alternatives and the potential to increase traffic on Sepulveda Boulevard, Sunset Boulevard, or other surface streets.	10/01/21 1:59 PM PT
O- 13 -11	Equity		Email			7. Equitable Solutions Required: The Brentwood Glen requests that, as part of the scoping phase, LA Metro study the equity impacts of the 1-405 ExpressLane Projects and identify mitigating actions for any disproportionate costs. The selected alternative should prioritize affordable, equitable, safe, and accessible transportation solutions for all Angelenos traveling to and through the Sepulveda Pass, including but not limited to prioritizing high-occupancy vehicles, clean air vehicles, and mass transit vehicles.	10/01/21 1:59 PM PT
O- 13 -12	Alternatives		Email			If Alternative 1 is selected, the Brentwood Glen requests that improvements be made to bring the HOV lane into compliance with newer Caltrans standards, including restriping to allow more frequent opportunities for entering and exiting the HOV Lane.	10/01/21 1:59 PM PT
O- 13 -13	Funding/Revenue		Email			If Alternative 2 is selected, the Brentwood Glen requests public discussions of the appropriate use of those revenues for projects that benefit the Brentwood community, particularly improvements to Sepulveda Boulevard, Sunset Boulevard, Church Lane, and San Vicente Boulevard, similar to programs implemented by L.A. Metro in other communities.	10/01/21 1:59 PM PT
O- 13 -14	Environmental Topics		Email			We look forward to working with L.A. Metro to create an equitable solution that does not negatively impact the surrounding community.	10/01/21 1:59 PM PT
O- 13 -15	Support for Transit in Corridor		Email			Metro should focus on its core mission of providing public transit rather than building new roads, like the Sepulveda Pass Project. Sincerely, Cori Solomon President Brentwood Glen Association	10/01/21 1:59 PM PT
O- 14 -1	Alternatives	Suggestion for Option/New Alternative	Email			Hello MEL 405 team, Metro has so many 405 & Sepulveda Corridor projects that even a supposed transportation expert can't keep them straight. Has this planning team considered the conversion of a GP lane to an HOT lane? Juan Matute Deputy Director UCLA Institute of Transportation Studies Cutting Edge Research Shaping 21st Century Mobility Phone: 1 (562) 546-2831 Mail: Box 951656, 3320 Public Affairs Building, Los Angeles, CA 90095-1656 Office: Public Affairs Building 3320D	9/28/21 3:16 PM PT
O- 15 -1	Other		Email			Good Morning Mr. Kosinski, Attached please find a copy of the Bel Air Crest Master, Bel Air Crest Custom Homes, and Bel AirCrest Canyon Homes Associations letter in response to the proposed express lanes on the 405 Freeway. The hardcopy is being sent via regular mail. Sincerely, Fiona The three (3) Bel Air Crest Homeowner Association Boards of Directors and community residents have submitted their concerns and/or recommendations regarding the above referenced project at Board Meetings held in September 2021. This letter shall also serve as a follow-up to comments submitted at the public meeting held on August 18th. In addition, the Associations may submit further documentation in the future for your consideration	9/29/21 10:55 AM PT

O- 15 -2	Environmental Topics	Community Impacts	Email			GENERAL ACCESSIBILITY TO and FROM BEL AIR CREST The community would like to bring to your attention that BAC residents completely depend on Bel Air Crest Road, the 405 Freeway and Sepulveda Boulevard for ingress and egress. BAC community members experienced the long-term negative impact of construction during the 405 Freeway and Sepulveda Blvd construction projects. A permanent change resulting from the 405 widening project included the reduction of vertical clearance on Bel Air Crest Road. The current vertical clearance for the underpass is less than state minimum standards	9/29/21 10:55 AM PT
O- 15 -3	Alternatives		Email			REQUIREMENTS and RECOMMENOA T/ONS The BAC Boards are in favor of Alternative 1 or Alternative 2. The Boards are not in favor of Alternatives 3, 4, or 5 due to the potential impact on accessibility to the community during construction. Alternatives 3, 4, and 5 also include the acquisition of property that may require a further reduction in the vertical clearance for Bel Air Crest Road. The Boards are strongly opposed to any changes to existing underpass clearances. Alternatives 3, 4 and 5 could also require a reduction in standard lane and shoulder widths which is of great concern to the Boards and community members	9/29/21 10:55 AM PT
O- 15 -4	Environmental Topics	Utilities	Email			AIR/ WATER/ LAND The Boards would like to bring to your attention the possible impact of construction of on existing infrastructure in the Sepulveda Pass Corridor. REQUIREMENTS and RECOMMENDATIONS The Boards want assurances that the construction of Express Lanes will not negatively impact the petroleum and natural gas pipes that are located under Sepulveda Boulevard and/or expose the BAG community to chemicals from said pipes. The Boards are not in favor of Alternatives 3, 4, or 5 due to potential safety hazards during construction.	9/29/21 10:55 AM PT
O- 15 -5	Environmental Topics	Construction Impacts	Email			The Bel Air Crest Boards and community residents appreciate the value that the proposed Express Lane may bring to commuters traveling in the Sepulveda Pass area of Los Angeles. However, construction of this proposed project will impact the numerous communities, schools, and institutions, as well as, the movement of thousands who utilize the Sepulveda Pass corridor. The Boards look forward to receiving updates regarding the Express Lane project. Sincerely, BEL AIR CREST MASTER ASSOCIATION BOARD OF DIRECTORS BEL AIR CREST CUSTOM HOMES ASSOCIATION BOARD OF DIRECTORS BEL AIR CREST CANYON HOMES ASSOCIATION BOARD OF DIRECTORS	9/29/21 10:55 AM PT
O- 16 -1	Equity		Website			We need less barriers to transit for working Angelenos, not more. Adding toll lanes gives preference to wealthy drivers, and creates more barriers for working Angelenos.	9/22/21 11:27 AM PT
O- 16 -2	Alternatives	Support for Alt 5	Website			HOV lanes are meant to incentivize carpooling which takes more cars off the streets and decreases the environmental impact of transit. I support Alternative 5 which adds another HOV lane without tolls,	9/22/21 11:27 AM PT
O- 16 -3	Support for Transit in Corridor		Website			but Metro should be focusing on expanding public transit, not increasing car traffic.	9/22/21 11:27 AM PT

O- 17 -1	Alternatives	Oppose Expanding of Lanes	Website			Please do not add new lanes. There is too much traffic already and we need to reduce VMT by eliminating lanes. Adding lanes will only increase our dependence on cars and contribute to global warming.	9/02/21 7:51 PM PT
O- 17 -2	Alternatives	Support for Alt 2	Website			Please only consider Alternative 2, the only build alternative that does not increase the number of lanes.	9/02/21 7:51 PM PT
O- 18 -1	General Opposition		Oral			This is Maryann Lewis, L-E-W-I-S. I'm calling on behalf of the Brentwood Park Property Homeowners Association board of directors. I tried to submit an e-mail to 405ExpressLanes@metro.net-405ExpressLanes, but it bounced, so I'm calling to give you our comment. The association opposes Caltrans 1-405 Sepulveda Pass ExpressLanes project.	9/15/21 11:00 PM PT
O- 18 -2	Environmental Topics	Relocations/ROW	Oral			The board of directors does not think acquiring more property along the highway to expand the 405 is wise. Thus, we agree with the Getty.	9/15/21 11:00 PM PT
O- 18 -3	Equity		Oral			The cost to commute will impact low-income people, which is absolutely not fair. We look forward to hearing that Caltrans will not pursue this bad plan. On behalf of the board of directors of the Brentwood Park Property Associations, this is Maryann Lewis, L-E-W-I-S, the co-president of the association. Thank you very much.	9/15/21 11:00 PM PT
O- 19 -1	Other Projects	Past HOV Project	Email			To whom it may concern: When Metro and Caltrans widened the 405 last decade, it's EIR was flawed. It failed to account for the induced travel impacts caused by adding highway capacity. Traffic has not improved on the 405 precisely because the project induced more trips. UC Davis estimates that the 405 widening generated 80 million new VMT through induced travel. The EIR for the project did not account for any induced travel.	8/13/21 9:41 AM PT
O- 19 -2	Environmental Topics	Transportation/Traffic/VMT	Email			The ExpressLanes project should be scoped with the objective of reducing and mitigating as much VMT as possible, with a minimum of 80 million to counteract the unmitigated harms caused by the most recent 405 widening.	8/13/21 9:41 AM PT

O- 19 -3	Alternatives	Suggestion for Option/New Alternative	Email			<p>Further, the project should analyze as an alternative converting not just carpool lanes to ExpressLanes but also general-purpose lanes. I understand that this would require a federal waiver, but converting more lanes to ExpressLanes would have greater benefits so Metro and Caltrans should analyze it as an option and allow the Metro Board and Caltrans to pursue a waiver if necessary.</p> <p>Best, Carter CARTER RUBIN Mobility and Climate Advocate Healthy People & Thriving Communities Program NATURAL RESOURCES DEFENSE COUNCIL 1314 SECOND STREET</p>	8/13/21 9:41 AM PT
E- 1 -1	Purpose and Need		Email			<p>Dear Mr. Kosinski and Ms. Tolar: I am writing to express my concern about Metro's continuing movement toward creation of an ExpressLane on the I-405. As the Los Angeles City Councilmember who represents all of the neighborhoods east of the I-405 between the I-10 and Mulholland Dr., along with the neighborhoods of Encino west of the I-405, I thought that it would be essential to offer comment on behalf of my constituents. I want to start by expressing my concern that Metro did not begin this process with a compelling case that any of the build options outweigh the sacrifices for the adjacent neighborhoods and the commuters.</p>	10/01/21 1:48 PM PT
E- 1 -2	Support for Transit in Corridor		Email			<p>If the communities along this corridor are to experience any project requiring significant construction, it should be to build a rail transit project that would potentially remove thousands of commuters through this corridor from their commute via motor vehicle to a system that potentially carries tens of thousands of commuters on a rail line between the San Fernando Valley and the Westside.</p>	10/01/21 1:48 PM PT
E- 1 -3	Other Projects	Sepulveda Transit Corridor	Email			<p>I also have a concern that this process is moving forward while two potential monorail options for the Sepulveda Transit Corridor are still being considered. I would be troubled if the desire to build an ExpressLanes project is in any way precluding or limiting either of the monorail project options.</p>	10/01/21 1:48 PM PT
E- 1 -4	ExpressLanes Operations		Email			<p>Secondly, I am troubled that Metro/Caltrans would consider alternatives 2 and 3, both of which would mean that there would no longer be at least a single dedicated lane for those who are carpooling in the High Occupancy Vehicle (HOV) lane or driving with a Clean Air Vehicle (CAV) decal. My concern is with the volume of drivers even in the heaviest usage periods on this busy corridor will fill with drivers who are willing to pay the price for a real or perceived travel time advantage. This would potentially greatly dilute the incentives for carpooling and Clean Air Vehicles, especially for those who regularly travel on this corridor. I would strongly urge us not to take this step backward on this corridor.</p>	10/01/21 1:48 PM PT

E- 1 -5	Other Projects	Past HOV Project	Email			I also believe that Alternatives 3, 4, and 5 all raise too many questions of concern about the ability of Metro/Caltrans to add capacity by adding a lane without again causing major disruption through significant construction. The neighborhoods and the commuters along this route have suffered from a degree of construction fatigue over the past fifteen years. The first project was the construction of the southbound HOV lane project followed by the even more impactful northbound HOV lane project. My office, along with the LA Department of Transportation and the bureaus of our Department of Public Works were active partners in the second project. This project was substantially disruptive to so many and I would strongly urge you to avoid any such impacts that may result from this project.	10/01/21 1:48 PM PT
E- 1 -6	Alternatives		Email			I would also question if it is safe enough through this somewhat windy stretch of highway to add a lane by narrowing existing ones along with narrow shoulders, without creating a significant reduction in roadway safety. I am highly skeptical that an additional lane can be created without again resulting in significant freeway overpass and ramp reconstruction.	10/01/21 1:48 PM PT
E- 1 -7	Support for Transit in Corridor		Email			I strongly believe that our investment in the expansion of our mass transit for such projects as the Sepulveda Transit Corridor and others in the queue is more important than a continued frenzy to widen our freeways.	10/01/21 1:48 PM PT
E- 1 -8	Equity		Email			Lastly, I think that the equity issue as it relates to the continued expansion of the ExpressLanes program throughout this County needs to be called into question. I do understand that this project may raise some enticing opportunities to create new revenue for Metro and Caltrans, but toward whose benefit? Many of the commuters who travel this corridor daily travel to their workplaces in my district east of the I-405 from their homes in the San Fernando Valley and beyond. Let's assume that you will have white-collar workers who make more than \$150,000 per year and travel from their home in Porter Ranch and are able and willing to pay peak hour ExpressLane fees. On the other hand, you will have blue-collar workers making less than \$50,000, traveling from a community such as Pacoima who are much less likely to pay the fees and will take 15 minutes longer each way and burn more fuel in the process. I am disappointed and troubled that these inequitable options are being presented as a potential solution to our challenging traffic congestion issues.	10/01/21 1:48 PM PT
E- 1 -9	General Opposition		Email			I would urge you as staff, along with the Metro Board of Directors to take a step back in considering the continuation of this process. Please suspend this discussion before moving forward into the EIR/EIS. The I-405 corridor through the Sepulveda Pass is not an appropriate corridor for ExpressLanes.	10/01/21 1:48 PM PT
E- 1 -10	Other Projects	Sepulveda Transit Corridor	Email			Let's stay laser focused on building a Sepulveda Transit Corridor project that takes more people out of their motor vehicles, a project that we can all be proud of. Sincerely, PAUL KORETZ Councilmember, 5th District cc: Metro Board Clerk Collette Langston	10/01/21 1:48 PM PT
A- 1 -1	Other		Website			Hello: As mentioned during yesterday's scoping meeting, and in the attached letter, HUD is requesting a copy of ArcGIS or shapefile for the expansion scenarios. Thank you in advance for your professional courtesy and consideration. Wishing you well, Elizabeth McDargh, Senior Environmental OfficerRegion IX - Office of Environment and EnergyU.S. Department of Housing and Urban Development	8/06/21 3:17 AM PT

A- 1 -2	Environmental Topics		Website			<p>HUD Region IX received your June 23, 2021, letter requesting HUD serve as a participating agency on the environmental impact statement (EIS) for the subject project. Your letter notes that Caltrans, in cooperation with the Los Angeles County Metropolitan Transportation Authority (acting as a sponsoring agency), is initiating an EIS for the proposed Interstate 405 (I-405) Sepulveda Pass ExpressLanes project in Los Angeles County, California. Additionally, the letter explained that the purpose of the I-405 Sepulveda Pass ExpressLanes project is to "reduce congestion and improve the overall movement of people and goods on I405 and that the project is needed to address traffic congestion and related deficiencies on I-405 between US-101 and I-10 (Sepulveda Pass)." According to the letter, Alternatives 3, 4, and 5 would require the addition of lanes to the current footprint of I-405. HUD accepts your invitation to serve as a participating agency on the EIS.</p>	8/06/21 3:17 AM PT
A- 1 -3	Environmental Topics		Website			<p>HUD's Office of Environmental and Energy (OEE) has conducted a preliminary review of HUD-assisted properties in the vicinity of the proposed I-405 construction area (bordered to the north by Sherman Way and to the south by West Washington Boulevard) and evaluated the potential for the proposed project to affect such resources relative to the federal laws and authorities listed at 24 CFR §58.5, other requirements noted under 24 CFR §58.6, and HUD's environmental criteria and standards at 24 CFR Part 51. 2</p> <p>Based on the map included with your letter, HUD has identified two HUD-assisted properties below which could be affected by implementation of Alternatives 3, 4, and 5. The two HUD-assisted properties are: ? Oranewood Court Apartments (92 units), 5050 Sepulveda Boulevard, Sherman Oaks, CA 91403 (FHA Number 12211284) ? Diamond Head Apartments (83 units), 1554 Vanowen Street, Van Nuys, CA 91405 (FHA Number 12211291)</p> <p>Because of the proximity of these properties to the proposed project, HUD would like to ensure that the EIS evaluates potential impacts from noise and localized air emissions (relative to HUD's environmental regulations and standards) at these locations. Additional HUD-assisted properties may be within proximity of the proposed project; however, HUD will need more detailed mapping information to determine property locations with greater certainty.</p> <p>HUD requests that Caltrans provide GIS shape files of the proposed construction areas for each alternative to enable a comparison of HUD property location data with the proposed project's impact area. Thank you for the opportunity to participate in the EIS process. HUD's point of contact for this project will be Elizabeth McDargh, OEE Senior Environmental Officer. Ms. McDargh can be reached at Elizabeth.McDargh@hud.gov or (213) 534-2578.</p>	8/06/21 3:17 AM PT
A- 2 -1	Community Engagement		Website			<p>What I would like is to be included on your mailing list.</p>	8/19/21 2:03 PM PT
A- 2 -2	Environmental Topics	Relocations/ROW	Website			<p>Also, the Sanitation Districts has a landfill (Mission Canyon Landfill) which abuts the 405. We are interested on the potential affects of widening of the 405 on the Mission Canyon Landfill's property</p>	8/19/21 2:03 PM PT

A-3-1	Environmental Topics	Air Quality/GHG	Email			<p>Notice of Preparation of an Environmental Impact Report/Environmental Impact Statement for the I-405 Sepulveda Pass ExpressLanes</p> <p>South Coast Air Quality Management District (South Coast AQMD) staff appreciates the opportunity to comment on the above-mentioned document. Our comments are recommendations on the analysis of potential air quality impacts from the Proposed Project that should be included in the Environmental Impact Report/Environmental Impact Statement (EIR/EIS). Please send a copy of the EIR/EIS upon its completion and public release directly to South Coast AQMD as copies of the EIR/EIS submitted to the State Clearinghouse are not forwarded. In addition, please send all appendices and technical documents related to the air quality, health risk, and greenhouse gas analyses and electronic versions of all emission calculation spreadsheets, and air quality modeling and health risk assessment input and output files (not PDF files). Any delays in providing all supporting documentation for our review will require additional review time beyond the end of the comment period.</p>	9/01/21 7:19 AM PT
A-3-2	Environmental Topics	Air Quality/GHG	Email			<p>CEQA Air Quality Analysis</p> <p>Staff recommends that the Lead Agency use South Coast AQMD's CEQA Air Quality Handbook and website¹ as guidance when preparing the air quality and greenhouse gas analyses. It is also recommended that the Lead Agency use the CalEEMod2 land use emissions software, which can estimate pollutant emissions from typical land use development and is the only software model maintained by the California Air Pollution Control Officers Association.</p> <p>South Coast AQMD has developed both regional and localized significance thresholds. South Coast AQMD staff recommends that the Lead Agency quantify criteria pollutant emissions and compare the emissions to South Coast AQMD's CEQA regional pollutant emissions significance thresholds³ and localized significance thresholds (LSTs)⁴ to determine the Proposed Project's air quality impacts. The localized analysis can be conducted by either using the LST screening tables or performing dispersion modeling.</p>	9/01/21 7:19 AM PT

A- 3 -3	Environmental Topics	Air Quality/GHG	Email			<p>The Lead Agency should identify any potential adverse air quality impacts that could occur from all phases of the Proposed Project and all air pollutant sources related to the Proposed Project. Air quality impacts from both construction (including demolition, if any) and operations should be calculated. Construction-related air quality impacts typically include, but are not limited to, emissions from the use of heavy-duty equipment from grading, earth-loading/unloading, paving, architectural coatings, off-road mobile sources (e.g., heavy-duty construction equipment) and on-road mobile sources (e.g., construction worker vehicle trips, material transport trips, and hauling trips). Operation-related air quality impacts may include, but are not limited to, emissions from stationary sources (e.g., boilers and air pollution control devices), area sources (e.g., solvents and coatings), and vehicular trips (e.g., on- and off-road tailpipe emissions and entrained dust). Air quality impacts from indirect sources, such as sources that generate or attract vehicular trips, should be included in the analysis. Furthermore, emissions from the overlapping construction and operational activities should be combined and compared to South Coast AQMD's regional air quality CEQA operational thresholds to determine the level of significance.</p>	9/01/21 7:19 AM PT
A- 3 -4	Environmental Topics	Air Quality/GHG	Email			<p>If the Proposed Project generates diesel emissions from long-term construction or attracts diesel-fueled vehicular trips, especially heavy-duty diesel-fueled vehicles, it is recommended that the Lead Agency perform a mobile source health risk assessment.</p>	9/01/21 7:19 AM PT
A- 3 -5	Environmental Topics	Air Quality/GHG	Email			<p>In the event that implementation of the Proposed Project requires a permit from South Coast AQMD, South Coast AQMD should be identified as a Responsible Agency for the Proposed Project in the EIR/EIS. The assumptions in the air quality analysis in the EIR will be the basis for evaluating the permit under CEQA and imposing permit conditions and limits. Questions on permits should be directed to South Coast AQMD's Engineering and Permitting staff at (909) 396-3385.</p> <p>The California Air Resources Board's (CARB) Air Quality and Land Use Handbook: A Community Health Perspective⁶ is a general reference guide for evaluating and reducing air pollution impacts associated with new projects that go through the land use decision-making process with additional guidance on strategies to reduce air pollution exposure near high-volume roadways available in CARB's technical advisory.</p>	9/01/21 7:19 AM PT

A- 3 -6	Environmental Topics	Air Quality/GHG	Email			<p>Mitigation Measures</p> <p>In the event that the Proposed Project results in significant adverse air quality impacts, CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized to minimize these impacts. Any impacts resulting from mitigation measures must also be analyzed. Several resources to assist the Lead Agency with identifying potential mitigation measures for the Proposed Project include South Coast AQMD's CEQA Air Quality Handbook1 , South Coast AQMD's Mitigation Monitoring and Reporting Plan for the 2016 Air Quality Management Plan8 , and Southern California Association of Government's Mitigation Monitoring and Reporting Plan for the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy.</p> <p>South Coast AQMD staff is available to work with the Lead Agency to ensure that air quality, greenhouse gas, and health risk impacts from the Proposed Project are accurately evaluated and mitigated where feasible. If you have any questions regarding this letter, please contact me at lsun@aqmd.gov.</p>	9/01/21 7:19 AM PT
A- 4 -1	Other		Email			<p>Good morning Ron, Please find attached SCAG Comments on the Notice of Preparation of a Draft Environmental Impact Report for the I-405 Sepulveda Pass Express Lanes [SCAG NO. IGR10456]. Please contact me at (213) 630-1427 or IGR@scag.ca.gov if you have any questions or difficulties with the attached file.</p>	9/01/21 8:54 AM PT

A- 4 -2	Environmental Topics		Email		<p>Dear Mr. Kosinsky,</p> <p>Thank you for submitting the Notice of Preparation of a Draft Environmental Impact Report for the I-405 Sepulveda Pass Express Lanes ("proposed project") to the Southern California Association of Governments (SCAG) for review and comment. SCAG is responsible for providing informational resources to regionally significant plans, projects, and programs per the California Environmental Quality Act (CEQA) to facilitate the consistency of these projects with SCAG's adopted regional plans, to be determined by the lead agencies.¹</p> <p>Pursuant to Senate Bill (SB) 375, SCAG is the designated Regional Transportation Planning Agency under state law and is responsible for preparation of the Regional Transportation Plan (RTP) including the Sustainable Communities Strategy (SCS). SCAG's feedback is intended to assist local jurisdictions and project proponents to implement projects that have the potential to contribute to attainment of Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) goals and align with RTP/SCS policies. Finally, SCAG is also the authorized regional agency for Inter-Governmental Review (IGR) of programs proposed for Federal financial assistance and direct Federal development activities, pursuant to Presidential Executive Order 12372.</p> <p>SCAG staff has reviewed the Notice of Preparation of a Draft Environmental Impact Report for the I-405 Sepulveda Pass Express Lanes in Los Angeles County. The proposed project includes the construction of improvements that may include, but not be limited to, the conversion of the existing high-occupancy vehicle (HOV) lane into a high-occupancy toll (HOT), or ExpressLane, in each direction, or the conversion of the existing HOV lane to an ExpressLane and also adding a second ExpressLane in each direction.</p> <p>When available, please email environmental documentation to IGR@scag.ca.gov providing, at a minimum, the full public comment period for review. If you have any questions regarding the</p>	9/01/21 8:54 AM PT
A- 4 -3	Environmental Topics	Land Use	Email		<p>COMMENTS ON THE NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE I-405 SEPULVEDA PASS EXPRESS LANES [SCAG NO. IGR10456] CONSISTENCY WITH CONNECT SOCAL</p> <p>SCAG provides informational resources to facilitate the consistency of the proposed project with the adopted 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS or Connect SoCal). For the purpose of determining consistency with CEQA, lead agencies such as local jurisdictions have the sole discretion in determining a local project's consistency with Connect SoCal. For regionally significant transportation projects, should major project changes (i.e., change in scope, completion year, and/or costs) take place as result of the environmental review process that are not consistent with the latest RTP/SCS project sponsors should consult with their County Transportation Commission (CTC) to request for SCAG to amend the RTP/SCS to include the latest project information. The proposed project is not currently included in Connect SoCal, which may prevent the project from accessing state or federal funding and receiving federal environmental approval. Metro should coordinate with SCAG on future updates to Connect SoCal regarding the potential inclusion of the project in the RTP/SCS.</p>	9/01/21 8:54 AM PT

A- 4 -4	Environmental Topics	Land Use	Email		<p>CONNECT SOCIAL GOALS The SCAG Regional Council fully adopted Connect SoCal in September 2020. Connect SoCal, also known as the 2020 – 2045 RTP/SCS, builds upon and expands land use and transportation strategies established over several planning cycles to increase mobility options and achieve a more sustainable growth pattern. The long-range visioning plan balances future mobility and housing needs with goals for the environment, the regional economy, social equity and environmental justice, and public health. The goals included in Connect SoCal may be pertinent to the proposed project. These goals are meant to provide guidance for considering the proposed project. Among the relevant goals of Connect SoCal are the following:</p> <p>SCAG CONNECT SOCIAL GOALS</p> <p>Goal #1: Encourage regional economic prosperity and global competitiveness</p> <p>Goal #2: Improve mobility, accessibility, reliability and travel safety for people and goods</p> <p>Goal #3: Enhance the preservation, security, and resilience of the regional transportation system</p> <p>Goal #4: Increase person and goods movement and travel choices within the transportation system</p> <p>Goal #5: Reduce greenhouse gas emissions and improve air quality</p> <p>Goal #6: Support healthy and equitable communities</p> <p>Goal #7: Adapt to a changing climate and support an integrated regional development pattern and transportation network</p> <p>Goal #8: Leverage new transportation technologies and data-driven solutions that result in more efficient travel</p> <p>Goal #9: Encourage development of diverse housing types in areas that are supported by multiple transportation options</p> <p>Goal #10: Promote conservation of natural and agricultural lands and restoration of habitats</p> <p>For ease of review, we encourage the use of a side-by-side comparison of SCAG goals with discussions of the consistency, non-consistency or non-applicability of the goals and supportive</p>	9/01/21 8:54 AM PT
A- 4 -5	Environmental Topics	Land Use	Email		<p>Connect SoCal Strategies To achieve the goals of Connect SoCal, a wide range of land use and transportation strategies are included in the accompanying twenty (20) technical reports. Of particular note are multiple strategies included in Chapter 3 of Connect SoCal intended to support implementation of the regional Sustainable Communities Strategy (SCS) framed within the context of focusing growth near destinations and mobility options; promoting diverse housing choices; leveraging technology innovations; supporting implementation of sustainability policies; and promoting a Green Region. To view Connect SoCal and the accompanying technical reports, please visit the Connect SoCal webpage. Connect SoCal builds upon the progress from previous RTP/SCS cycles and continues to focus on integrated, coordinated, and balanced planning for land use and transportation that helps the SCAG region strive towards a more sustainable region, while meeting statutory requirements pertinent to RTP/SCSs. These strategies within the regional context are provided as guidance for lead agencies such as local jurisdictions when the proposed project is under consideration.</p>	9/01/21 8:54 AM PT

A- 4 -6	Environmental Topics	Growth	Email		<p>DEMOGRAPHICS AND GROWTH FORECASTS</p> <p>A key, formative step in projecting future population, households, and employment through 2045 for Connect SoCal was the generation of a forecast of regional and county level growth in collaboration with expert demographers and economists on Southern California. From there, jurisdictional level forecasts were ground-truthed by subregions and local agencies, which helped SCAG identify opportunities and barriers to future development. This forecast helps the region understand, in a very general sense, where we are expected to grow, and allows SCAG to focus attention on areas that are experiencing change and may have increased transportation needs. After a year-long engagement effort with all 197 jurisdictions one-on-one, 82 percent of SCAG's 197 jurisdictions provided feedback on the forecast of future growth for Connect SoCal. SCAG also sought feedback on potential sustainable growth strategies from a broad range of stakeholder groups – including local jurisdictions, county transportation commissions, other partner agencies, industry groups, community-based organizations, and the general public. Connect SoCal utilizes a bottomup approach in that total projected growth for each jurisdiction reflects feedback received from jurisdiction staff, including city managers, community development/planning directors, and local staff. Growth at the neighborhood level (i.e., transportation analysis zone (TAZ) reflects entitled projects and adheres to current general and specific plan maximum densities as conveyed by jurisdictions (except in cases where entitled projects and development agreements exceed these capacities as calculated by SCAG). Neighborhood level growth projections also feature strategies that help to reduce greenhouse gas emissions (GHG) from automobiles and light trucks to achieve Southern California's GHG reduction target, approved by the California Air Resources Board (CARB) in accordance with state planning law. Connect SoCal's Forecasted Development Pattern is utilized for long range modeling purposes and does not supersede actions taken by elected bodies on future development, including entitlements and development agreements. SCAG does not have the authority to implement the plan -- neither through decisions about what type of development is</p>	9/01/21 8:54 AM PT
A- 4 -7	Environmental Topics		Email		<p>MITIGATION MEASURES</p> <p>SCAG staff recommends that you review the Final Program Environmental Impact Report (Final PEIR) for Connect SoCal for guidance, as appropriate. SCAG's Regional Council certified the PEIR and adopted the associated Findings of Fact and a Statement of Overriding Considerations (FOF/SOC) and Mitigation Monitoring and Reporting Program (MMRP) on May 7, 2020 and also adopted a PEIR Addendum and amended the MMRP on September 3, 2020 (please see the PEIR webpage and scroll to the bottom of the page for the PEIR Addendum). The PEIR includes a list of project-level performance standards-based mitigation measures that may be considered for adoption and implementation by lead, responsible, or trustee agencies in the region, as applicable and feasible. Project-level mitigation measures are within responsibility, authority, and/or jurisdiction of project-implementing agency or other public agency serving as lead agency under CEQA in subsequent project- and site- specific design, CEQA review, and decision-making processes, to meet the performance standards for each of the CEQA resource categories.</p>	9/01/21 8:54 AM PT

A-5-1	Environmental Topics		Email		<p>Dear Mr. Kosinski:</p> <p>The California Department of Fish and Wildlife (CDFW) has reviewed the Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR) from the California Department of Transportation (Caltrans; Lead Agency) for the I-405 Sepulveda Pass ExpressLanes Project (Project). Thank you for the opportunity to provide comments and recommendations regarding those activities involved in the Project that may affect California fish and wildlife. Likewise, we appreciate the opportunity to provide comments regarding those aspects of the Project that CDFW, by law, may be required to carry out or approve through the exercise of its own regulatory authority under the Fish and Game Code.</p> <p>CDFW's Role</p> <p>CDFW is California's Trustee Agency for fish and wildlife resources and holds those resources in trust by statute for all the people of the State [Fish & G. Code, §§ 711.7, subdivision (a) & 1802; Pub. Resources Code, § 21070; California Environmental Quality Act (CEQA) Guidelines, § 15386, subdivision (a)]. CDFW, in its trustee capacity, has jurisdiction over the conservation, protection, and management of fish, wildlife, native plants, and habitat necessary for biologically sustainable populations of those species (Id., § 1802). Similarly, for purposes of CEQA, CDFW is charged by law to provide, as available, biological expertise during public agency environmental review efforts, focusing specifically on projects and related activities that have the potential to adversely affect State fish and wildlife resources.</p> <p>CDFW is also submitting comments as a Responsible Agency under CEQA (Pub. Resources Code, § 21069; CEQA Guidelines, § 15381). CDFW expects that it may need to exercise regulatory authority as provided by the Fish and Game Code, including lake and streambed alteration regulatory authority (Fish & G. Code, § 1600 et seq.). Likewise, to the extent implementation of the Project as proposed may result in "take", as defined by State law, of any species protected under the California Endangered Species Act (CESA) (Fish & G. Code, § 2050 et seq.), or CESA-listed rare plant pursuant to the Native Plant Protection Act (NPPA; Fish & G. Code, §1900 et seq.), CDFW recommends the Project proponent obtain appropriate authorization under the Fish and Game Code.</p>	8/24/21 12:12 PM PT
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A-5-2	Other		Email		<p>Project Description and Summary</p> <p>Objective: The Project proposes to convert the high-occupancy vehicle (HOV) lane into one or two high-occupancy toll (HOT), or ExpressLane(s), in each direction.</p> <p>The five alternatives are proposed for consideration are as follows:</p> <p>Alternative 1: No Build The No Build Alternative does not include improvements to the existing lanes along Interstate 405 (I-405) between Interstate 10 (I-10) and U.S. Highway 101 (US-101).</p> <p>Alternative 2: Convert Existing HOV Lane to One ExpressLane This build alternative would convert the existing HOV lane in each direction, along I-405 between I-10 and US-101, to an ExpressLane. Installation of toll and communication infrastructure and modification/installation of overhead signs is required. The freeway will be widened, where necessary, to accommodate an additional two weave lane at ExpressLane ingress/egress locations and maintain stopping sight distance at curves. Non-standard inside shoulders would be maintained in a few locations where constraints exist, and standard 10-foot outside shoulders would be provided where possible. Retaining walls will be provided where required to minimize and avoid right-of-way (ROW) acquisition. Other improvements include construction of retaining walls and sound walls, utility improvements, and drainage improvements.</p> <p>Alternative 3: Convert Existing HOV Lane to Two ExpressLanes (Non-Standard Lane and Shoulder Widths) This build alternative would convert the existing HOV lane to an ExpressLane and add a second ExpressLane in each direction between I-10 and US-101. Installation of toll and communication infrastructure and modification/installation of overhead signs would be required. Alternative 3 proposes to widen the freeway to the outside in order to accommodate the proposed two-lane ExpressLane facility as described. Non-standard lanes and shoulders would be provided to accommodate for the addition of the new ExpressLanes as part of Alternative 3. Retaining walls would be provided where required to minimize and avoid ROW acquisition. The reduction of shoulder and lane widths allows for accommodation of the proposed two-lane ExpressLane facility without significant proposed roadway widening. Additional roadway widening may be required at ExpressLane ingress/egress locations and at</p>	8/24/21 12:12 PM PT
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A- 5 -3	Environmental Topics	Hydrology/Floodplain	Email			<p>Specific Comments</p> <p>1) Jurisdictional Waters. The Project site includes several streams, such as the LA River and its tributaries. As a Responsible Agency under CEQA, CDFW has authority over activities in streams and/or lakes that will divert or obstruct the natural flow, or change the bed, channel, or bank (including vegetation associated with the stream or lake) of a river or stream, or use material from a streambed. For any such activities, the project applicant (or "entity") must provide written notification to CDFW pursuant to Fish and Game Code Section 1600 et seq.</p> <p>i) CDFW's issuance of a Lake and Streambed Alteration (LSA) Agreement for a project that is subject to CEQA will require CEQA compliance actions by CDFW as a Responsible Agency. As a Responsible Agency, CDFW may consider the environmental document of the local jurisdiction (Lead Agency) for the project. To minimize additional requirements by CDFW pursuant to section 1600 et seq. and/or under CEQA, the environmental document should fully identify the potential impacts to the stream or riparian resources and provide adequate avoidance, mitigation, monitoring and reporting commitments for issuance of the LSA Agreement. Please visit CDFW's Lake and Streambed Alteration Program webpage for information about LSA Notification (CDFWe 2020).</p> <p>ii) In the event the project area may support aquatic, riparian, and wetland habitats; a preliminary delineation of the streams and their associated riparian habitats should be included in the environmental document. The delineation should be conducted pursuant to the U.S. Fish and Wildlife Service (USFWS) wetland definition adopted by CDFW (Cowardin et al. 1979). Be advised that some wetland and riparian habitats subject to CDFW's authority may extend beyond the jurisdictional limits of the U.S. Army Corps of Engineers' Section 404 permit and Regional Water Quality Control Board Section 401 Certification.</p> <p>iii) In project areas which may support ephemeral or episodic streams, herbaceous vegetation, woody vegetation, and woodlands also serve to protect the integrity of these resources and help maintain natural sedimentation processes; therefore, CDFW recommends effective setbacks be established to maintain appropriately-sized vegetated buffer areas adjoining ephemeral</p>	8/24/21 12:12 PM PT
A- 5 -4	Environmental Topics		Email			<p>General Comments 1) Disclosure. An environmental document should provide an adequate, complete, and detailed disclosure about the effect which a proposed project is likely to have on the environment (Pub. Resources Code, § 20161; CEQA Guidelines, §15151). Adequate disclosure is necessary so CDFW may provide comments on the adequacy of proposed avoidance, minimization, or mitigation measures, as well as to assess the significance of the specific impact relative to the species (e.g., current range, distribution, population trends, and connectivity).</p>	8/24/21 12:12 PM PT

A-5-5	Environmental Topics		Email			<p>2) Mitigation Measures. Public agencies have a duty under CEQA to prevent significant, avoidable damage to the environment by requiring changes in projects through the use of feasible alternatives or mitigation measures [CEQA Guidelines, §§ 15002(a)(3), 15021]. Pursuant to CEQA Guidelines section 15126.4, an environmental document shall describe feasible measures which could mitigate for impacts below a significant level under CEQA.</p> <p>a) Level of Detail. Mitigation measures must be feasible, effective, implemented, and fully enforceable/imposed by the lead agency through permit conditions, agreements, or other legally binding instruments (Pub. Resources Code, § 21081.6(b); CEQA Guidelines, §§ 15126.4, 15041). A public agency shall provide the measures that are fully enforceable through permit conditions, agreements, or other measures (Pub. Resources Code, § 21081.6). CDFW recommends that the City prepare mitigation measures that are specific, detailed (i.e., responsible party, timing, specific actions, location), and clear in order for a measure to be fully enforceable and implemented successfully via a mitigation monitoring and/or reporting program (CEQA Guidelines, § 15097; Pub. Resources Code, § 21081.6). Adequate disclosure is necessary so CDFW may provide comments on the adequacy and feasibility of proposed mitigation measures.</p> <p>b) Disclosure of Impacts. If a proposed mitigation measure would cause one or more significant effects, in addition to impacts caused by the Project as proposed, the environmental document should include a discussion of the effects of proposed mitigation measures [CEQA Guidelines, § 15126.4(a)(1)]. In that regard, the environmental document should provide an adequate, complete, and detailed disclosure about a project's proposed mitigation measure(s). Adequate disclosure is necessary so CDFW may assess the potential impacts of proposed mitigation measures.</p>	8/24/21 12:12 PM PT
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A- 5 -6	Environmental Topics	Biological Env	Email		<p>3) Biological Baseline Assessment. An adequate biological resources assessment should provide a complete assessment and impact analysis of the flora and fauna within and adjacent to a project site and where a project may result in ground disturbance. The assessment and analysis should place emphasis upon identifying endangered, threatened, sensitive, regionally, and locally unique species, and sensitive habitats. Impact analysis will aid in determining any direct, indirect, and cumulative biological impacts, as well as specific mitigation or avoidance measures necessary to offset those impacts. CDFW recommends avoiding any sensitive natural communities found on or adjacent to a project. CDFW also considers impacts to Species of Special Concern a significant direct and cumulative adverse effect without implementing appropriate avoid and/or mitigation measures. A project-level environmental document should include the following information:</p> <p>a) Information on the regional setting that is critical to an assessment of environmental impacts, with special emphasis on resources that are rare or unique to the region [CEQA Guidelines, § 15125(c)]. An environmental document should include measures to fully avoid and otherwise protect Sensitive Natural Communities from project-related impacts. CDFW considers these communities as threatened habitats having both regional and local significance. Plant communities, alliances, and associations with a state-wide ranking of S1, S2, S3 and S4 should be considered sensitive and declining at the local and regional level. These ranks can be obtained by visiting Vegetation Classification and Mapping Program - Natural Communities webpage (CDFWa 2020);</p> <p>b) A thorough, recent, floristic-based assessment of special status plants and natural communities following CDFW's Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Sensitive Natural Communities (CDFW 2018). Adjoining habitat areas should be included where project construction and activities could lead to direct or indirect impacts off site;</p>	8/24/21 12:12 PM PT
A- 5 -7	Environmental Topics		Email		<p>4) Data. CEQA requires that information developed in environmental impact reports be incorporated into a database which may be used to make subsequent or supplemental environmental determinations [Pub. Resources Code, § 21003, subd. (e)]. Accordingly, please report any special status species and natural communities detected by completing and submitting CNDDDB Field Survey Forms (CDFWd). The City should ensure data collected at a project-level has been properly submitted, with all data fields applicable filled out. The data entry should also list pending development as a threat and then update this occurrence after impacts have occurred.</p>	8/24/21 12:12 PM PT

A-5-8	Environmental Topics	Biological Env	Email		<p>5) Biological Direct, Indirect, and Cumulative Impacts. CDFW recommends providing a thorough discussion of direct, indirect, and cumulative impacts expected to adversely affect biological resources, with specific measures to offset such impacts. The DEIR should address the following:</p> <p>a) A discussion regarding Project-related indirect impacts on biological resources, including resources in nearby public lands, open space, adjacent natural habitats, riparian ecosystems, and any designated and/or proposed or existing reserve lands [e.g., preserve lands associated with a Natural Community Conservation Plan (NCCP, Fish & G. Code, § 2800 et. seq.)]. Impacts on, and maintenance of, wildlife corridor/movement areas, including access to undisturbed habitats in adjacent areas, should be fully evaluated in the DEIR;</p> <p>b) A discussion of both the short-term and long-term effects to species population distribution and concentration and alterations of the ecosystem supporting the species impacted [CEQA Guidelines, § 15126.2(a)];</p> <p>c) A discussion of potential adverse impacts from lighting, noise, temporary and permanent human activity, and exotic species, and identification of any mitigation measures;</p> <p>d) A discussion on Project-related changes on drainage patterns; the volume, velocity, and frequency of existing and post-Project surface flows; polluted runoff; soil erosion and/or sedimentation in streams and water bodies; and, post-Project fate of runoff from the Project sites. The discussion should also address the potential water extraction activities and the potential resulting impacts on the habitat (if any) supported by the groundwater. Mitigation measures proposed to alleviate such Project impacts should be included;</p> <p>e) An analysis of impacts from proposed changes to land use designations and zoning, and existing land use designation and zoning located nearby or adjacent to natural areas that may inadvertently contribute to wildlife-human interactions. A discussion of possible conflicts and mitigation measures to reduce these conflicts should be included in the DEIR; and,</p> <p>f) A cumulative effects analysis, as described under CEQA Guidelines section 15130. General and specific plans, as well as past, present, and anticipated future projects, should be analyzed relative to their impacts on similar plant and wildlife species, habitat, and vegetation</p>	8/24/21 12:12 PM PT
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A-5-9	Alternatives		Email		<p>6) Project Description and Alternatives. To enable CDFW to adequately review and comment on the proposed Project from the standpoint of the protection of plants, fish, and wildlife, we recommend the following information be included in the DEIR:</p> <p>a) A complete discussion of the purpose and need for, and description of, the proposed Project;</p> <p>b) CEQA Guidelines section 15126.6(a) states that an environmental document shall describe a reasonable range of potentially feasible alternatives to the Project, or to the location of the Project, which would feasibly attain most of the basic objectives of the Project but would avoid or substantially lessen any of the significant effects of the Project. CEQA Guidelines section 15126.6(f)(2) states if the Lead Agency concludes that no feasible alternative locations exist, it must disclose the reasons for this conclusion and should include reasons in the environmental document; and,</p> <p>c) A range of feasible alternatives to Project component location and design features to avoid or otherwise minimize direct and indirect impacts to sensitive biological resources and wildlife movement areas. CDFW recommends the City consider configuring Project construction and activities, as well as the development footprint, in such a way as to fully avoid impacts to sensitive and special status plants and wildlife species, habitat, and sensitive vegetation communities. CDFW also recommends the City consider establishing appropriate setbacks from sensitive and special status biological resources. Setbacks should not be impacted by ground disturbance or hydrological changes for the duration of the Project and from any future development. As a general rule, CDFW recommends reducing or clustering the development footprint to retain unobstructed spaces for vegetation and wildlife and provide connections for wildlife between properties and minimize obstacles to open space. Project alternatives should be thoroughly evaluated, even if an alternative would impede, to some degree, the attainment of the Project objectives or would be more costly (CEQA Guidelines, § 15126.6).</p> <p>d) Where the Project may impact aquatic and riparian resources, CDFW recommends the City consider alternatives that would fully avoid impacts to such resources. CDFW also recommends alternatives that would allow not impede, alter, or otherwise modify existing surface flow;</p>	8/24/21 12:12 PM PT
A-5-10	Environmental Topics	Biological Env	Email		<p>7) CESA. CDFW considers adverse impacts to a species protected by CESA to be significant without mitigation under CEQA. As to CESA, take of any endangered, threatened, candidate species, or CESA-listed plant species that results from the Project is prohibited, except as authorized by state law (Fish & G. Code §§ 2080, 2085; Cal. Code Regs., tit. 14, §786.9). Consequently, if the Project or any Project-related activity during the life of the Project will result in take of a species designated as endangered or threatened, or a candidate for listing under CESA, CDFW recommends that the Project proponent seek appropriate take authorization under CESA prior to implementing the Project. Appropriate authorization from CDFW may include an Incidental Take Permit (ITP) or a consistency determination in certain circumstances, among other options [Fish & Game Code, §§ 2080.1, 2081, subds. (b) and (c)]. Early consultation is encouraged, as significant modification to a Project and mitigation measures may be required in order to obtain a CESA Permit. Revisions to the Fish and Game Code, effective January 1998, may require that CDFW issue a separate CEQA document for the issuance of an ITP unless the Project CEQA document addresses all Project impacts to CESA-listed species and specifies a mitigation monitoring and reporting program that will meet the requirements of an ITP. For these reasons, biological mitigation monitoring and reporting proposals should be of sufficient detail and resolution to satisfy the requirements for a CESA ITP.</p>	8/24/21 12:12 PM PT

A-5-11	Environmental Topics	Biological Env	Email			8) Translocation/Salvage of Plants and Animal Species. Translocation and transplantation is the process of moving an individual from a project site and permanently moving it to a new location. CDFW generally does not support the use of, translocation or transplantation as the primary mitigation strategy for unavoidable impacts to rare, threatened, or endangered plant or animal species. Studies have shown that these efforts are experimental and the outcome unreliable. CDFW has found that permanent preservation and management of habitat capable of supporting these species is often a more effective long-term strategy for conserving sensitive plants and animals and their habitats.	8/24/21 12:12 PM PT
A-5-12	Environmental Topics	Biological Env	Email			9) Compensatory Mitigation. An environmental document should include mitigation measures for adverse Project related direct or indirect impacts to sensitive plants, animals, and habitats. Mitigation measures should emphasize avoidance and reduction of project-related impacts. For unavoidable impacts, on-site habitat restoration or enhancement should be discussed in detail. If on-site mitigation is not feasible or would not be biologically viable and therefore not adequately mitigate the loss of biological functions and values, off-site mitigation through habitat creation and/or acquisition and preservation in perpetuity should be addressed. Areas proposed as mitigation lands should be protected in perpetuity with a conservation easement, financial assurance and dedicated to a qualified entity for long-term management and monitoring. Under Government Code, section 65967, the Lead Agency must exercise due diligence in reviewing the qualifications of a governmental entity, special district, or nonprofit organization to effectively manage and steward land, water, or natural resources on mitigation lands it approves.	8/24/21 12:12 PM PT
A-5-13	Environmental Topics	Biological Env	Email			10) Long-term Management of Mitigation Lands. For proposed preservation and/or restoration, an environmental document should include measures to protect the targeted habitat values from direct and indirect negative impacts in perpetuity. The objective should be to offset the project-induced qualitative and quantitative losses of wildlife habitat values. Issues that should be addressed include (but are not limited to) restrictions on access, proposed land dedications, monitoring and management programs, control of illegal dumping, water pollution, and increased human intrusion. An appropriate non-wasting endowment should be set aside to provide for long-term management of mitigation lands. Conclusion We appreciate the opportunity to comment on the NOP for the I-405 Sepulveda Pass ExpressLanes Project to assist Caltrans in identifying and mitigating Project impacts on biological resources. If you have any questions or comments regarding this letter, please contact Erika Cleugh, Senior Environmental Scientist (Specialist), at Erika.Cleugh@wildlife.ca.gov or (562) 619-5228.	8/24/21 12:12 PM PT

A- 6 -1	Community Engagement		Website			<p>Greetings,</p> <p>Please see the attached scoping comments for Draft Environmental Impact Statement for the I-405 Sepulveda Pass ExpressLanes Project submitted on behalf of US EPA. Please confirm receipt of the attached.</p> <p>I look forward to working with your team through the NEPA process.</p> <p>Thanks,</p> <p>Andrew Zellinger</p> <p>Dear Ronald Kosinski: The U.S. Environmental Protection Agency has reviewed the August 8, 2021 notice requesting comments on the California Department of Transportation decision to prepare an Environmental Impact Statement for the I-405 Sepulveda Pass ExpressLanes Project in Los Angeles County, California. Our scoping comments are provided pursuant to the National Environmental Policy Act, Council on Environmental Quality regulations (40 CFR Parts 1500-1508) and Section 309 of the Clean Air Act. The proposed project would convert the High Occupancy Vehicle lanes on I-405 into two express lanes of standard lane widths in each direction along roughly 14 miles of the I-405 between the I-10 and the I110 freeways. Caltrans will evaluate four build alternatives and one no build alternative in the Environmental Impact Statement. The proposed project would charge tolls on a dynamic rate based on real-time traffic volumes, and there would be no toll for High Occupancy Vehicles with a minimum of 3 occupants per passenger vehicle. The EPA appreciates the opportunity to comment on preparation of the EIS. Once it is released for public review, please provide an electronic copy to me. If you have any questions, please feel free to contact me at (415) 972-3093 or zellinger.andrew@epa.gov.</p>	10/01/21 3:32 PM PT
A- 6 -2	Purpose and Need		Website			<p>Purpose and Need</p> <p>The Purpose and Need statement provides Caltrans with the opportunity to explain the underlying purpose and need to which they are responding in proposing the alternatives, including the proposed action. The EPA recommends that the Purpose and Need statement focus on the desired outcomes of the project (e.g., to relieve congestion or improve traffic operations), rather than methods to address the desired outcomes (e.g., increase capacity).</p>	10/01/21 3:32 PM PT
A- 6 -3	Purpose and Need		Website			<p>Project Scope and Independent Utility</p> <p>We recommend that the Draft EIS clearly demonstrate the independent utility of the proposed project within its current geographic limits as it relates to the project's need. If the proposed project's need cannot be met without other planned projects, we recommend that the scope of the project be expanded accordingly, since these would be considered connected and similar actions (40 CFR 1508.25).</p>	10/01/21 3:32 PM PT

A- 6 -4	Other Projects		Website		<p>Other Planned Actions</p> <p>Modifying I-405 may increase development pressure on property and impact resources at the logical termini and along the extent of the project area. Consistent with 40 CFR 1502.15, other planned actions should be identified.</p> <p>Recommendations: The Draft EIS should describe impacts that could occur later in time or at a distance from the project site and have a reasonably close causal relationship to the proposed action or alternatives, such as any long-term impacts to ecological resources in the project area. Discuss trends and other reasonably foreseeable impacts to resources and values that would potentially be affected by the project. Analyze and disclose the potential for declining trends or other impacts that may be exacerbated by effects from the project and describe their significance. Include a detailed discussion in the DEIS of nearby projects in planning and development for the Sepulveda Corridor.</p>	10/01/21 3:32 PM PT
A- 6 -5	Environmental Topics	Air Quality/GHG	Website		<p>Air Quality</p> <p>The project area is currently in nonattainment for Lead, 8-hour ozone and particulate matter with a diameter of 2.5 microns or less (PM2.5). Because of the air basin's nonattainment status, it is important to reduce emissions of ozone precursors and particulate matter from this project to the maximum extent possible.</p> <p>The EPA recommends that the EIS include the following: • Provide a detailed discussion of National Ambient Air Quality Standards, ambient air conditions (baseline or existing conditions), and reasonably foreseeable environmental trends and planned actions in the area(s) (40 CFR 1502.15). • Describe the potential air quality impacts of the project, including effects that are later in time or farther removed in distance from the proposed action or alternatives (40 CFR 1508.1(g)). Include an analysis of potential impacts from the construction and operation of the proposed project. Include monitoring data, any anticipated exceedances of NAAQS, and estimates of all criteria pollutant emissions. • Demonstrate that the project meets project-level and regional transportation conformity requirements required by the Clean Air Act section 176(c) (42 U.S.C. 7506(c)) and is included in a conforming transportation plan and transportation improvement program. The EIS should demonstrate that the emissions from both construction and operational phases of the project conform to the State Implementation Plan, and do not cause or contribute to violations of the NAAQS. • If existing modeling might be impacted utilize the newest versions of fleet and traffic modeling including use of the California Emissions Estimator Model1 and the California Air Resources Board's Emission FACTor2 • Disclose the health risks associated with construction emissions, sensitive receptors in the vicinity of the project area, and how the proposed project will affect current emissions levels. • Consider Using EPA's Environmental Justice screening and Mapping Tool EJScreen3 or Cal EPA's Cal EnviroScreen4 • Identify any specific actions proposed by Caltrans to reduce emissions from the project, including industrial materials re-use, use of low or zero-emissions construction equipment, and inclusion of alternative fuel and green technology infrastructure. Include an estimate of the air quality benefits and reduced adverse health effects that would result from</p>	10/01/21 3:32 PM PT

A-6-6	Environmental Topics	Air Quality/GHG	Website		<p>Construction Emissions</p> <p>Include in the EIS a list of all mitigation measures to be implemented as part of the construction emissions mitigation plan developed for the project. In addition to measures necessary to meet all applicable local, state, and federal requirements, the EPA recommends the following mitigation measures be included in the construction emissions mitigation plan:</p> <p>Fugitive Dust Source Controls • Stabilize open storage piles and disturbed areas by covering and/or applying water or chemical/organic dust palliative where appropriate. This applies to both active and inactive sites during workdays, weekends, holidays, and windy conditions. • Install wind fencing and phase grading operations where appropriate and operate water trucks for stabilization of surfaces under windy conditions. • When hauling material and operating non-earthmoving equipment, prevent spillage and limit speeds to 15 miles per hour. Limit speed of earth-moving equipment to 10 mph.</p> <p>Mobile and Stationary Source Controls • Lease or buy newer, cleaner equipment using the best available emissions control technologies. o Use lower-emitting engines and fuels, including electric, liquified gas, hydrogen fuel cells, and/or alternative diesel formulations if feasible. • Prohibit unnecessary idling from heavy equipment. • Prohibit engine tampering to increase horsepower, except when meeting manufacturer's recommendations. • Avoid routing truck traffic near sensitive land uses to the fullest extent feasible.</p> <p>Administrative Controls • Consider using lighter-colored pavement where feasible. • Recycle construction debris to the maximum extent feasible. • Consider using coal flyash in cement and concrete, and warm-mix asphalt paving techniques where feasible.5 • Identify all commitments to reduce construction emissions and quantify air quality improvements that would result from adopting specific air quality measures. • The EPA notes the LA Metro has a Green Construction Policy which includes commitments to reduce construction emissions.6 If that policy applies to this proposed project, please highlight that policy and detail the elements from that policy that apply to the proposed project. If LA Metro's Green Construction Policy does not apply to the proposed Caltrans project, we recommend Caltrans review, adopt, and disclose those policy</p>	10/01/21 3:32 PM PT
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A- 6 -7	Environmental Topics	Environmental Justice	Website			<p>Environmental Justice The EPA recommends that the EIS identify whether the proposed project may disproportionately and adversely affect low income or minority populations in the surrounding area and discuss appropriate mitigation measures for any adverse impacts. Executive Order 12898 directs federal agencies to pursue environmental justice to the greatest extent possible by identifying and addressing any disproportionately high and adverse human health or environmental effects that the agency's programs, policies, or activities may have on minority and low-income populations. Additionally, Promising Practices for Environmental Justice Methodologies in NEPA Reviews (https://www.epa.gov/environmentaljustice/ej-iwg-promising-practices-ej-methodologies-nepa-reviews) is a compilation of methodologies from current agency practices identified by the NEPA Committee of the Federal Interagency Working Group on Environmental Justice. The document focuses on the interface of environmental justice considerations through NEPA processes and provides recommendations on applying EJ methodologies that have been established in federal NEPA practice.</p> <p>The EPA recommends the following for development of the EJ analysis: • Consider Promising Practices for EJ Methodologies in NEPA Reviews when developing the EJ section of the EIS. Include a description of the area of potential impact used for the environmental justice impact analysis and provide the source of demographic information. • Disclose whether the project will result in a disproportionate and adverse impact on minority or low-income populations. • Discuss potential mitigation measures for any anticipated adverse impacts to community members that could result from the project. • Include opportunities for incorporating public input to promote context sensitive design, especially in minority and low-income communities. • Document the process used for community involvement and communication, including all measures to specifically involve to low-income and minority communities. Include an analysis of results achieved by reaching out to these populations.</p> <p>Tolled Express Lanes The proposed project has the potential to disproportionately financially impact low-income drivers who may be adversely affected by using the tolled express lanes. The EPA recommends that the EIS identify whether the proposed project may disproportionately and adversely affect low income or minority populations in the surrounding area and discuss appropriate mitigation measures for any adverse impacts. Executive Order 12898 directs federal agencies to pursue environmental justice to the greatest extent possible by identifying and addressing any disproportionately high and adverse human health or environmental effects that the agency's programs, policies, or activities may have on minority and low-income populations. Additionally, Promising Practices for Environmental Justice Methodologies in NEPA Reviews (https://www.epa.gov/environmentaljustice/ej-iwg-promising-practices-ej-methodologies-nepa-reviews) is a compilation of methodologies from current agency practices identified by the NEPA Committee of the Federal Interagency Working Group on Environmental Justice. The document focuses on the interface of environmental justice considerations through NEPA processes and provides recommendations on applying EJ methodologies that have been established in federal NEPA practice.</p>	10/01/21 3:32 PM PT
A- 6 -8	Environmental Topics	Biological Env	Website			<p>Habitat Connectivity and Wildlife Movement In the Draft EIS, analyze the proposed project's impacts to habitat connectivity in the project area and discuss measures that could mitigate any identified impacts. Such measure may include appropriate infrastructure to facilitate wildlife movement across the project area. If appropriate, include design commitments that: 1) remove barriers to safe wildlife passage; 2) enhance use of identified wildlife corridors; and 3) provide crossings with suitable habitat and topography to accommodate multiple species. Include commitments to how the project will ensure design elements would be constructed to enable wildlife connectivity, including types of features and approximate locations.</p>	10/01/21 3:32 PM PT
A- 6 -9	Environmental Topics	Wildfires	Website			<p>Emergency Evacuations The EPA appreciates the need to plan for potential mass evacuation events in the region surrounding the proposed project corridor. The 2019 Getty Fire is a recent example of a brush fire in the area which prompted evacuations along the 405 freeway. Include in the EIS details of how the project fits into the larger emergency evacuation plans for the community which resides near or uses the I-405 and how ExpressLanes operation might be modified during an emergency evacuation.</p>	10/01/21 3:32 PM PT

A- 7 -1	Support for Transit in Corridor		Letter			<p>Re: 1-405 ExpressLane Study</p> <p>Dear Ms. Wiggins and Mr. Tavares: The South Bay Cities Council of Governments has for several years provided input on the scope and design of ExpressLane projects relevant to the South Bay. We understand that L.A. Metro and Caltrans are initiating two simultaneous studies related to converting the I-405 High Occupancy Vehicle lanes to ExpressLanes to be in service before the 2028 Olympics. The first study is an environmental impact report for the segment of the I-405 between SR-101 freeway in the San Fernando Valley and the I-10 freeway in West Los Angeles. The second study, the I-405 Comprehensive Multimodal Corridor Plan (CMCP), has an objective "to create a holistic, innovative planning vision for the 1-405 corridor communities." The SBCCOG wants to ensure that both studies adequately provide for a robust level of transit service in their design and funding plans. The current ExpressLanes were marketed to the public as providing transit alternatives and the 1-405 should not be an exception.</p>	9/23/21 11:00 PM PT
A- 7 -2	Alternatives	Support for Alt 4	Letter			<p>Additionally, while we understand there are design constraints, particularly through the Sepulveda Pass, we strongly believe based on current usage and congestion, that a successful I-405 ExpressLane corridor from Saugus through the South Bay will need two dedicated standard lanes in each direction to safely accommodate the buses, vans, and commercial trucks that will choose to use the toll facility to serve LAX, Olympic venues and other major activity nodes within the corridor for decades to come.</p>	9/23/21 11:00 PM PT
A- 7 -3	Environmental Topics	Transportation/Traffic/VMT	Letter			<p>We believe that the alternatives being considered in the Sepulveda Pass EIR must consider the aggregate corridor-long travel demand that we expect will be documented in the CMCP study.</p>	9/23/21 11:00 PM PT
A- 7 -4	Alternatives	Suggestion for Option/New Alternative	Letter			<p>And finally, when developing guidelines for the South Bay Measure R Highway Program, Metro included Pacific Coast Highway as a freeway reliever in our area. With that in mind, we also support inclusion of the area between the I-405 and Pacific Coast Highway through the South Bay in the CMCP as we are very concerned with the need to mitigate potential spill-over traffic effects of dedicating two ExpressLane toll lanes within the existing freeway right of way. In summary, we strongly urge Metro and Caltrans to design the facility including parallel street improvements while providing for adequate alternate transit service for the anticipated growth in demand as the ExpressLanes are expanded throughout the L. A. County network. Should you have any questions, please contact SBCCOG Executive Director, Jacki Bacharach, at 310-371-7222 or Jacki@southbaycities.org.</p>	9/23/21 11:00 PM PT

A-8-1	Environmental Topics	Cultural/Tribal Resources	Website			<p>Dear Ms. Price:</p> <p>The Native American Heritage Commission (NAHC) has received the Notice of Preparation (NOP), Draft Environmental Impact Report (DEIR) or Early Consultation for the project referenced above. The California Environmental Quality Act (CEQA) (Pub. Resources Code 521000 et seq.), specifically Public Resources Code 521084.1, states that a project that may cause a substantial adverse change in the significance of a historical resource, is a project that may have a significant effect on the environment. (Pub. Resources Code S 21084.1; Cal. Code Regs., tit. 14, S 15064.5 (b) (CEQA Guidelines 15064.5 (b)). If there is substantial evidence, in light of the whole record before a lead agency, that a project may have a significant effect on the environment, an Environmental Impact Report (EIR) shall be prepared. (Pub. Resources Code 521080 (d); cal. Code Regs., tit. 14, S 5064 (CEQA Guidelines S 15064 In order to determine whether a project will cause a substantial adverse change in the significance of a historical resource, a lead agency will need to determine whether there are historical resources within the area of potential effect (APE). CEQA was amended significantly in 2014. Assembly Bill 52 (Gatto, Chapter 532, Statutes of 2014) (AB 52) amended CEQA to create a separate category of cultural resources, "tribal cultural resources" (Pub. Resources Code 521074) and provides that a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment. (Pub. Resources Code 521084.2). Public agencies shall, when feasible, avoid damaging effects to any tribal cultural resource. (Pub. Resources Code 521084.3 (a)). AB 52 applies to any project for which a notice of preparation, a notice of negative declaration, or a mitigated negative declaration is filed on or after July 1, 2015. If your project involves the adoption of or amendment to a general plan or a specific plan, or the designation or proposed designation of open space, on or after March 1, 2005, it may also be subject to Senate Bill 18 (Burton, Chapter 905, Statutes of 2004) (SB 18). Both SB 18 and AB 52 have tribal consultation requirements. If your project is also subject to the federal National Environmental Policy Act (42 U.S.C. S 4321 et seq.) (NEPA), the tribal</p>	8/27/21 6:05 AM PT
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A-8-2	Environmental Topics	Cultural/Tribal Resources	Website		<p>AB 52</p> <p>AB 52 has added to CEQA the additional requirements listed below, along with many other requirements:</p> <ol style="list-style-type: none"> 1. Fourteen Day Period to Provide Notice of Completion of an Application/Decision to Undertake a Project: Within fourteen (14) days of determining that an application for a project is complete or of a decision by a public agency to undertake a project, a lead agency shall provide formal notification to a designated contact of, or tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, to be accomplished by at least one written notice that includes: <ol style="list-style-type: none"> a. A brief description of the project. b. The lead agency contact information. c. Notification that the California Native American tribe has 30 days to request consultation. (Pub. Resources Code 521080.3.1 (d)). d. A "California Native American tribe" is defined as a Native American tribe located in California that is on the contact list maintained by the NAHC for the purposes of Chapter 905 of Statutes of 2004 (SB 18). (Pub. Resources Code 521073). 2. Begin Consultation Within 30 Days of Receiving a Tribe's Request for Consultation and Before Releasing a Negative Declaration, Mitigated Negative Declaration, or Environmental Impact Report: A lead agency shall begin the consultation process within 30 days of receiving a request for consultation from a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project. (Pub. Resources Code 521080.3.1, subs. (d) and (e)) and prior to the release of a negative declaration, mitigated negative declaration or Environmental Impact Report. (Pub. Resources Code 521080.3.1 (b)). <ol style="list-style-type: none"> a. For purposes of AB 52, "consultation shall have the same meaning as provided in Gov. Code 565352.4 (SB 18). (Pub. Resources Code 521080.3.1 (b)). 3. Mandatory Topics of Consultation If Requested by a Tribe: The following topics of consultation, if a tribe requests to discuss them, are mandatory topics of consultation: 	8/27/21 6:05 AM PT
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A-8-3	Environmental Topics	Cultural/Tribal Resources	Website		<p>SB 18</p> <p>SB 18 applies to local governments and requires local governments to contact, provide notice to, refer plans to, and consult with tribes prior to the adoption or amendment of a general plan or a specific plan, or the designation of open space. (Gov. Code 565352.3). Local governments should consult the Governor's Office of Planning and Research's "Tribal Consultation Guidelines," which can be found online at: https://www.opr.ca.gov/docs/09_14_05_Updated_Guidelines_922.pdf.</p> <p>Some of SB 18's provisions include:</p> <ol style="list-style-type: none"> 1. Tribal Consultation: If a local government considers a proposal to adopt or amend a general plan or a specific plan, or to designate open space it is required to contact the appropriate tribes identified by the NAHC by requesting a "Tribal Consultation List." If a tribe, once contacted, requests consultation the local government must consult with the tribe on the plan proposal. A tribe has 90 days from the date of receipt of notification to request consultation unless a shorter timeframe has been agreed to by the tribe. (Gov. Code 565352.3) 2. No Statutory Time Limit on SB 18 Tribal Consultation. There is no statutory time limit on SB 18 tribal consultation. 3. Confidentiality: Consistent with the guidelines developed and adopted by the Office of Planning and Research pursuant to Gov. Code 565040.2, the city or county shall protect the confidentiality of the information concerning the specific identity, location, character, and use of places, features and objects described in Public Resources Code 55097.9 and 55097.993 that are within the city's or county's jurisdiction. (Gov. Code 565352.3(b)). 4. Conclusion of SB 18 Tribal Consultation: Consultation should be concluded at the point in which: <ol style="list-style-type: none"> a. The parties to the consultation come to a mutual agreement concerning the appropriate measures for preservation or mitigation; or b. Either the local government or the tribe, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached concerning the appropriate measures of preservation or mitigation. (Tribal Consultation Guidelines, Governor's Office of Planning and Research (2005), p. 16) 	8/27/21 6:05 AM PT
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A- 8 -4	Environmental Topics	Cultural/Tribal Resources	Website			<p>NAHC Recommendations for Cultural Resources Assessments</p> <p>To adequately assess the existence and significance of tribal cultural resources and plan for avoidance, preservation in place, or barring both, mitigation of project-related impacts to tribal cultural resources, the NAHC recommends the following actions:</p> <ol style="list-style-type: none"> 1. Contact the appropriate regional California Historical Research Information System (CHRIS) Center (http://ohp.parks.ca.gov/?page id=1068) for an archaeological records search. The records search will determine: <ol style="list-style-type: none"> a. If part or all of the APE has been previously surveyed for cultural resources. b. If any known cultural resources have already been recorded on or adjacent to the APE. c. If the probability is low, moderate, or high that cultural resources are located in the APE. d. If a survey is required to determine whether previously unrecorded cultural resources are present. 2. If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey. <ol style="list-style-type: none"> a. The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum and not be made available for public disclosure. b. The final written report should be submitted within 3 months after work has been completed to the appropriate regional CHRIS center. 3. Contact the NAHC for: <ol style="list-style-type: none"> a. A Sacred Lands File search. Remember that tribes do not always record their sacred sites in the Sacred Lands File, nor are they required to do so. A Sacred Lands File search is not a substitute for consultation with tribes that are traditionally and culturally affiliated with the geographic area of the project's APE. 	8/27/21 6:05 AM PT
A- 9 -1	Support for Transit in Corridor		Website			<p>The City of Santa Monica is supportive of projects that encourage sustainable transportation in the Westside and the region as a whole.</p> <p>This project should consider the needs of bus operations along the 405 and the Sepulveda Pass in general, as buses will continue to use this route even once the fixed guideway transit is built.</p>	9/30/21 5:29 PM PT
A- 9 -2	Equity		Website			<p>This project should also consider the needs of vulnerable populations, particularly in the operation and fee structure.</p>	9/30/21 5:29 PM PT
A- 9 -3	Environmental Topics	Transportation/Traffic/VMT	Website			<p>Finally, all alternatives should be studied to determine whether there are unintended consequences, specifically whether additional capacity will induce demand or increase GHG emissions or VMT.</p>	9/30/21 5:29 PM PT
A- 10 -1	Environmental Topics	Utilities	Email			<p>Good Afternoon, No Impact to the West Valley Area and West Los Angeles Area local operations and/or public safety by SCH #2021080037 was identified. Thank you, Joseph Saunders, Sergeant</p>	8/09/21 11:00 AM PT

A- 11 -1	Environmental Topics	Community Impacts	Website			<p>September 28, 2021 California Department of Transportation Division of Environmental Planning ATTN: Ron Kosinski, Deputy District Director 100 S. Main Street - MS 16A Los Angeles, CA 90012 Submitted via: 405expresslanes@metro.net</p> <p>PROJECT: I-405 Sepulveda Pass ExpressLanes</p> <p>This letter provides comments submitted on behalf of the Los Angeles Unified School District (LAUSD or District) regarding the California Department of Transportation's (CalTrans's) I-405 Sepulveda Pass ExpressLanes project (Project). The District supports Metro's coordination with Caltrans to evaluate alternatives to convert the existing high-occupancy vehicle (HOV) lanes to dynamically-priced, highoccupancy toll (HOT) lanes, called ExpressLanes. There are several schools within the catchment area of the Project. To this extent, the District would like to coordinate with Caltrans and Metro to ensure the schools are also being considered during the Project.</p> <p>Thank you for your attention to this matter. If you need additional information, please contact me at (323) 286-7377.</p> <p>Regards, Alex Campbell Assistant CEQA Project Manager</p>	9/28/21 2:09 PM PT
A- 12 -1	Alternatives		Website			<p>Any change needs to ensure no reduction in "free" or all access lanes. This is one of the most congested corridors in the world, and solutions must increase capacity not decrease them.</p>	10/01/21 8:03 AM PT
A- 12 -2	Environmental Topics	Transportation/Traffic/VMT	Website			<p>Also be aware that the Mulholland/Skirball exits serve a major educational corridor with 8 large institutions (K-12, University, Cultural, and Religious) responsible for thousands of daily trips so access to these exits/on-ramps from any toll lanes is essential. Thank you</p>	10/01/21 8:03 AM PT
A- 13 -1	Other		Email			<p>The Metropolitan Water District of Southern California (Metropolitan) reviewed the Notice of Scoping/Initiation of Studies for the I-405 Sepulveda Pass ExpressLanes Project. California Department of Transportation (Caltrans) District 7 is acting as the Lead Agency under the California Environmental Quality Act (CEQA). The Project proposes to improve traffic conditions by reducing congestion, encouraging carpooling, improving trip reliability, reducing degradation of the carpool and general-purpose lanes, increasing person throughput, and applying technology to help manage traffic on the I-405 from the I-10 to US-101. This letter contains Metropolitan's response to the public notice as a potentially affected public agency. Metropolitan is a public agency and regional water wholesaler. It is comprised of 26 member public agencies, serving approximately 19 million people in portions of six counties in Southern California, including Orange County. Metropolitan's mission is to provide its 5,200 square mile service area with adequate and reliable supplies of high-quality water to meet present and future needs in an environmentally and economically responsible way.</p>	9/30/21 12:21 PM PT

A- 13 -2	Environmental Topics	Utilities	Email			<p>Our review of the notice indicates that Metropolitan owns and operates the Sepulveda Feeder and Santa Monica Feeder Pipelines and appurtenant facilities within the Project's proximity. The aforementioned pipelines and appurtenant facilities distribute treated water (drinking water) from the Joseph Jensen Treatment Plant to Los Angeles County. Metropolitan is concerned with potential impacts to the pipelines and appurtenant facilities that may result from the construction and implementation of the proposed Project. The enclosed map shows Metropolitan facilities in relation to the proposed project. It will be necessary for Caltrans to consider these facilities in its project planning.</p> <p>Metropolitan must be allowed to maintain its rights-of-way and requires unobstructed access to its facilities in order to maintain and repair its system. In order to avoid potential conflicts with Metropolitan's facilities and rights-of-way, we require that any design plans for any activity in the area of Metropolitan's pipelines or facilities be submitted for our review and written approval. Metropolitan will not permit procedures that could subject the pipeline to excessive vehicle, impact or vibratory loads. Any future design plans associated with this project should be submitted to Metropolitan's Substructures Team. Approval of the project should be contingent on Metropolitan's approval of design plans for portions of the proposed project that could impact its facilities. Detailed prints of drawings of Metropolitan's pipelines and rights-of-way may be obtained by calling Metropolitan's Substructures Information Line at (213) 217-7663 or via email at EngineeringSubstructures@mwdh2o.com. To assist the applicant in preparing plans that are compatible with Metropolitan's facilities and easements, attached are the "Guidelines for Improvements and Construction Projects Proposed in the Area of Metropolitan's Facilities and Rights-of-Way". Please note that all submitted designs or plans must clearly identify Metropolitan's facilities and rights-of-way.</p>	9/30/21 12:21 PM PT
A- 13 -3	Environmental Topics	Water Quality/Stormwater	Email			<p>Additionally, Metropolitan encourages projects within its service area to include water conservation measures. Water conservation, reclaimed water use, and groundwater recharge programs are integral components to regional water supply planning. Metropolitan supports mitigation measures such as using water efficient fixtures, drought-tolerant landscaping, and reclaimed water to offset any increase in water use associated with the proposed project. We appreciate the opportunity to provide input to your planning process and we look forward to receiving future documentation and plans for this project. For further assistance, please contact Ms. Jolene Ditmar at (213) 217-6184 or jditmar@mwdh2o.com.</p>	9/30/21 12:21 PM PT
A- 14 -1	Community Engagement		Email			<p>Dear Mr. Price, The U.S. Department of Veterans Affairs (VA) appreciates the opportunity to comment on the Coordination Plan, Purpose and Need Statement, and Preliminary Range of Alternatives for the 405 Sepulveda Pass ExpressLanes Project. We have a few minor comments:</p> <ul style="list-style-type: none"> • General: Please also note that VA is the Department of Veterans Affairs and is no longer referred to as the Veterans Administration; the outdated agency name appears on the Coordination Plan and Preliminary Range of Alternatives documents. 	11/01/21 9:29 AM PT

A- 14 -2	Community Engagement		Email			<ul style="list-style-type: none"> • Preliminary Range of Alternatives: Existing Facilities, para. 5, line 3: The text lists as one of the affected facilities "Veterans Administration Center and Federal Office Building at Wilshire Boulevard". Recommend revising to "Federal Office Building at Wilshire Boulevard". That building is managed by the General Services Administration and hosts the VA Regional Office and other federal tenants. 	11/01/21 9:29 AM PT
A- 14 -3	Community Engagement		Email			<ul style="list-style-type: none"> • Coordination Plan: Please list me (Alan Trinh, alan.trinh@va.gov, 562-481-5283) as the VA contact person for this project. As a participating agency, VA is interested in remaining engaged and providing input for future NEPA documents associated with this project. Please reach out to me for any future coordination or requests for review. 	11/01/21 9:29 AM PT
A- 15 -1	Environmental Topics		Email			<p>The U.S. Fish and Wildlife Service (Service) has reviewed the Notice of Intent (NOI) to Prepare a Draft Environmental Impact Statement (DEIS), received on August 11, 2021, for the Interstate 405 (I-405) Sepulveda Pass Express Lanes Project, which is located in Los Angeles County, California. The proposed project occurs in the jurisdictional boundaries of both the Carlsbad Fish and Wildlife Office and the Ventura Fish and Wildlife Office. The comments provided herein are based upon the information provided in the NOI and our knowledge of sensitive species and habitats. The primary concern and mandate of the Service is the protection of public fish and wildlife resources and their habitats. The Service has legal responsibility for the welfare of migratory birds, anadromous fish, and threatened and endangered animals and plants occurring in the United States. The Service is also responsible for administering the Federal Endangered Species Act of 1973 (Act), as amended (16 U.S.C. 1531 et seq.). The four build alternatives under consideration are intended to reduce congestion, encourage carpooling and transit, and improve trip reliability. The alternatives include features such as: conversion of existing High Occupancy Vehicle (HOV) lanes into ExpressLanes, construction of additional ExpressLanes, toll and communication infrastructure, shoulders, weaving lanes, retaining walls, sound walls, utility improvements, drainage improvements, and restriping.</p>	8/19/21 10:03 AM PT
A- 15 -2	Environmental Topics	Biological Env	Email			<p>To facilitate the evaluation of the project relative to fish and wildlife resources, we recommend that the DEIS include detailed information on the number and distribution of federally listed species, candidate species, and the extent of sensitive and critical habitats that may be affected by the project alternatives, as well as aerial photographs, mapping, and tables to summarize such information. Please ensure that project information is collected and presented on a sufficient scale such that the entire project footprint is addressed, including borrow and fill sites, staging areas, utility relocation, and fuel modification and maintenance zones, as well as areas that may be restored to offset these impacts. Note that populations of federally endangered least Bell's vireo (<i>Vireo bellii pusillus</i>) and Braunton's milkvetch (<i>Astragalus brauntonii</i>), and federally threatened California red-legged frog [<i>Rana draytonii</i> (<i>R. aurora</i> d.)] and coastal California gnatcatcher (<i>Poliioptila californica californica</i>) occur in the vicinity of the project and should be addressed in the analysis.</p>	8/19/21 10:03 AM PT

A- 15 -3	Environmental Topics	Biological Env	Email			We request that the DEIS examine opportunities to improve wildlife connectivity across I-405. Road infrastructure projects can result in habitat fragmentation and other ecological impacts. Roadway operations can affect species and habitats through factors such as increased noise and lighting, changed hydrology, increased fire risk, invasion of exotic plants, habitat fragmentation, and creation of barriers to movement (e.g., Forman et al. 1997; Forman and Deblinger 2000). Forman and Deblinger (2000) estimated that the average maximum distance of changed environmental conditions from a suburban highway is just over 984 feet from the edge of the highway. Please include a robust analysis of these impacts and detailed information on how they will be avoided, minimized, and offset in the DEIS.	8/19/21 10:03 AM PT
A- 15 -4	Environmental Topics	Transportation/Traffic/VMT	Email			We request that the DEIS address how the proposed lane management changes and freeway widening will affect Vehicle Miles of Travel (VMT) and include a discussion of how the Purpose and Need for the project is consistent with updated California Environmental Quality Act guidelines. We appreciate the opportunity to comment on the referenced NOI and to participate in the transportation planning process. If you have any questions regarding this letter, please contact Sally Brown1 of this office at 760-431-9440, extension 278, or Mark A. Elvin2 in the Ventura Fish and Wildlife Office at 805-677-3317.	8/19/21 10:03 AM PT

NOTE: Comments received during one of the three scoping meetings do not need to have personal information redacted because commentors chose to comment publicly.