Appendix A Section 4(f)

Section 4(f) of the Department of Transportation Act of 1966 (Section 4(f)), codified in federal law at 49 United States Code (USC) 303, declares that "it is the policy of the United States Government that special effort should be made to preserve the natural beauty of the countryside and public park and recreation lands, wildlife and waterfowl refuges, and historic sites." Responsibility for compliance with Section 4(f), as well as coordination with those agencies that have jurisdiction over a Section 4(f) resource that may be affected by a project action, has been assigned to the California Department of Transportation (Caltrans) pursuant to 23 USC 326 and 327.

Section 4(f) properties include publicly owned- parks, recreational areas, and wildlife and waterfowl refuges of national, state, or local significance that are open to the public. Section 4(f) also applies to all historic sites that are publicly or privately owned historic properties of national, state, or local significance that are listed, or determined eligible for inclusion, in the National Register of Historic Places (NRHP). For historic districts, Federal Highway Administration (FHWA) policy is that Section 4(f) applies to those properties that are considered contributing to the eligibility of the historic district, as well as any individually eligible property within the district. Elements within the boundaries of a historic district are assumed to contribute, unless they are determined by FHWA, in consultation with the State Historic Preservation Officer (SHPO), to not contribute (Federal Highway Administration 2012).

The Project Study Area is the footprint of the proposed Project, which includes all features of temporary and permanent proposed Project impacts. The Community Impact Resource Study Area (RSA) was created to include the communities most directly impacted by the temporary and permanent activities of the proposed Project and includes a 0.5-mile buffer around the Project Study Area. The Project Study Area is developed with urban uses, and there are no wildlife and waterfowl refuges within the Community Impact RSA. There is a proposed bike path that will be open to the public for use once constructed, currently the bike path ends north of Main Street along the east side of the Dominguez Channel and is planned to terminate at Carson Street, but its designated use is transportation, as determined by the City of Carson (City of Carson 2025). The bike path is therefore not considered a recreational resource (FHWA Section 4(f) Policy Paper, 2012, Question 23). There are four public parks in the Community Impact RSA, Del Amo Park, Perry Street Mini-Park, Calas Park, and Victoria Community Regional Park. There is one historic site in the APE that is eligible for the NRHP, the Dominguez Channel Historic District, which qualifies as a Section 4(f) resource. The Archaeological Survey Report (ASR) prepared for the proposed Project (Duke CRM, 2025) concluded that the one previously recorded prehistoric archaeological resource within the Area of Potential Effect (APE) (CA-LAN-88/P-19-000088) has in all likelihood been destroyed as a result of previous construction of the Dominguez Channel and Interstate 405 (I-405); therefore, this site is not considered a Section 4(f) resource.

SECTION 4(F) DE MINIMIS DETERMINATION

This section of the document discusses *de minimis* impact determinations under Section 4(f). The Section 4(f) statute and regulations allow for a simplified approval process for projects that have only *de minimis* impacts on lands protected by Section 4(f). Once it is determined that a transportation use of Section 4(f) property, after consideration of any impact avoidance, minimization, and mitigation or enhancement measures, results in a *de minimis* impact on that property, an analysis of avoidance alternatives is not required, and the Section 4(f) evaluation process is complete. FHWA's final rule on Section 4(f) *de minimis* findings is codified in 23 Code of Federal Regulations (CFR) 774.3 and CFR 774.17. Responsibility for compliance with Section 4(f) has been assigned to Caltrans pursuant to 23 USC 326 and 327, including *de minimis* impact determinations and coordination with those agencies that have jurisdiction over a Section 4(f) resource that may be affected by a project action.

Description of the Section 4(f) Property

This section is based on information from the cultural resources studies prepared for the proposed Project, which include the *Historic Property Survey Report* (HPSR) (Duke Cultural Resources Management 2025a), which was completed in April 2025; *Archaeological Survey Report* (ASR) (Duke Cultural Resources Management 2025b), which was completed in April 2025; and *Finding of No Adverse Effect (FNAE) without Standard Conditions* (GPA Consulting 2025c), which was completed in April 2025. SHPO concurred with the FNAE on December 3, 2025. The study area for historic resources is the same as the APE described in Section 2.2.9, *Cultural Resources*, which includes the area of direct impact, where physical changes from the project may occur, plus additional areas where cultural resources may be subject to indirect effects.

The Dominguez Channel Historic District intersects the south end of the APE where I-405 traverses the channel via the Dominguez Channel Bridge (53-1166). The concrete channel begins in Hawthorne and continues south in an irregular formation through the cities of Inglewood, Gardena, Torrance, Los Angeles, Carson, Wilmington, and unincorporated Los Angeles County. The first segment of the channel was constructed in 1949, with the last segment completed in 1967. The channel ranges from 60 to 175 feet wide and 10 to 20 feet deep and has a rectangular cross-section for much of its alignment, but the lower reach is wider with a trapezoidal shape, rip-rap sides, and compacted clay bottom. The portion of the channel in the Study Area retains its integrity based on location, design, materials, workmanship, feeling, and association.

The Dominguez Channel Historic District was previously determined eligible for listing in the NRHP by Caltrans with consensus by the SHPO in 2019. Caltrans concluded that the district is locally significant under Criteria A and C, with a period of significance extending from 1945, when the first segment was designed, to 1969, when the last features of the linear resource were completed. The channel is eligible based on its direct association with the development of multiple Los Angeles area communities. The channel is eligible under Criteria A/1 (associated with important events) and C/1 (embodies the distinctive characteristics of a type, period, region, or method of

construction, or that represents a significant and distinguishable entity whose components lack individual distinction). Because the channel is a large water conveyance system with multiple components, it is considered a historic district rather than a single property (Caltrans District 7 2019).

Character defining features of the Dominguez Channel Historic District within the APE include the alignment of and “fall” (drainage profile) of the route; angled, reinforced concrete, rip-rap-finished walls with deeper compacted clay bottom; and access roads on either side. The existing bridge is not a contributing feature of the Dominguez Channel Historic District, and it is not individually eligible for listing in the NRHP.

Use of the Section 4(f) Property

Under Section 4(f), "use" is defined as actual use, temporary occupancy, or constructive use. Actual use occurs when land from a Section 4(f) resource is permanently incorporated into a transportation facility or project. Temporary occupancy occurs when there is a temporary occupancy of Section 4(f) resource that does not meet any of the following conditions:

- Occupancy is temporary and there is no change in ownership of the land.
- The scope of the work is minor.
- There are no anticipated permanent adverse physical impacts or interference with the activities or purposes of the resource.
- The land being used must be fully restored to a condition at least as good as that which existed prior to the project.
- There must be documented agreement of the appropriate federal, state, or local officials having jurisdiction over the resource regarding the above conditions.

Constructive use of the Section 4(f) resource involves indirect or "proximity impacts" on a 4(f) resource and occurs when a project's proximity impacts substantially impair the protected activities, features, or attributes that qualify the resource for protection under Section 4(f).

A *de minimis* impact is a minimal impact on Section 4(f) resources that is not considered adverse. A *de minimis* use finding can be made for some actual uses and temporary occupancy; however, a *de minimis* use finding cannot be made for constructive uses. *De minimis* impacts are those that do not adversely affect the activities, features, and attributes of the 4(f) property. *De minimis* impacts on historic sites are defined as the determination of either “no adverse effect” or “no historic properties affected” in compliance with National Historic Preservation Act Section 106 regulations.

Alternative 1 – No Build

Under the No Build Alternative, no construction activities would occur, I-405 would not be improved, and Complete Streets and Transportation System Management/Transportation Demand Management (TSM/TDM) elements would not be implemented. Therefore, there would be no impact on the Dominguez Channel Historic District and no use of the Section 4(f) resource.

Alternative 2 – Auxiliary Lanes and Complete Streets

Alternative 2 would require temporary construction easements (TCE) on six parcels and permanent right-of-way (ROW) acquisitions on four parcels that overlap with the Dominguez Channel Historic District to widen the Dominguez Channel Bridge (see Table A-1 and Figure A-1). The existing bridge would be widened by approximately 6 feet on the north (upstream) side and up to approximately 14.5 feet on the south (downstream) side.

Table A-1: Permanent Right of Way and Temporary Construction Easements Under Alternative 2

Assessor's Parcel Number (APN)	Owner	Land Use	Permanent ROW Acquisition (Square Feet)	TCE Area (Square Feet)
7315-039-001	Carson Estate Company	Industrial (vacant)	4,839	19,443
7315-039-903	Los Angeles County Flood Control District	Government (vacant)	0	1,186
7315-039-904	Los Angeles County Flood Control District	Government (vacant)	219	2,821
7328-001-009	Carson Estate Company	Industrial (vacant)	9,678	16,525
7328-001-902	Los Angeles County Flood Control District	Government (vacant)	0	3,148
7328-009-906	Los Angeles County Flood Control District	Government (vacant)	583	2,261
Total Area	**-**	**-**	**15,319**	**45,384**

ROW = right-of-way; TCE = temporary construction easement

A TCE of approximately 32 to 43 feet on either side of the bridge (1.04 acres) would be needed to construct the bridge widening. Under Section 4(f), this would constitute a temporary occupancy use of the Section 4(f) resource. Temporary use of areas within and adjacent to the Dominguez Channel Historic District would not interfere with its character-defining features (Criteria A/1 and C1).

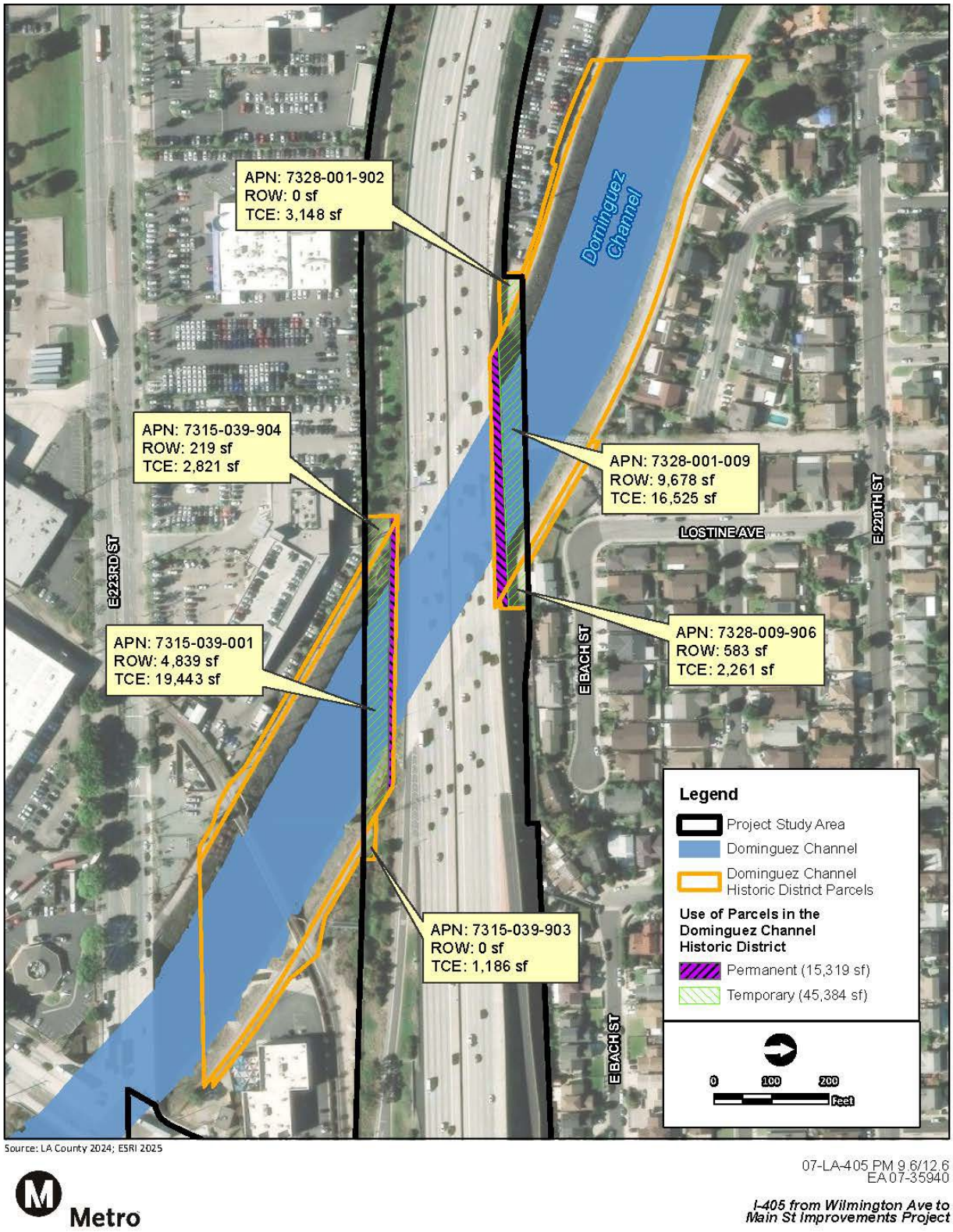

Figure A-1: Use of Dominguez Channel Historic District Under Alternative 2

Permanent ROW would be required to accommodate piers and abutments added within the channel and future maintenance access over the channel (see Figure A-1). Approximately 24 new piers would be added within the channel to support the bridge widening (0.02 acre). Cast-in-drilled-hole (CIDH) pile foundations for each of the new piers would require excavation of up to 70 feet below the channel. Abutments with approximately four pile foundations (two on northbound side and two on southbound side) with CIDH piles would be constructed at the top of the channel slopes. Under Section 4(f), this would constitute an actual use of the Section 4(f) resource, and alterations to the concrete lining and rip-rap within the channel would result in impacts on character defining elements of the Dominguez Channel Historic District.

Approximately 15 feet of ROW within the channel on either side of the bridge (0.35 acre) would be acquired to allow for maintenance of the widened bridge structure. Under Section 4(f), this would constitute an actual use of the Section 4(f) resource; however, the permanent use of area within and adjacent to the Dominguez Channel Historic District would not interfere with its character-defining features (Criteria A/1 and C1). Properties affected by ROW and TCEs are currently designated for either industrial or government land uses, and all parcels are vacant and closed to the public. Following completion of construction activities, all TCE areas would be restored to preconstruction conditions or better, and land use and zoning designations would not change. Therefore, there would be no change to land use within the Dominguez Channel Historic District that would interfere with its character defining features.

Construction would result in indirect impacts within the Dominguez Channel Historic District, such as visual, noise, and traffic impacts. However, these impacts would not alter or diminish the District's integrity, and they would not alter the characteristics that qualify it for listing in the NRHP. Integrity based on location, setting, feeling, materials, workmanship, and association would not be diminished. Therefore, the proposed Project would not result in constructive use of the Dominguez Channel Historic District.

Caltrans applied the Criteria of Adverse Effect as outlined in 36 CFR 800.5(a) to the historic property within the APE for this undertaking. The Dominguez Channel Historic District was evaluated in the FNAE to determine if the proposed Project would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association (GPA Consulting 2025c).

Alternative 2 would result in temporary impacts on 1.72 acres and permanent impacts on 0.011 acre within and adjacent to the Dominguez Channel Historic District. The Dominguez Channel Historic District would retain all aspects of integrity evaluated, and the proposed Project would not result in an adverse effect on the district. Only a small portion (0.10 mile) of the 18.2-mile linear channel would be impacted, and the trapezoidal form and most of the materials that comprise the channel would remain intact; therefore, the proposed Project improvements would be considered an alteration rather than destruction or damage of the Dominguez Channel Historic District. The proposed Project would not change the channel's use for water conveyance and would not result in changes to the channel maintenance access roads. Additionally, the I-405

structure widening over the Dominguez Channel would include similar features to those of the existing bridge.

Caltrans proposed that a FNAE is appropriate for the proposed Project, pursuant to 36 CFR 800.5(c) and Section 106 PA Stipulation X.B.1.b (GPA Consulting 2025c). SHPO concurred with the FNAE on December 3, 2025.

Alternative 3 – Transportation System Management/Transportation Demand Management

Under Alternative 3, construction activities would be limited to striping and TSM/TDM improvements on the bridge deck. No ROW acquisition or TCEs within the Dominguez Channel Historic District would be required under Alternative 3, and no improvements involving changes to the Dominguez Channel Historic District or its immediate setting would take place. The visual impacts of TSM/TDM improvements on the bridge deck under Alternative 3 would not adversely affect the Dominguez Channel Historic District, and they would not alter the characteristics that qualify it for listing in the NRHP. Therefore, there would be no impact on the Dominguez Channel Historic District under Alternative 3, and Alternative 3 is anticipated to result in no use of the Dominguez Channel Historic District.

Proposed De Minimis Finding

Alternative 2 would result in temporary occupancy and permanent incorporation of land within and adjacent to a Section 4(f) resource (Dominguez Channel Historic District); therefore, it would result in use of this Section 4(f) resource.

The Dominguez Channel Historic District would retain all aspects of integrity evaluated and the proposed Project would not result in an adverse effect on the district. The Dominguez Channel Historic District is an approximately 18.2-mile-long linear resource, but only a small portion of this resource (0.10 mile) would be impacted. The overall trapezoidal form and most of the materials that comprise the channel would remain intact following construction, and the improvements would be considered an alteration rather than destruction or damage of the historic property. The District's use as water conveyance would not be changed as a result of the proposed Project, and the proposed Project does not propose changes to the channel access roads in the vicinity of the bridge widening. Additionally, improvements to widen the existing I-405 structures over the Dominguez Channel contain an elevated structure supported by round concrete piers similar to those of the existing bridge.

The SHPO concurred with the FNAE on December 3, 2025, pursuant to 36 CFR 800.5(c) and Section 106 PA Stipulation X.B.1.b (GPA Consulting 2025c). Therefore, the proposed Project is anticipated to result in a *de minimis* impact on the Dominguez Channel Historic District.

Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, and/or mitigation measures are proposed to support the *de minimis* impact finding. Consultation with SHPO under Section 106 is ongoing, and through further coordination, additional measures may be identified in collaboration with Metro and Caltrans, if necessary.

Coordination

Caltrans proposed that a FNAE was the appropriate finding for the proposed Project, pursuant to 36 CFR 800.5(c) and Section 106 PA Stipulation X.B.1.b (GPA Consulting 2025c). Coordination was conducted between Caltrans and SHPO, and SHPO concurred with the FNAE on December 3, 2025.

RESOURCES EVALUATED RELATIVE TO THE REQUIREMENTS OF SECTION 4(F): NO-USE DETERMINATION(S)

Section 4(f) of the Department of Transportation Act of 1966, codified in federal law at 49 USC 303, declares that "it is the policy of the United States Government that special effort should be made to preserve the natural beauty of the countryside and public park and recreation lands, wildlife and waterfowl refuges, and historic sites."

This section of the document discusses parks, recreational facilities, wildlife refuges, and historic properties found within or next to the project area that do not trigger Section 4(f) protection because: (1) they are not publicly owned, (2) they are not open to the public, (3) they are not eligible historic properties, or (4) the project does not permanently use the property and does not hinder the preservation of the property.

Description of the Section 4(f) Properties

This section is based on the proposed Project's *Community Impact Assessment* (CIA) (GPA Consulting 2025d), which was completed in October 2025. The Project Study Area is the entire area that the project (construction and operation) could potentially affect resulting from construction and operation of the project. This includes areas of direct and indirect impacts, temporary advanced signage, and construction staging areas. The study area for recreational facilities is the same as the Community Impact RSA. The Community Impact RSA is located along I-405 within a 3-mile segment from Wilmington Avenue to Main Street and includes a 0.5-mile buffer around the Project Study Area. The Community Impact RSA contains buildings, roadways, and other community facilities that could be affected by direct or indirect impacts from the project.

There are four parks in the Community Impact RSA (see Figure A-2). Del Amo Park is located at 703 East Del Amo Boulevard in Carson, approximately 0.32 mile northeast of the Project Study Area. This park is operated by the City of Carson and is approximately 9 acres with an activity room, basketball courts, multi-purpose rooms, baseball fields, and a picnic area.

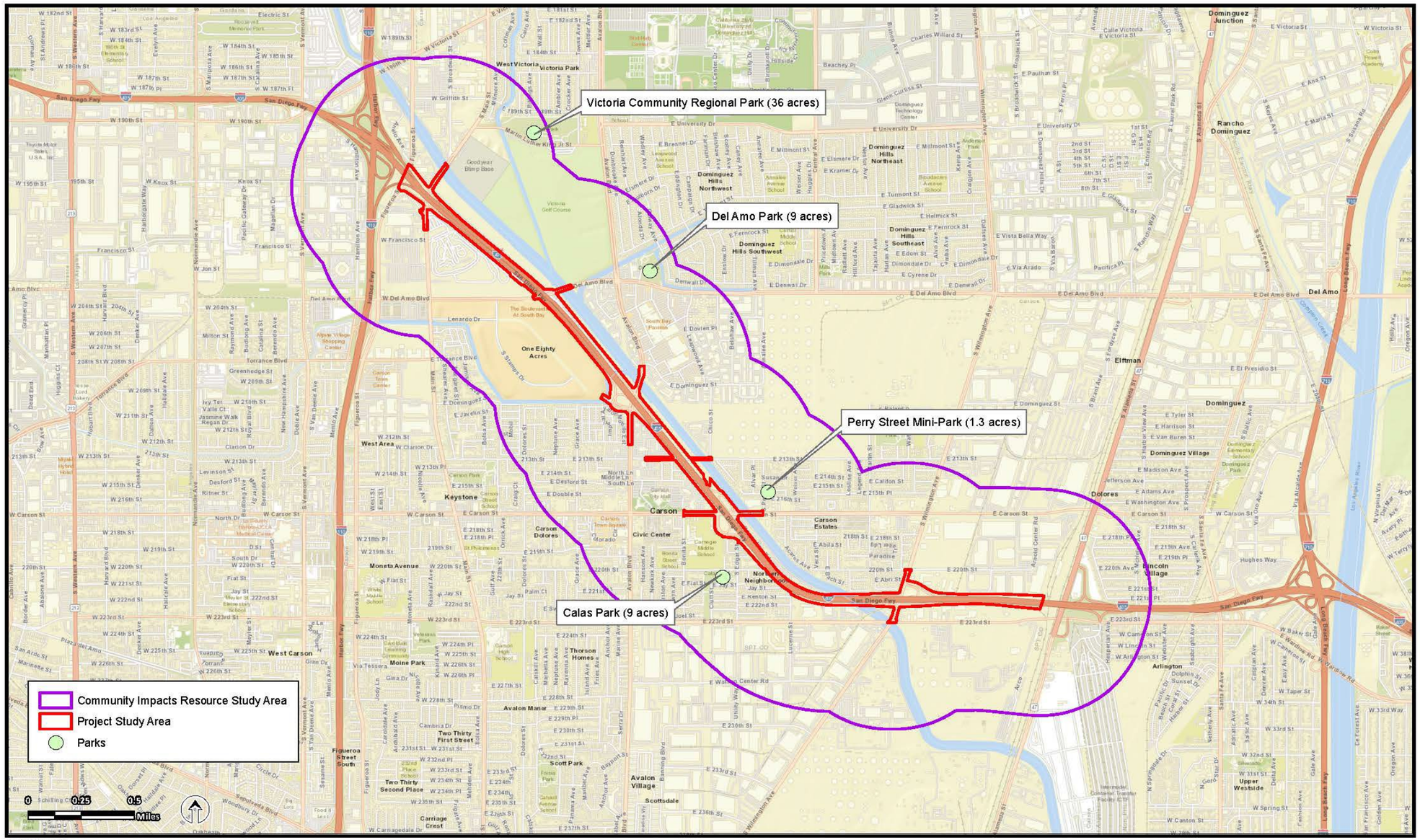

Figure A-2: Section 4(f) resources within the Community Impact RSA

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Perry Street Mini-Park is located at East 215th Place and South Perry Street in Carson, approximately 0.15 mile northeast of the Project Study Area. This park is operated by the City of Carson and is approximately 1.3 acres with a sand play area, play apparatuses, and park furniture. Calas Park is located at 1000 East 220th Street in Carson, approximately 0.17 mile from the Project Study Area. This park is operated by the City of Carson and is 9 acres with an activity room, tennis courts, basketball courts, baseball field, recreation room, and picnic grass areas. Victoria Community Regional Park is located at 419 MLK Jr. Street in Carson, approximately 0.32 mile northeast of the project area. This park is operated by the Los Angelos County Department of Parks and Recreation. It is 36 acres with a gymnasium, baseball fields, a cricket field, tennis courts, swimming pool, and golf course.

Use of the Section 4(f) Properties

Based on the distance away from the Project Study Area and intervening topography, there would be no physical change to any of the parks. In addition, no closures or detours would be expected to result in access changes to existing public parks. Therefore, there would be no actual use or temporary occupancy of the parks under either Alternative 2 or Alternative 3. Each park is located further than 50 feet from construction areas, and it is anticipated that there would be no temporary impacts on the parks as a result of construction noise due to the implementation of Alternative 2 or Alternative 3.

Access to community facilities may be affected temporarily due to increased congestion caused by detours associated with temporary freeway mainline and ramp closures. Traffic detours for ramp closures would occur at ramps for either overnight or extended weekend closures, and no consecutive ramps would be closed simultaneously to further minimize impacts on motorists (e.g., work hazards, traffic delays, motorist distractions). A TMP would be implemented and would identify alternate routes, detours, and access points for motorists. Project Feature **PF-TR-1** (see Section 1.4, *Project Alternatives*) which would require preparation of a Transportation Management Plan (TMP) for the Project, prior to construction would be implemented to ensure that community facilities owners (e.g., parks) would be notified to ensure access is maintained at all times during construction. Upon completion of construction of Alternative 2 or Alternative 3, I-405 and local roads would return to existing or better conditions, and access to parks would be fully restored. Therefore, no short-term direct or indirect adverse impacts on parks would result from construction of the proposed Project under Alternative 2 or Alternative 3. These indirect impacts would not be expected to substantially impair the protected activities, features, or attributes that qualify these parks for protection under Section 4(f). The parks are Section 4(f) properties, but no “use” will occur. Therefore, the provisions of Section 4(f) do not apply for these resources.

References

Caltrans District 7. 2019. "DPR 523 Series Form, Dominguez Channel Historic District."

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Duke Cultural Resources Management. 2025b. "Archaeological Survey Report."

Duke Cultural Resources Management. 2025a. "Historic Property Survey Report."

Federal Highway Administration. 2012. *Section 4(f) Policy Paper.* Federal HIghway Administration.

GPA Consulting. 2025d. "Community Impact Assessment."

GPA Consulting. 2025c. "Finding of No Adverse Effect (without Standard Conditions) for the Dominguez Channel Historic District."

Appendix B Title VI/Non-Discrimination Policy Statement

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CALIFORNIA STATE TRANSPORTATION AGENCY GAVIN NEWSOM, GOVERNOR

California Department of Transportation

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September 2025

TITLE VI/NON-DISCRIMINATION POLICY STATEMENT

It is the policy of the California Department of Transportation (Caltrans), in accordance with Title VI of the Civil Rights Act of 1964 and the assurances set forth in the Caltrans' Title VI Program Plan, to ensure that no person in the United States shall on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance. Related non-discrimination authorities, remedies, and state law further those protections, including sex, disability, religion, sexual orientation, age, low income, and Limited English Proficiency (LEP).

Caltrans is committed to complying with 23 C.F.R. Part 200, 49 C.F.R. Part 21, 49 C.F.R. Part 303, and the Federal Transit Administration Circular 4702.1B. Caltrans will make every effort to ensure nondiscrimination in all of its services, programs, and activities, whether they are federally funded or not, and that services and benefits are fairly distributed to all people, regardless of race, color, or national origin (including LEP). In addition, Caltrans will facilitate meaningful participation in the transportation planning process in a non-discriminatory manner.

The overall responsibility for this policy is assigned to the Caltrans Director. The Caltrans Title VI Coordinator is assigned to the Caltrans Office of Civil Rights Deputy Director, who then delegates sufficient responsibility and authority to the Office of Civil Rights' managers, including the Title VI Branch Manager, to effectively implement the Caltrans Title VI Program. Individuals with questions or requiring additional information relating to the policy or the implementation of the Caltrans Title VI Program should contact the Title VI Branch Manager at title.vi@dot.ca.gov or at (916) 639-6392, or visit the following web page: https://dot.ca.gov/programs/civil-rights/title-vi.

Dina El-Tawansy (Sep 12, 2025 16:52:12 PDT)

DINA A. EL-TAWANSY
Director

"Improving lives and communities through transportation."

AGENCIA ESTATAL DE TRANSPORTE DE CALIFORNIA
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GOBERNADOR GAVIN NEWSOM

Septiembre de 2025

DECLARACIÓN SOBRE LA POLÍTICA DE TÍTULO VI/NO DISCRIMINACIÓN

El Departamento de Transporte de California (Caltrans), de conformidad con el Título VI de la Ley de Derechos Civiles de 1964 y las garantías establecidas en el Plan del Programa del Título VI de Caltrans, tiene como política garantizar que ninguna persona en Estados Unidos, por motivos de raza, color de piel o nacionalidad, sea excluida de participar en cualquier programa o actividad financiada por el Gobierno Federal, ni le sean negados los beneficios de los mismos, o sea objeto de discriminación. La legislación Estatal, así como las autoridades y recursos relacionados con la no discriminación, también fortalece estas protecciones, entre las que se incluyen el género, la discapacidad, la religión, la orientación sexual, la edad, un nivel de ingresos bajo y el dominio limitado del inglés (LEP, por sus siglas en inglés).

Caltrans se compromete a cumplir con 23 C.F.R. Parte 200, 49 C.F.R. Parte 21, 49 C.F.R. Parte 303, y la Circular 4702.1B de la Administración Federal de Transporte. Caltrans se esforzará al máximo para garantizar la no discriminación en todos sus servicios, programas y actividades, estén o no financiados con fondos federales, y que los servicios y beneficios se distribuyan equitativamente a todas las personas, independientemente de su raza, color o nacionalidad (incluyendo LEP). Además, Caltrans facilitará una participación significativa en el proceso de planificación en materia de transporte de manera no discriminatoria.

El Director de Caltrans es el responsable principal de la aplicación de esta política. El coordinador del Título VI de Caltrans está adscrito al Director Adjunto de la Oficina de Derechos Civiles de Caltrans, quien a su vez confiere suficiente responsabilidad y autoridad a los funcionarios de la Oficina de Derechos Civiles, incluido el Director de la Sección del Título VI, para ejecutar eficazmente el Programa del Título VI de Caltrans. Aquellas personas interesadas en formular preguntas o que necesiten información adicional sobre la política o la aplicación del Programa del Título VI de Caltrans pueden contactar al Director de la Subdivisión del Título VI enviando un correo electrónico a title.vi@dot.ca.gov, llamando al (916) 639-6392, o visitando la siguiente página web: https://dot.ca.gov/programs/civil-rights/title-vi.

Dina El-Tawansy (Sep 12, 2025 16:52:12 PDT)

DINA EL-TAWANSY
Director

"Mejorando vidas y comunidades a través del transporte."

Appendix C Avoidance, Minimization, and Mitigation Summary

In order to be sure that all of the environmental measures identified in this document are executed at the appropriate times, the following mitigation program (as articulated on the proposed Environmental Commitments Record [ECR] which follows) would be implemented. During project design, avoidance, minimization, and /or mitigation measures will be incorporated into the project's final plans, specifications, and cost estimates, as appropriate. All permits will be obtained prior to implementation of the project. During construction, environmental and construction/engineering staff will ensure that the commitments contained in this ECR are fulfilled. Following construction and appropriate phases of project delivery, long-term mitigation maintenance and monitoring will take place, as applicable. As the following ECR is a draft, some fields have not been completed, and will be filled out as each of the measures is implemented. Note: Some measures may apply to more than one resource area. Duplicative or redundant measures have not been included in this ECR.

On the ECR, the terms "mitigate" and "mitigation" are used only in reference to impacts that have been identified in the CEQA checklist as "significant" or "less than significant with mitigation incorporated." The ECR is prepared to provide a monitoring guide to facilitate the implementation of the adopted mitigation measures and related compliance reporting. All avoidance, minimization, and/or mitigation measures, as well as conditions required by agreements with resource agencies, must be included in the ECR.

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Environmental Commitments Record (ECR)

DIST-CO-RTE: 07-LA-405 **PM/PM:** 9.6/12.6 **EA/Project ID.:** 07-35940/719000215
Project Description: Addition of Auxiliary Lanes along Interstate 405 and/or Implementation of Transportation System Management and Transportation Demand Management Elements between Wilmington Avenue and Main Street
Date (Last modification): May 2026
Environmental Planner: Rocky Rojas **Phone No.:**
Construction Liaison: TBD **Phone No.:**
Resident Engineer: TBD **Phone No.:**

PERMITS

Permit	Agency	Application Submitted	Permit Received	Permit Expiration	Permit Requirement Completed by:	Permit Requirement Completed on:	Comments
Section 401 Water Quality Certification	Regional Water Quality Control Board (RWQCB)						Alternative 2: Prepare application during the design phase Alternative 3: Not required
Section 404 Nationwide Permit	United States Army Corps of Engineers (USACE)						Alternative 2: Prepare preliminary jurisdictional delineation application during final environmental document (if required). Prepare preconstruction notification during the design phase Alternative 3: Not required
Section 1602 Streambed Alteration Agreement	California Department of Fish and Wildlife (CDFW)						Alternative 2: Prepare application during the design phase Alternative 3: Not required
Flood Control District Permit	Los Angeles County						Alternative 2: Prepare application during the design phase Alternative 3: Not required
Construction General Permit, National Pollutant Discharge Elimination System (NPDES)	RWQCB						Submit Notice of Intent prior to starting construction

ENVIRONMENTAL COMMITMENTS

PS&E (DESIGN) PHASE/BEFORE RTL

Category	Task and Brief Description	Source	Included in design phase package	Responsible Branch/Staff	Action to Comply	Due Date	Task Completed by	Task Completed on	Remarks	Mitigation for significant impacts under CEQA?
Community Impact Assessment	**UTL-2:** The Office of the State Fire Marshal (OSFM) currently regulates the safety of intrastate hazardous liquid pipeline in California. OSFM Pipeline Safety Division staff inspect pipeline operators to ensure compliance with federal and state pipeline safety laws and regulations. Hazardous liquid pipelines can carry commodities such as crude oil, gasoline, propane, and other types of hydrocarbons. OSFM must respond to intrastate pipeline accidents, investigate significant intrastate pipeline releases, inspect pipeline construction and relocation projects, respond to train derailments near pipelines, and meet with state and local governments to discuss various pipeline safety issues.	Section 2.2.6, Utilities/Emergency Services	No	Design Engineer	Coordinate with OSFM					No
Landscape	**VIS-1: Tree Removal.** During the Plans, Specifications, and Estimates (PS&E) phase`, the Los Angeles County Metropolitan Transportation Authority's (Metro) Design Engineer or designated contractor will ensure that the design	Section 2.2.8, *Visual/Aesthetics*; Visual Impact Assessment	Yes	Design Engineer/ District Landscape Architect / Contractor	Prepare Landscape Plan					No

Category	Task and Brief Description	Source	Included in design phase package	Responsible Branch/Staff	Action to Comply	Due Date	Task Completed by	Task Completed on	Remarks	Mitigation for significant impacts under CEQA?
	avoids removing or negatively affecting visual resources, such as mature trees and shrub groupings, to the extent feasible. If removal of mature trees cannot be avoided, additional landscape improvements will be incorporated into the final design for these areas.	Memorandum (2025)								
Landscape	**VIS-2: Hardscape Plan.** During the Plans, Specifications, and Estimates (PS&E) phase, the Los Angeles County Metropolitan Transportation Authority's (Metro) Design Engineer or designated contractor will ensure that a plan to implement attractive bridge, tunnel, medians, retaining walls, sound barriers, and other aesthetic hardscapes be prepared. This plan will be prepared consistent with the applicable goals and policies in the City of Carson's General Plan. All designs are required to comply with Caltrans standards for safety requirements and other pertinent standards. Special architectural details and aesthetic treatments that promote regional identity, in terms of material, color, texture, and pattern, are encouraged to be incorporated into the proposed Project and will be reviewed and approved by Caltrans District 7 Landscape Architect. The following avoidance and minimization measures from Caltrans Visual Impact Assessment Handbook (2023) would be considered in the plan: • Use aesthetic treatments such as adding a design motif to a sound wall. • Use materials, forms, and finishes that mimic, complement, or contrast with the existing cultural environment that is visible from the Project corridor, as desired by the community.	Section 2.2.8, *Visual/Aesthetics*; Visual Impact Assessment Memorandum (2025)	Yes	Design Engineer/ District Landscape Architect / Contractor	Prepare Hardscape Plan					No
Landscape	**VIS-3: Lighting Plan**. During the Plans, Specifications, and Estimates (PS&E) phase, the Los Angeles County Metropolitan Transportation Authority's (Metro) Design Engineer or designated contractor will ensure that a plan to ensure that energy-conserving light-emitting diode (LED) lighting fixtures be selected and installed to minimize glare on adjacent properties and into the night sky be prepared. Lighting will be shielded with nonglare hoods and focused within the Caltrans right-of-way (ROW). The lighting plan will be reviewed and approved by the Caltrans District 7 Landscape Architect prior to construction to ensure compliance with these criteria.	Section 2.2.8, *Visual/Aesthetics*; Visual Impact Assessment Memorandum (2025)	Yes	Design Engineer/ District Landscape Architect / Contractor	Prepare Lighting Plan					No
Other	**GEO-1:** Prior to completion of the Plans, Specifications, and Estimates (PS&E) phase, California Department of Transportation (Caltrans) would ensure that a professional geologist or professional engineer prepare a final design-level geotechnical report for the Project. This report will document soil-related constraints and hazards, such as slope instability, settlement liquefaction, or related secondary seismic impacts, which may be present. The report will also include: • Evaluation of expansive and potentially corrosive soils and recommendations regarding construction procedures and/or design criteria to reduce the effect of these soils on development of the Project,	Section 2.3.3, *Geology/Soils/ Seismic/ Topography*; Preliminary Geotechnical Design Report (2025)	Yes	Design Engineer/ Resident Engineer/	Prepare Geotechnical Report					No

Category	Task and Brief Description	Source	Included in design phase package	Responsible Branch/Staff	Action to Comply	Due Date	Task Completed by	Task Completed on	Remarks	Mitigation for significant impacts under CEQA?
	• Identification of potential liquefiable areas within the Project Study Area, • Demonstration that the design of all proposed retaining walls and sound walls are geotechnically suitable for soils within the Project Study Area, and • Geotechnical recommendations for specific foundation design and earthwork construction.									
Paleontology	**PAL-1:** During the Plans, Specifications, and Estimates Phase, the Metro Resident Engineer or designated contractor will ensure that a Paleontological Mitigation Plan (PMP) is prepared for the Project. The PMP will address potential impacts to paleontological sensitive geologic units during construction activities. The PMP will be prepared by a qualified principal paleontologist and submitted for review sufficiently in advance of the anticipated start-work date (Caltrans 2025). According to the Caltrans *Standard Environmental Reference* (SER), Volume 1, Chapter 8, a PMP shall at minimum include: • general fieldwork and laboratory methods proposed, • curation requirements, • report format and content, • report distribution, and • proposed staff and their qualifications. The implementation of mitigation measures should be conducted under the direction of a qualified principal paleontologist. Should impacts to paleontological resources be unavoidable, mitigation measures may include: • recovery of a sample of fossiliferous material prior to construction and/or • monitoring of construction and halting work, to recover important fossils, and • cleaning, identification, and cataloging of fossil specimens collected for curation and research purposes.	Section 2.3.4, *Paleontology*; Paleontological Identification Report / Paleontological Evaluation Report (2025)	Yes	Design Engineer/ Resident Engineer	SS 14-7.03, SSP 14-7.04. Prepare Paleontological Mitigation Plan					No
Hazardous Waste	**HAZ-1:** During the Plans, Specifications and Estimate (PS&E) phase, Metro will ensure that a Preliminary Site Investigation (PSI) will be completed for soil and groundwater that would be disturbed by the Interstate 405 from Wilmington Avenue to Main Street Improvements Project (Project). The PSI would assess the presence of landfill gas constituents (methane, hydrogen sulfide, etc.), polychlorinated biphenyls, metals, petroleum hydrocarbons, volatile organic compounds, and semi-volatile organic compounds.	Section 2.3.5, *Hazardous Waste/ Materials*; Initial Site Assessment (2024)	Yes	Design Engineer/ Resident Engineer/ Office of Environmental Engineering	Perform Preliminary Site Investigation. Include appropriate SSP/nSSP and update ECR based on results of investigations.					No
Hazardous Waste	**HAZ-2:** During the Plans, Specifications, and Estimate (PS&E) phase, prior to any demolition or disturbance activities, the Los Angeles County Metropolitan Transportation Authority's (Metro) Design Engineer, or designated contractor, will ensure that asbestos-containing material (ACM) and lead-based paint (LBP) surveys will be conducted for all structures that will be modified by the proposed Project under Alternative 2.	Section 2.3.5, *Hazardous Waste/ Materials*; Initial Site Assessment (2024)	Yes	Design Engineer/ Resident Engineer/ Office of Environmental Engineering	SSP 14-11.13, SSP 14-11.16. Perform Preliminary Site Investigations. Include appropriate SSP/nSSP and update ECR based on results of investigations.				Alternative 2 only	No

Category	Task and Brief Description	Source	Included in design phase package	Responsible Branch/Staff	Action to Comply	Due Date	Task Completed by	Task Completed on	Remarks	Mitigation for significant impacts under CEQA?
Hazardous Waste	**HAZ-3:** During the Plans, Specifications, and Estimate (PS&E) phase, prior to any demolition or disturbance activities, the Los Angeles County Metropolitan Transportation Authority's (Metro) Design Engineer, or designated contractor, will further evaluate and identify all existing pipelines that cross or come near to the Project Study Area.	Section 2.3.5, *Hazardous Waste/ Materials*; Initial Site Assessment (2024)	Yes	Design Engineer/ Resident Engineer/ Office of Environmental Engineering	Final Design					No
Hazardous Waste	**HAZ-4:** During the Plans, Specifications, and Estimate (PS&E) phase, prior to any demolition or disturbance activities, the Los Angeles County Metropolitan Transportation Authority's (Metro) Design Engineer, or designated contractor, will ensure that aerially deposited lead (ADL) investigation be conducted in all areas of planned soil disturbance.	Section 2.3.5, *Hazardous Waste/ Materials*; Initial Site Assessment (2024)	Yes	Design Engineer/ Resident Engineer/ Office of Environmental Engineering	SSP 14-11.08 Perform Preliminary Site Investigations. Include appropriate SSP/nSSP and update ECR based on results of investigations.					No
Hazardous Waste	**HAZ-5:** During the Plans, Specifications, and Estimate (PS&E) phase, prior to any demolition or disturbance activities, the Los Angeles County Metropolitan Transportation Authority's (Metro) Design Engineer, or designated contractor, will ensure that site investigations (SI) are conducted for property acquisition parcels in accordance with California Department of Transportation (Caltrans) real estate acquisition requirements.	Section 2.3.5, *Hazardous Waste/ Materials*; Initial Site Assessment (2024)	Yes	Design Engineer/ Resident Engineer/ Office of Environmental Engineering	Perform Preliminary Site Investigation. Include appropriate SSP/nSSP and update ECR based on results of investigations.				Alternative 2 only	No
Air Quality	**AQ-8:** During the Plans, Specifications, and Estimates (PS&E) phase, (Metro) Resident Engineer, or designated contractor, will ensure that environmentally sensitive areas will be established near sensitive air receptors. Within these areas, construction activities involving extended idling by diesel equipment or vehicles will be prohibited to the extent feasible.	Section 2.3.6, *Air Quality;* Air Quality Report (2026)	Yes	Design Engineer/ Resident Engineer/ Office of Environmental Engineering	SSP 14-1.02A SS 14-9					
Air Quality	**AQ-14:** During the Plans, Specifications, and Estimates (PS&E) phase, the Los Angeles County Metropolitan Transportation Authority's (Metro) Resident Engineer, or designated contractor, will ensure unpaved soils adjacent to the existing roadway and all areas of planned soil disturbance be tested for aerially deposited lead (ADL) according to Caltrans ADL testing guidelines. Soil determined to contain lead concentrations exceeding stipulated thresholds must be managed in accordance with Caltrans Standard Specifications, Section 14-11.08 Material Containing Hazardous Waste.	Section 2.3.6, *Air Quality;* Air Quality Report (2026)	Yes	Design Engineer/ Resident Engineer/ Office of Environmental Engineering	SSP 14-11.08 Perform Preliminary Site Investigations. Include appropriate SSP/nSSP and update ECR based on results of investigations.					
Air Quality	**AQ-16**: During the Plans, Specifications, and Estimates (PS&E) phase the Los Angeles County Metropolitan Transportation Authority's (Metro) Resident Engineer, or designated contractor, will ensure that an asbestos containing materials (ACM) and lead based paint (LBP) survey will be conducted for any structure requiring modification or removal. Metro's Resident Engineer, or designated contractor, will ensure that the survey will be conducted in conformance with the U.S. EPA National Emission Standards for Hazardous Air Pollutants (NESHAP) 40 CFR, SCAQMD Rule 1403, and in accordance with Caltrans SSP 14-11.13, Disturbance of Existing Paint Systems on Bridges, and Caltrans SSP 14-11.16, Asbestos-Containing Construction Materials in Bridges.	Section 2.3.6, *Air Quality;* Air Quality Report (2026)	Yes	Design Engineer/ Resident Engineer/ Contractor	SSP 14-11.13, SSP 14-11.16. Perform Preliminary Site Investigation. Include appropriate SSP/nSSP and update ECR based on results of investigations.				Alternative 2 only	No

PRE-CONSTRUCTION

Category	Task and Brief Description	Source	Included in design phase package	Responsible Branch/Staff	Action to Comply	Due Date	Task Completed by	Task Completed on	Remarks	Mitigation for significant impacts under CEQA?
Community Impact Assessment	**UTL-1**: Prior to construction, the California Department of Transportation's (Caltrans) Resident Engineer, or designated contractor, will ensure that a specification be incorporated that requires the utility bridge over the channel be protected in place.	Section 2.2.6, *Utilities;* Community Impact Assessment (2025)	Yes	Design Engineer/ Resident Engineer/ Contractor	nSSP.					No
Air Quality	**AQ-6:** Prior to construction, the Los Angeles County Metropolitan Transportation Authority's (Metro) Resident Engineer, or designated contractor, will ensure that a dust control supervisor will be identified to ensure compliance with all dust control measures, as required under South Coast Air Quality Management District (SCAQMD) Rule 403 requirements for a large operation	Section 2.3.6, *Air Quality;* Air Quality Report (2026)	No	Design Engineer/ Resident Engineer/ Contractor	SS 14-9.01 SS 14-11.04					No
Biology	**NC-11:** Prior to or during construction, the California Department of Transportation's (Caltrans) Resident Engineer, or designated contractor, will ensure that mitigation for permanent impacts on jurisdictional features and Pickleweed Mats will be accomplished through the purchase of in-lieu fees, mitigation bank credits at an appropriate mitigation bank, on-site replanting, or other methods deemed acceptable by the regulatory agencies. Mitigation will be at a minimum ratio of 1:1; however, the final ratio will be established through consultation and coordination with regulatory agencies during the permitting process. If on-site replanting is implemented, the revegetated area would be within the Project Study Area and would be larger than the impacted area to account for potential variability in restoration success.	Section 2.4.1, *Natural Communities*	Yes	Design Engineer/ Resident Engineer/ Qualified Biologist/ Contractor	SSP 14-6.04. Provide compensatory mitigation for permanent impacts to jurisdictional features and Pickleweed Mats.				Alternative 2 only	Yes
Biology	**PS-1:** Prior to construction, a qualified biologist would conduct rare plant surveys within the Project Study Area. Surveys would be conducted during the appropriate blooming period for species with potential to be in the Project Study Area.	Section 2.4.3, *Plant Species*	No	Design Engineer/ Resident Engineer/ Qualified Biologist/ Contractor	Conduct Preconstruction Survey					No
Biology	**AS-2:** Prior to the start of construction during the active season (typically March through August), the California Department of Transportation's (Caltrans) Resident Engineer or designated contractor will ensure that a qualified biologist conducts a daytime bat habitat assessment of trees and structures within 100 feet of the Project Study Area. If potential roosting habitat is identified, evening emergence surveys will be conducted to determine presence or absence of bats. Based on the results, additional avoidance or minimization measures may be implemented, as needed.	Section 2.4.4, *Animal Species*	Yes	Design Engineer/ Resident Engineer/ Qualified Biologist/ Contractor	SSP 14-6.03A. Conduct Preconstruction Survey					No
Biology	**AS-3:** During and prior to construction, the California Department of Transportation's (Caltrans) Resident Engineer or designated contractor will ensure that a buffer will be established if a maternal colony is discovered, and work within the buffer area will be postponed until the colony has dispersed, or as directed by a qualified biologist.	Section 2.4.4, *Animal Species*	Yes	Design Engineer/ Resident Engineer/ Qualified Biologist/ Contractor	SSP 14-1.02A SSP 14-6.03A					No
Biology	**TE-1:** Prior to construction, the California Department of Transportation's (Caltrans) Resident Engineer or designated contractor will ensure that a qualified biologist surveys all	Section 2.4.5, *Threatened and*	Yes	Design Engineer/ Resident Engineer/ Qualified Biologist/	SSP 14-6.03A. Conduct					No

Category	Task and Brief Description	Source	Included in design phase package	Responsible Branch/Staff	Action to Comply	Due Date	Task Completed by	Task Completed on	Remarks	Mitigation for significant impacts under CEQA?
	suitable refuge sites for monarch butterflies (typically eucalyptus trees) within 48 hours of construction and within 100 feet from where tree removal and tree trimming or excavation would be conducted.	*Endangered Species*		Contractor	Preconstruction Survey					
Biology	**TE-3:** Prior to construction, the California Department of Transportation's (Caltrans) Resident Engineer or designated contractor will ensure that a Workers Environmental Awareness Training (WEAT) for federal and state-listed species with potential to be in the Project Study Area would be given to all personnel working on site. The training would include the ecology of the species, the sensitivity of the species to anthropogenic activities, legal protection afforded to the species, penalties for violations of federal and state laws, reporting requirements, and project features designed to reduce impacts on the species. The training would be conducted by a qualified biologist who is knowledgeable in the biology of the federal and state-listed species with potential to be in the Project Study Area.	Section 2.4.5, *Threatened and Endangered Species*	No	Design Engineer/ Resident Engineer/ Qualified Biologist/ Contractor	RE to notify Biologist 14 days prior to start of construction; prepare WEAT.					No
Biology	**TE-7:** Prior to construction, the California Department of Transportation's (Caltrans) Resident Engineer or designated contractor will ensure that a pre-construction take avoidance survey for burrowing owl would be conducted by a qualified biologist. The survey efforts would include a single site visit conducted no more than 14 days prior to ground or vegetation disturbing activities and would include a thorough examination of all suitable habitat within the Project Study Area and vicinity for burrowing owl or its sign. The survey would be conducted using the methodologies consistent with CDFW's March 7, 2012, Staff Report on Burrowing Owl Mitigation or the most current CDFW survey guidance publication at the time of the survey initiation.	Section 2.4.5, *Threatened and Endangered Species*	Yes	Design Engineer/ Resident Engineer/ Qualified Biologist/ Contractor	SSP 14-6.03A. Conduct Protocol Survey for Owl					No

CONSTRUCTION

Category	Task and Brief Description	Source	Included in design phase package	Responsible Branch/Staff	Action to Comply	Due Date	Task Completed by	Task Completed on	Remarks	Mitigation for significant impacts under CEQA?
Air Quality	**AQ-1:** During construction, the California Department of Transportation's (Caltrans) Resident Engineer, or designated contractor, will ensure that the construction contractor complies with Caltrans' Standard Special Provisions in Section 14-9 (2024). Section 14-9.02 specifically requires compliance by the contractor with all applicable laws and regulations related to air quality, including air pollution control district and air quality management district regulations and local ordinances.	Section 2.3.6, *Air Quality;* Air Quality Report (2026)	No	Resident Engineer/ Contractor	SS 14-9.02					No
Air Quality	**AQ-2:** During construction, the California Department of Transportation's (Caltrans) Resident Engineer, or designated contractor, will ensure that water or a dust palliative will be applied to the site and equipment as often as necessary to control fugitive dust emissions.	Section 2.3.6, *Air Quality;* Air Quality Report (2026)	No	Resident Engineer/ Contractor	SS 14-9.02 SS 14-11.04 SS 18					No

Category	Task and Brief Description	Source	Included in design phase package	Responsible Branch/Staff	Action to Comply	Due Date	Task Completed by	Task Completed on	Remarks	Mitigation for significant impacts under CEQA?
Air Quality	**AQ-3:** During construction, the California Department of Transportation's (Caltrans) Resident Engineer, or designated contractor, will ensure that a soil binder will be spread on any unpaved roads used for construction purposes and on all proposed construction parking areas.	Section 2.3.6, *Air Quality;* Air Quality Report (2026)	No	Resident Engineer/ Contractor	SS 13-5 SS 14-9.02 SS 18					No
Air Quality	**AQ-4:** During construction, the California Department of Transportation's (Caltrans) Resident Engineer, or designated contractor, will ensure that trucks will be washed as they leave the right-of-way as necessary to control fugitive dust emissions.	Section 2.3.6, *Air Quality;* Air Quality Report (2026)	No	Resident Engineer/ Contractor	SS 14-9.02 SS 18 SS 13-4.03E(3)					No
Air Quality	**AQ-5:** During construction, the California Department of Transportation's (Caltrans) Resident Engineer, or designated contractor, will ensure that construction equipment and vehicles will be properly tuned and maintained. All construction equipment will use low sulfur fuel as required by California Code of Regulations, Title 17, Section 93114.	Section 2.3.6, *Air Quality;* Air Quality Report (2026)	No	Resident Engineer/ Contractor	SS 14-9.02					No
Air Quality	**AQ-7:** During construction, the California Department of Transportation's (Caltrans) Resident Engineer, or designated contractor, will ensure that equipment and materials storage sites will be located as far away from residential and park uses as practicable. Construction areas will be kept clean and orderly.	Section 2.3.6, *Air Quality;* Air Quality Report (2026)	No	Resident Engineer/ Contractor	SS 14-9.02 SS 14-10.01					No
Air Quality	**AQ-9:** During construction, the California Department of Transportation's (Caltrans) Resident Engineer, or designated contractor, will ensure that track-out reduction measures, such as gravel pads at proposed Project access points to minimize dust and mud deposits on roads affected by construction traffic, will be used.	Section 2.3.6, *Air Quality;* Air Quality Report (2026)	No	Resident Engineer/ Contractor	SS 14-9.02 SS 18					No
Air Quality	**AQ-10:** During construction, the California Department of Transportation's (Caltrans) Resident Engineer, or designated contractor, will ensure that all transported loads of soils and wet materials will be covered before transport or adequate freeboard (space from the top of the material to the top of the truck) will be provided to minimize emission of dust during transportation.	Section 2.3.6, *Air Quality;* Air Quality Report (2026)	No	Resident Engineer/ Contractor	SS 14-9.02 SS 18					No
Air Quality	**AQ-11:** During construction, the California Department of Transportation's (Caltrans) Resident Engineer, or designated contractor, will ensure that dust and mud deposited on paved, public roads due to construction activity and traffic will be promptly and regularly removed to reduce particulate matter emissions.	Section 2.3.6, *Air Quality;* Air Quality Report (2026)	No	Resident Engineer/ Contractor	SS 14-9.02 SS 18					No
Air Quality	**AQ-12:** During construction, the California Department of Transportation's (Caltrans) Resident Engineer, or designated contractor, will ensure, to the extent feasible, that construction traffic will be scheduled and routed to reduce congestion and related air quality impacts caused by idling vehicles along local roads during peak travel times.	Section 2.3.6, *Air Quality;* Air Quality Report (2026)	No	Resident Engineer/ Contractor	SS 14-9.02					No
Air Quality	**AQ-13:** During construction, the California Department of Transportation's (Caltrans) Resident Engineer, or designated contractor, will ensure that mulch will be installed	Section 2.3.6, *Air Quality;* Air Quality Report (2026)	No	Resident Engineer/ Contractor	SS 14-9					No

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	or vegetation planted as soon as practical after grading to reduce windblown particulate matter in the area.									
Air Quality	**AQ-15:** During construction, the California Department of Transportation's (Caltrans) Resident Engineer or designated contractor, will ensure that the construction contractor complies with Caltrans project-specific Non-Standard Special Provisions (nSSP) 5-1.33 and 7-1.02C, which require that offroad construction equipment be outfitted with engines meeting Tier 4 emissions standards and that all certification and maintenance documentation be provided prior to equipment use. In addition, Caltrans' Resident Engineer or designated contractor will ensure that the construction contractor complies with nSSP 14-9.05. NSSP 14-9.05 requires compliance with the South Coast Air Quality Management District (SCAQMD) rules and regulations as the Project is located within SCAQMD's jurisdiction. Implementation of these nSSPs would reduce emissions of ozone precursors and criteria pollutants (primarily particulate matter and nitrogen oxides) during construction activities.	Section 2.3.6, *Air Quality;* Air Quality Report (2026)	Yes	Resident Engineer/ Contractor	nSSP 5-1.33 nSSP 7-1.02C nSSP 14-9.05					No
Other	**ENR-1:** During construction, the California Department of Transportation's (Caltrans) Resident Engineer, or designated contractor, shall ensure that idling from construction vehicles and off-road equipment is minimized, to the extent feasible.	Section 2.3.8, *Energy;* Energy Analysis Report (2026)	No	Resident Engineer/ Contractor	SS 14-9					No
Other	**ENR-2:** During construction, the California Department of Transportation's (Caltrans) Resident Engineer, or designated contractor, shall ensure that solar-powered equipment is used to the extent feasible (e.g., signal boards).	Section 2.3.8, *Energy;* Energy Analysis Report (2026)	No	Resident Engineer/ Contractor	SS 14-9					No
Other	**ENR-3:** During construction, the California Department of Transportation's (Caltrans) Resident Engineer, or designated contractor, shall ensure that all construction vehicles and off-road equipment receive manufacturer-recommended maintenance.	Section 2.3.8, *Energy;* Energy Analysis Report (2026)	No	Resident Engineer/ Contractor	SS 14-9					No
Other	**ENR-4:** During construction, the California Department of Transportation's (Caltrans) Resident Engineer, or designated contractor, shall ensure that all non-hazardous waste and excess materials be recycled onsite, to the extent feasible, to reduce disposal offsite in accordance with Caltrans Standard Specifications, Section 14-10 Solid Waste Disposal and Recycling (2024).	Section 2.3.8, *Energy;* Energy Analysis Report (2026)	No	Resident Engineer/ Contractor	SS 14-10					No
Other	**INV-1:** During construction, the California Department of Transportation's (Caltrans) Resident Engineer or designated contractor, will ensure that existing vegetation would be preserved to the extent feasible, and Best Management Practices, such as identification of existing invasive species, avoidance of invasive species in erosion control, staff training, equipment cleaning, and monitoring, would be implemented in accordance with EO 13112.	Section 2.4.6, *Invasive Species*	Yes	Resident Engineer/ Contractor	SSP 14-6.05. Follow Landscape Plan					No

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Biology	**NC-1**: During construction, the California Department of Transportation's (Caltrans) Resident Engineer or designated contractor will ensure that vegetation removal and excavation would be reduced, to the extent feasible.	Section 2.4.1, *Natural Communities*	Yes	Resident Engineer/ Contractor	nSSP. Follow Landscape Plan					No
Biology	**NC-2**: During construction, the California Department of Transportation's (Caltrans) Resident Engineer or designated contractor will ensure that pesticide/insecticide would not be used as a part of the Project.	Section 2.4.1, *Natural Communities*	No	Resident Engineer/ Contractor	Follow Landscape Plan					Yes
Biology	**NC-3:** During construction, the California Department of Transportation's (Caltrans) Resident Engineer, or designated contractor, will ensure that work areas would be reduced to the maximum extent feasible.	Section 2.4.1, *Natural Communities*	Yes	Resident Engineer/ Contractor	nSSP.					No
Biology	**NC-4:** During construction, the California Department of Transportation's (Caltrans) Resident Engineer, or designated contractor, will ensure that equipment staging and storage areas for vehicles, equipment, material, fuels, lubricants, and solvents are restricted to paved areas and would be a minimum of 50 feet from jurisdictional features.	Section 2.4.1, *Natural Communities*	Yes	Resident Engineer/ Contractor	Follow SWPPP					No
Biology	**NC-5:** During construction, the California Department of Transportation's (Caltrans) Resident Engineer, or designated contractor, will ensure that Best Management Practices (BMP), such as silt fencing, fiber rolls, straw bales, or other measures, would be implemented to minimize dust, dirt, and construction debris from entering the jurisdictional features, and/or leaving the construction area.	Section 2.4.1, *Natural Communities*	Yes	Resident Engineer/ Contractor	Follow SWPPP					No
Biology	**NC-6:** During construction, the California Department of Transportation's (Caltrans) Resident Engineer, or designated contractor, will ensure that appropriate hazardous material BMPs would be implemented to reduce the potential for chemical spills or contaminant releases into the jurisdictional features including any non-stormwater discharge.	Section 2.4.1, *Natural Communities*	Yes	Resident Engineer/ Contractor	Follow SWPP					No
Biology	**NC-7:** During construction, the California Department of Transportation's (Caltrans) Resident Engineer, or designated contractor, will ensure that all equipment refueling, and maintenance would be conducted in the staging area away from jurisdictional features. In addition, vehicles and equipment would be checked daily for fluid and fuel leaks, and drip pans would be placed under all equipment that is parked and not in operation. Any leaking vehicle or equipment would not be operated in the Project Study Area until repaired. All workers would be informed of the importance of preventing spills and the appropriate measures to take should a spill happen.	Section 2.4.1, *Natural Communities*	Yes	Resident Engineer/ Contractor	Follow SWPP					No
Biology	**NC-8:** During construction, the California Department of Transportation's (Caltrans) Resident Engineer, or designated contractor, will ensure that stationary equipment, such as motors, pumps, generators, compressors, and welders located within 100 feet of the jurisdictional features, would be positioned over drip-pans, including when in operation.	Section 2.4.1, *Natural Communities*	Yes	Resident Engineer/ Contractor	Follow SWPP					No

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Biology	**NC-9:** During construction, the California Department of Transportation's (Caltrans) Resident Engineer, or designated contractor, will ensure that all temporarily disturbed areas would be restored to pre-project conditions or better.	Section 2.4.1, *Natural Communities*	Yes	Resident Engineer/ Contractor	Follow Landscape Plan					No
Biology	**NC-10:** During construction, the California Department of Transportation's (Caltrans) Resident Engineer, or designated contractor, will ensure that High-visibility Environmental Sensitive Area (ESA) fencing is installed around Pickleweed Mats to prevent encroachment by crews or equipment.	Section 2.4.1, *Natural Communities*	Yes	Resident Engineer/ Contractor	SSP 14-1.02					No
Biology	**PS-2:** During construction, the California Department of Transportation's (Caltrans) Resident Engineer or designated contractor, with the coordination of a qualified biologist, will ensure that if the special status plants cannot be avoided, or if monitoring determines that the plants are being adversely affected by construction activities, these activities would be suspended, and a Relocation Plan would be developed by a qualified biologist to relocate the plants to a suitable location and monitor their survival. The Relocation Plan would include, at a minimum, details on the relocation site, the methods for relocation, methods for monitoring, and survival criteria. The relocated plants would be monitored for a period of time sufficient to confirm they have survived the transplanting, as specified in the Relocation Plan. If plant relocation survival is low, supplemental plantings (e.g., container plants and/or hydroseeding) would be implemented to help meet the established success criteria.	Section 2.4.3, *Plant Species*	Yes	Resident Engineer/ Qualified Biologist / Contractor	SSP 14-6.03A Follow Landscape Plan					Yes
Biology	**AS-1:** During and after construction the California Department of Transportation's (Caltrans) Resident Engineer or designated contractor will ensure that areas temporarily disturbed during construction would be restored using native species, where feasible and appropriate, as determined by a qualified biologist in coordination with the landscape architect and agency-approved restoration or landscaping plans. To support pollinator habitat, restoration areas will include at least two native flowering species, such as coffeeberry (Frangula californica) and toyon (Heteromeles arbutifolia), which are included in the current landscaping concept, if suitable for site conditions.	Section 2.4.4, *Animal Species*	Yes	Resident Engineer/ Qualified Biologist / Contractor	Follow Landscape Plan					Yes
Biology	**AS-4:** During construction, the California Department of Transportation's (Caltrans) Resident Engineer or designated contractor will ensure that night work will be avoided to the extent feasible. If required, construction lighting will be directed downward and away from vegetated or open areas to minimize disturbance.	Section 2.4.4, *Animal Species*	Yes	Resident Engineer/ Contractor	Follow Lighting Plan					No
Biology	**TE-2:** During construction, the California Department of Transportation's (Caltrans) Resident Engineer or designated contractor, in coordination with a qualified biologist, will ensure that if monarch butterflies are found roosting in the BSA, measures would be implemented to avoid impacts on	Section 2.4.5, *Threatened and Endangered Species*	No	Resident Engineer/ Qualified Biologist / Contractor	SSP 14-6.03A					No

Category	Task and Brief Description	Source	Included in design phase package	Responsible Branch/Staff	Action to Comply	Due Date	Task Completed by	Task Completed on	Remarks	Mitigation for significant impacts under CEQA?
	the monarch butterfly, including but not limited to, installation and maintenance of a 100-foot buffer around the roost sites. Construction activities would not be allowed within the buffer area until a qualified biologist confirms that the monarch butterflies have left the area.									
Biology	**TE-4:** During construction, the California Department of Transportation's (Caltrans) Resident Engineer or designated contractor will ensure that, if feasible, initial ground disturbance and vegetation removal would be conducted September 2 through February 28, which is outside the typical Crotch's bumble bee colony flight period (March 1 through September 1). If initial ground disturbance and/or vegetation removal would be conducted during the typical Crotch's flight period, a qualified biologist would conduct protocol bumble bee surveys in compliance with the methodologies developed by the California Bumble Bee Atlas and in consideration of the methodologies described in the June 2023 Survey Considerations for California Endangered Species Act (CESA) Candidate Bumble Bee Species to identify Crotch's bumble bee nests or foraging individuals. Up to three surveys would be conducted, spaced one to four weeks apart, during the colony flight period. If a Crotch's bumble bee or nest is identified during survey efforts, CDFW must be notified to discuss how to avoid take. If take cannot be avoided, CESA consultation would be required prior to project initiation.	Section 2.4.5, *Threatened and Endangered Species*	Yes	Resident Engineer/ Qualified Biologist / Contractor	SSP 14-6.03A					No
Biology	**TE-5:** During construction, the California Department of Transportation's (Caltrans) Resident Engineer or designated contractor will ensure that if a Crotch's bumble bee nest is observed, work would temporarily pause in the immediate vicinity of the nest. A minimum 50-foot avoidance buffer (or suitable distance determined by the qualified biologist) would be established using orange flagging/fencing or similar. This buffer would be installed and maintained throughout the duration of construction or until nesting activity has ended, as determined in coordination with the qualified biologist and regulatory agencies, as appropriate. CDFW would be notified upon discovery of the nest.	Section 2.4.5, *Threatened and Endangered Species*	No	Resident Engineer/ Qualified Biologist / Contractor	SSP 14-6.03A					No
Biology	**TE-6:** During construction, the California Department of Transportation's (Caltrans) Resident Engineer or designated contractor will ensure that if Crotch's bumble bee is observed away from a nest, work would temporarily pause in the immediate vicinity until the animal has left the work area of its own volition. CDFW would be notified for additional guidance.	Section 2.4.5, *Threatened and Endangered Species*	No	Resident Engineer/ Qualified Biologist/ Contractor	SSP 14-6.03A					No
Biology	**TE-8:** During construction the California Department of Transportation's (Caltrans) Resident Engineer or designated contractor will ensure that if occupied burrows or signs of occupied burrowing owl habitat (including debris piles) are observed within 500 feet of the Project Study Area, a 165-foot buffer would be installed and maintained during the non-breeding season (typically October 1 to January 31). The	Section 2.4.5, *Threatened and Endangered Species*	No	Resident Engineer/ Qualified Biologist/ Contractor	SSP 14-6.03A					No

Category	Task and Brief Description	Source	Included in design phase package	Responsible Branch/Staff	Action to Comply	Due Date	Task Completed by	Task Completed on	Remarks	Mitigation for significant impacts under CEQA?
	buffer size may be modified, under direction of a qualified biologist, and CDFW if appropriate, if it is determined that construction activities would not likely have adverse effects on the owls. Work within the buffer area would only resume once a qualified biologist confirms that the burrow is no longer occupied or that CDFW provides authorization to proceed.									
Noise	**NOI-1:** During construction, the California Department of Transportation's (Caltrans) Resident Engineer, or designated contractor, will make sure the following measures would be implemented during Project construction to reduce the potential for temporary noise impacts: • All construction equipment shall conform to SSP14-8.02, Noise Control, which requires preparation of a Noise Control Plan (NCP) and noise monitoring. • When feasible, noise-generating construction activities shall be restricted to between 7:00 a.m. and 7:00 p.m. on weekdays, with no construction occurring on weekends or holidays. If work is necessary outside of these hours, Caltrans would require the contractor to implement a construction noise monitoring program and provide additional noise controls where practical and feasible. • Pile driving activities would be limited to daytime hours only.	Section 2.3.7, *Noise*	Yes	Resident Engineer/ Contractor	SSP 14-8.02					No
Cultural Resources	**CUL-1:** Prior to construction, the California Department of Transportation's (Caltrans) Resident Engineer, or designated contractor, will ensure that one Native American monitor will be onsite during ground disturbance in areas where tribes identify a high potential of impacting tribal cultural resources. The Native American monitor will have the authority to temporarily divert ground disturbance activities if cultural materials are discovered during monitoring. The construction contractor will divert all ground disturbance outside of 50 feet of the discovery area until a qualified archaeologist can assess the nature and significance of the find. At that time, Caltrans District 7 Environmental Branch Chief will be coordinated with to determine appropriate course of action.	Section 2.2.9, *Cultural Resources*	No	Resident Engineer/ Caltrans Cultural Studies Office	SS 14-2.03C, SSP 14-2.03B Contract tribal monitors					No

Appendix D Notice of Preparation

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ORIGINAL FILED
SEP 06 2024
LOS ANGELES, COUNTY CLERK

Notice of Preparation

To: Responsible and Trustee Agencies

(Address)

From: California Department of Transportation, District 7, Division of Environmental Planning

100 S Main Street, MS 16A

(Address)

Los Angeles, CA 90012

Subject: Notice of Preparation of a Draft Environmental Impact Report

The California Department of Transportation (Caltrans) will be the Lead Agency and will prepare an environmental impact report for the project identified below. We need to know the views of your agency as to the scope and content of the environmental information which is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency will need to use the EIR prepared by our agency when considering your permit or other approval for the project.

The project description, location, and the potential environmental effects are contained in the attached materials. A copy of the Initial Study (☐ is ☒ is not) attached.

Due to the time limits mandated by State law, your response must be sent at the earliest possible date but not later than 35 days after receipt of this notice.

Please send your response to Karl Price, Senior Environmental Scientist, Division of Environmental Planning at the address shown above. We will need the name for a contact person in your agency.

Project Title: I-405 from Wilmington Avenue to Main Street Improvements Project

Project Applicant, if any: Los Angeles County Metropolitan Transportation Authority (Metro)

Date September 6, 2024

Signature Karl Price

Title Senior Environmental Scientist

Telephone (213) 266-3822

Reference: California Code of Regulations, Title 14, (CEQA Guidelines) Sections 15082(a), 15103, 15375.

I-405 from Wilmington Av to Main St Improvements Project
Appendix B.3 Notice of Preparation Distribution List

US Army Corps of Engineers Los Angeles District 915 Wilshire Boulevard Los Angeles, CA 90017	US Department of Transportation Federal Highway Administration California Division 888 S. Figueroa Street, Suite 440 Los Angeles, CA, 90017	California Air Resources Board Attn: Liane Randolph, Chair P.O. Box 2815 Sacramento, CA 95812
Jacki Bacharach, Executive Director South Bay Cities Council of Governments 2355 Crenshaw Blvd. #125 Torrance, CA 90501	California Department of Conservation Attn: Gabe Tiffany, Chief Deputy Dir. 715 P Street, MS 1900 Sacramento, CA 95814	State Water Resources Control Board Attn: Eric Oppenheimer, Executive Director P.O. Box 100 Sacramento, CA 95812
CDFW Attn: Erinn Wilson-Olgin, Reg. Manager South Coast Region (Region 5) 3883 Ruffin Road San Diego, CA 92123	Commissioner Sean Duryee California Highway Patrol 601 N. 7th Street Sacramento, CA 95811	California Highway Patrol 411 N. Central Ave. #410 Glendale, CA 91203
Ann Fox, Acting Dept. Director Caltrans Division of Planning & Modal Programs 100 S. Main St., MS 16A Los Angeles, CA 90012	Dr. Arlington C. Rodgers, Jr. Director of Public Works City of Carson 701 E. Carson Street Carson, CA 90745	David C. Roberts, Jr. City Manager 701 E. Carson Street Carson, CA 90745
Gloria Roberts, District Director Caltrans, District 7 100 S. Main Street. Los Angeles, CA 90012	Karla Nemeth, Director California Department of Water Resources P.O. Box 942836 Sacramento, CA 94236	Meredith Williams, Director Department of Toxic Substances Control P.O. Box 806 Sacramento, CA 95812
Carl Guardino, Chair California Transportation Commission 1120 N. Street, MS 52 Sacramento, CA 95814	Darnell Grisby, Vice Chair California Transportation Commission 1120 N. Street, MS 52 Sacramento, CA 95814	Tanisha Taylor, Executive Director California Transportation Commission 1120 N. Street, MS 52 Sacramento, CA 95814
Southern California Association of Governments 900 Wilshire Blvd., Ste. 1700 Los Angeles, CA 90017	Mark Pestrella, Director of Public Works Los Angeles County Department of Public Works 900 S. Fremont Ave. Alhambra, CA 91803	Regional Water Quality Control Board Los Angeles Region 320 West Fourth St., Suite 200 Los Angeles, CA 90013
South Coast Air Quality Management District IGR Coordinator 21865 East Copley Drive Diamond Bar, CA 91765	Los Angeles County Sheriff Department Attn: Robert G. Luna, Sheriff 211 W. Temple St. Los Angeles, CA 90012	Los Angeles County Fire Department Attn: Anthony C. Marone, Fire Chief 1320 N. Eastern Ave. Los Angeles, CA 90063
Steve Burger Dep. Dir., Transportation Planning LA County Dept. of Public Works 900 S. Fremont Ave. Alhambra, CA 91803	LA County Flood Control District Ciara Barnett 900 S. Fremont Ave., 3rd Floor Alhambra, CA 91803	Mark Stanley, Executive Officer Rivers and Mountains Conservancy "El Encanto" 100 N. Old San Gabriel Canyon Road Azusa, CA 91702
Kome Ajise, Executive Director Southern California Association of Governments 900 Wilshire Blvd., Ste. 1700 Los Angeles, CA 90017	Amy J. Bodek, Dir. of Regional Planning County of Los Angeles 320 West Temple St. Los Angeles, CA 90012	Stephanie Wiggins, Chief Exec. Officer Los Angeles County Metropolitan Transportation Authority 1 Gateway Plaza Los Angeles, CA 90012

DRAFT

Hon. Alex Padilla Senator U.S. Senate 255 E. Temple St., Suite 1860 Los Angeles, CA 90012	Hon. Laphonza Butler Senator U.S. Senate 11111 Santa Monica Blvd., Ste. 915 Los Angeles, CA 90025	Hon. Nanette Diaz Barragan Congresswoman U.S. House of Representatives, Dist. 44 701 E. Carson St. Carson, CA 90745
Hon. Ted Lieu Congressman U.S. House of Representatives, Dist. 36 1645 Corinth Ave., Suite 101 Los Angeles, CA 90025	Hon. Maxine Waters Congresswoman U.S. House of Representatives, Dist.43 13605 Hawthorne Blvd. Hawthorne, CA 90250	Hon. Mike Gipson Assembly Member California State Assembly, District 65 879 W. 190th St., Suite 920 Gardena, CA 90248
Hon. Steven Bradford Senator California State Senate, District 35 1021 O Street, Suite 7210 Sacramento, CA 95814	Hon. Holly J Mitchell LA County Supervisor, 2nd District Office of the Supervisor 500 West Temple Street, Room 866 Los Angeles, CA 90012	Hon. Tim McOsker LA City Councilmember, District 15 544 N. Avalon Blvd., Ste. 303 Wilmington, CA 90744
Hon. Cedric L. Hicks, Sr. Councilmember District 3 City of Carson 701 E. Carson St. Carson, CA 90745	Hon. Arleen Bocatija Rojas Councilmember District 4 City of Carson 701 E. Carson St. Carson, CA 90745	

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DECLARATION

I am a resident of Los Angeles County, over the age of eighteen years and not a party to or interested in the matter noticed.

The notice, of which the annexed is a printed copy appeared in the:

ASIAN JOURNAL (L.A.)

On the following dates:

08/31/2024

I certify (or declare) under penalty of perjury that the foregoing is true and correct.

Dated at Los Angeles, California, this

4th day of September 2024

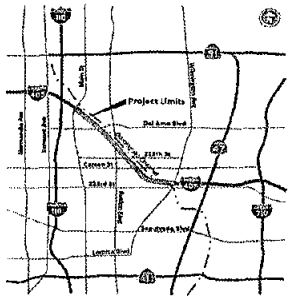
curtis small
Signature

3845061
"The only Public Notice which is justifiable from the standpoint of true economy and the public interest, is that which reaches those who are affected by it"

* A 0 0 0 0 0 6 8 5 8 6 1 1 *

Notice of Scoping/Initiation of Studies for the I-405 from Wilmington Ave to Main St Improvements Project

Metro



What is Being Planned?
The Los Angeles County Metropolitan Transportation Authority (Metro) and the California Department of Transportation (Caltrans) are preparing engineering studies and an Environmental Impact Report/Environmental Assessment (EIR/EA) to study the possible addition of four auxiliary lanes, two in the northbound and two in the southbound direction, to Interstate 405 (I-405) between Wilmington Avenue and Main Street in the City of Carson, in Los Angeles County. The project would also include Complete Streets, Transportation System Management (TSM), and Transportation Demand Management (TDM) elements, where feasible.

Why This Notice?
The purpose of this public scoping notice is to solicit comments from public agencies, private entities, and interested individuals regarding potential social, economic, and environmental issues related to the project. The Scoping notice also ensures that these parties are involved early in the environmental planning process. Public scoping is an important step in the preparation of the draft environmental document. A Notice of Preparation is available for public review and comment in conformence with the California Environmental Quality Act. We want to hear your thoughts and welcome your participation.

Where Do You Come In?
We welcome you to attend the meetings that are most convenient to you. Agenda and presentation materials will be identical for all meetings

Public Scoping Meeting #1 (Virtual) - Tuesday, September 17, 2024 from 12:00 pm to 1:30 pm, Meeting Link:
https://bit.ly/405WilmingtonMeetingRef1-405WilmingtonMeeting

Public Scoping Meeting #2 (In-Person) - Thursday, September 19, 2024, from 6:00 pm to 7:30 pm, Carson Event Center: 801 East Carson Street, Carson, CA 90745

You may submit comments electronically to the project email address: wilmington@metro.net or written comments to the mailing address below. Comments received during the scoping period will become part of the project's public record and must be received **no later than October 10, 2024** to:

Karl Price, Senior Environmental Scientist
California Department of Transportation
Division of Environmental Planning
100 S. Main Street – MS 16A
Los Angeles, CA 90012

Contact
If you have questions, please contact Lourdes Kriste, Metro Project Manager at wilmington@metro.net

Thank you for your interest in this important transportation project!

CNSB # 3845061

Daily Breeze
5150 E. Pacific Coast Highway Suite 210
Long Beach, CA 90804
310-543-6635

5005705

CALIFORNIA NEWSPAPER SERVICE TP
PO BOX 60460
LOS ANGELES, CA 90060

Legal No. **0011688074**

FILE NO. 3845063

PROOF OF PUBLICATION
(2015.5 C.C.P.)

STATE OF CALIFORNIA
County of Los Angeles

I am a citizen of the United States and a resident of the County aforesaid; I am over the age of eighteen years, and not a party to or interested in the above-entitled matter. I am the principal clerk of the printer of THE DAILY BREEZE, a newspaper of general circulation, printed and published in the City of Torrance*, County of Los Angeles, and which newspaper has been adjudged a newspaper of general circulation by the Superior Court of County of Los Angeles, State of California, under the date of June 10, 1974, Case Number SWC7146. The notice, of which the annexed is a printed copy (set in type not smaller than nonpareil), has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to wit:

08/26/2024

I certify (or declare) under the penalty of perjury that the foregoing is true and correct.

Dated at Torrance, California
On this 28th day of August, 2024.

Pauline Fernandez

Signature

*The Daily Breeze circulation includes the following cities: Carson, Compton, Culver City, El Segundo, Gardena, Harbor City, Hawthorne, Hermosa Beach, Inglewood, Lawndale, Lomita, Long Beach, Manhattan Beach, Palos Verdes Peninsula, Palos Verdes, Rancho Palos Verdes, Rancho Palos Verdes Estates, Redondo Beach, San Pedro, Santa Monica, Torrance and Wilmington.

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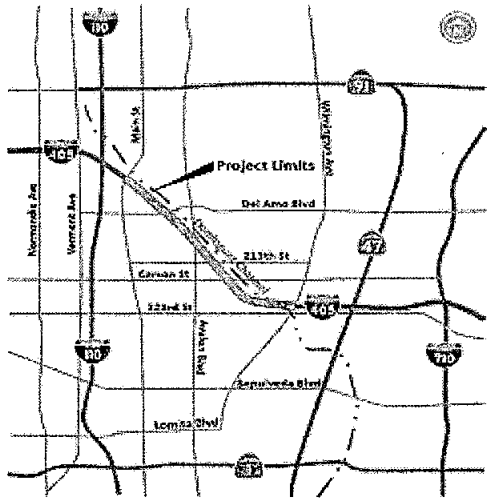
Notice of Scoping/Initiation of Studies for the I-405 from Wilmington Ave to Main St Improvements Project

Caltrans | Metro



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to:

Karl Price, Senior Environmental Scientist
California Department of Transportation
Division of Environmental Planning
100 S. Main Street – MS 16A
Los Angeles, CA 90012

Contact

If you have questions, please contact Lourdes Kriste, Metro Project Manager at wilmington@metro.net

Thank you for your interest in this important transportation project!

CNSD # 5845063

PROOF OF PUBLICATION
(2015.5C.C.P)

La Opinión

915 Wilshire Blvd Ste 800, Los Angeles, CA 900
Tel: (213)896-2260 • Fax: (213)896-2238

STATE OF CALIFORNIA

I am a citizen of the United States and a resident of the county aforesaid; I am over the age of eighteen years, and not a party to or interested in the above-entitled matter. I am the principal clerk of the printer of La Opinión a newspaper of general circulation, printed and published daily in the city of Los Angeles, county of Los Angeles, and which newspaper has been adjudged a newspaper of general circulation by the Superior Court of the County of Los Angeles, State of California, under the date of July 28, 1969, Case Number: 950176; that the notice, of which the annexed is a printed copy, has been published in each regular and not in any supplement thereof on the following dates, to wit:

August 26

all in the year 2024

I certified (or declared) under penalty of perjury that the foregoing is true and correct.
Dated at Los Angeles, California, this

29 day of August, 2024

Rosa Berumen
Signature

3045062

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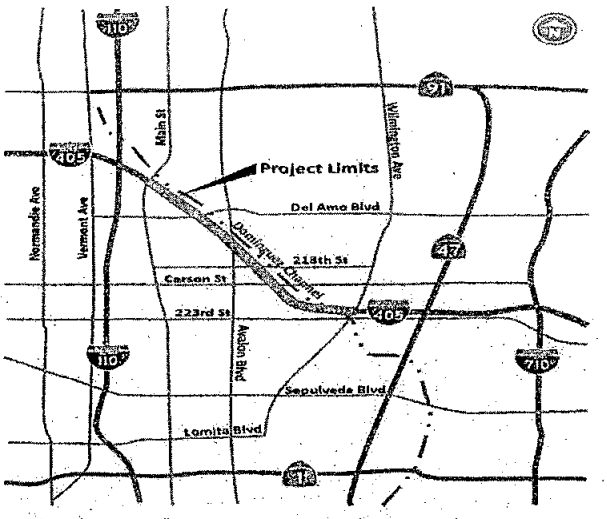
Caltrans

Aviso de Alcance/Inicio de Estudios para el Proyecto de Mejoras de la I-405 desde Wilmington Ave hasta Main St

Metro



¿Qué Está Siendo Planeado?
La Autoridad de Transporte Metropolitano del Condado de Los Ángeles (Metro) y el Departamento de Transporte de California (Caltrans) están preparando estudios de ingeniería y un Informe de Impacto Ambiental/Evaluación Ambiental (EIR/EA) para estudiar la posible adición de cuatro carriles auxiliares, dos en dirección norte y dos en dirección sur, para la Interestatal 405 (I-405) entre Wilmington Avenue y Main Street en la Ciudad de Carson, en el condado de Los Ángeles. El proyecto también incluiría Calles Completas, Gestión del Sistema de Transporte (TSM, por sus siglas en inglés) y Gestión de Demanda de Transporte (TDM, por sus siglas en inglés), donde sea factible.

¿Por Qué de Este Aviso?
El propósito de este aviso de alcance público es solicitar comentarios de las agencias públicas, entidades privadas, y personas interesadas concerniente a los posibles problemas sociales, económicos y ambientales relacionados al proyecto. El aviso de Alcance también asegura que estas partes estén involucradas anticipadamente en el proceso de planificación ambiental. El alcance público es un importante paso en la preparación del anteproyecto de documento ambiental. Un Aviso de Preparación está disponible para revisión pública y comentarios de conformidad con la ley de Calidad Ambiental de California. Queremos escuchar sus ideas y darle la bienvenida a su participación.

¿Dónde Entra Usted?
Le invitamos a asistir a las reuniones que le resulten más convenientes. La orden del día y la presentación de materiales serán idénticos para todas las reuniones

Reunión de Alcance Público #1 (Virtual) – Martes 17 de septiembre de 2024 de 12:00 pm a 1:30 pm, Enlace de la Reunión:
https://[bit.ly/405WilmingtonMeeting]bit.ly/405WilmingtonMeeting

Reunión de Alcance Público #2 (En Persona) – Jueves 19 de septiembre de 2024, de 6:00 pm a 7:30 pm, Centro de Eventos Carson: 801 East Carson Street, Carson, CA 90745

Usted puede enviar comentarios de manera electrónica al proyecto a la dirección de correo electrónico: wilmington@metro.net o comentarios por escrito a la dirección postal a continuación. Los comentarios recibidos durante el periodo de alcance se convertirán en parte del registro público del proyecto y deben ser recibidos **a más tardar el 10 de octubre de 2024** a:

Karl Price, Científico Ambiental Senior
Departamento de Transporte de California
División de Planificación Ambiental
100 S. Main Street – MS 16A
Los Angeles, CA 90012

109-128655-1

Contacto
Si tiene preguntas, por favor contacte a Lourdes Kriste, Gerente de Proyectos de Metro a wilmington@metro.net

¡Gracias por su interés en este importante proyecto de transporte!

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DECLARATION

I am a resident of Los Angeles County, over the age of eighteen years and not a party to or interested in the matter noticed.

The notice, of which the annexed is a printed copy appeared in the:

ASIAN JOURNAL (L.A.)

On the following dates:

10/05/2024

I certify (or declare) under penalty of perjury that the foregoing is true and correct.

Dated at Los Angeles, California, this

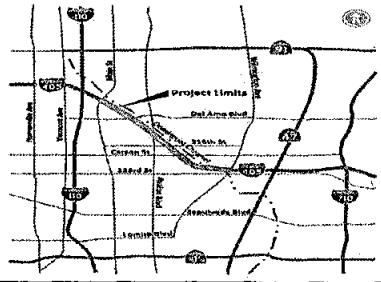
7th day of October 2024

curtis small
Signature

behind the now-debunked Prevention Act.

Notice of Scoping/Initiation of Studies for the I-405 from Wilmington Ave to Main St Improvements Project

Caltrans — Metro



What is Being Planned?
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Why This Notice?
The purpose of this public scoping notice is to solicit comments from public agencies, private entities, and interested individuals regarding potential social, economic, and environmental issues related to the project. The Scoping notice also ensures that these parties are involved early in the environmental planning process. Public scoping is an important step in the preparation of the draft environmental document. A Notice of Preparation is available for public review and comment in conformance with the California Environmental Quality Act. We want to hear your thoughts and welcome your participation.

Where Do You Come In?
We welcome you to attend the following meeting. This meeting has been scheduled in addition to two prior meetings that occurred in September. Agenda and presentation materials are identical for all meetings

Public Scoping Meeting #3 (In-Person) - Wednesday, October 16, 2024, from 6:00 pm to 7:30 pm, Carson Event Center: 801 East Carson Street, Carson, CA 90745

You may submit comments electronically to the project email address: wilmington@metro.net or written comments to the mailing address below. Comments received during the scoping period will become part of the project's public record and must be received **no later than October 21, 2024** to:

Karl Price, Senior Environmental Scientist
California Department of Transportation
Division of Environmental Planning
100 S. Main Street – MS 16A
Los Angeles, CA 90012

Contact
If you have questions, please contact Lourdes Kriste, Metro Project Manager at wilmington@metro.net

Thank you for your interest in this important transportation project!

CNSB-# 3857476

3857476
"The only Public Notice which is justifiable from the standpoint of true economy and the public interest, is that which reaches those who are affected by it"

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Daily Breeze
5150 E. Pacific Coast Highway Suite 210
Long Beach, CA 90804
310-543-6635

5005705

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LOS ANGELES, CA 90060

Legal No. **0011695641**

FILE NO. 3857478

PROOF OF PUBLICATION
(2015.5 C.C.P.)

STATE OF CALIFORNIA
County of Los Angeles

I am a citizen of the United States and a resident of the County aforesaid; I am over the age of eighteen years, and not a party to or interested in the above-entitled matter. I am the principal clerk of the printer of THE DAILY BREEZE, a newspaper of general circulation, printed and published in the City of Torrance*, County of Los Angeles, and which newspaper has been adjudged a newspaper of general circulation by the Superior Court of County of Los Angeles, State of California, under the date of June 10, 1974, Case Number SWC7146. The notice, of which the annexed is a printed copy (set in type not smaller than nonpareil), has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to wit:

10/07/2024

I certify (or declare) under the penalty of perjury that the foregoing is true and correct.

Dated at Torrance, California
On this 22nd day of October, 2024.

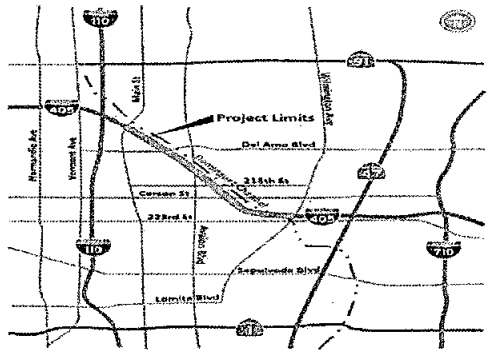
Pauline Fernandez

Signature

*The Daily Breeze circulation includes the following cities: Carson, Compton, Culver City, El Segundo, Gardena, Harbor City, Hawthorne, Hermosa Beach, Inglewood, Lawndale, Lomita, Long Beach, Manhattan Beach, Palos Verdes Peninsula, Palos Verdes, Rancho Palos Verdes, Rancho Palos Verdes Estates, Redondo Beach, San Pedro, Santa Monica, Torrance and Wilmington.

Notice of Scoping/Initiation of Studies for the I-405 from Wilmington Ave to Main St Improvements Project

Caltrans | Metro



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Why This Notice?
The purpose of this public scoping notice is to solicit comments from public agencies, private entities, and interested individuals regarding potential social, economic, and environmental issues related to the project. The Scoping notice also ensures that these parties are involved early in the environmental planning process. Public scoping is an important step in the preparation of the draft environmental document. A Notice of Preparation is available for public review and comment in conformance with the California Environmental Quality Act. We want to hear your thoughts and welcome your participation.

Where Do You Come In?
We welcome you to attend the following meeting. This meeting has been scheduled in addition to two prior meetings that occurred in September. Agenda and presentation materials are identical for all meetings

Public Scoping Meeting #3 (In-Person) - Wednesday, October 16, 2024, from 6:00 pm to 7:30 pm, Carson Event Center: 801 East Carson Street, Carson, CA 90745

You may submit comments electronically to the project email address: wilmington@metro.net or written comments to the mailing address below. Comments received during the scoping period will become part of the project's public record and must be received **no later than October 21, 2024** to:

Karl Price, Senior Environmental Scientist
California Department of Transportation
Division of Environmental Planning
100 S. Main Street – MS 16A
Los Angeles, CA 90012

Contact
If you have questions, please contact Lourdes Kriste, Metro Project Manager at wilmington@metro.net

Thank you for your interest in this important transportation project!

CNSB # 3857478

PROOF OF PUBLICATION

(2015.5C.C.P)

La Opinión

915 Wilshire Blvd Ste 800, Los Angeles, CA 90017
Tel: (213)896-2260 • Fax: (213)896-2238

STATE OF CALIFORNIA

I am a citizen of the United States and a resident of the county aforesaid; I am over the age of eighteen years, and not a party to or interested in the above-entitled matter. I am the principal clerk of the printer of La Opinión a newspaper of general circulation, printed and published daily in the city of Los Angeles, county of Los Angeles, and which newspaper has been adjudged a newspaper of general circulation by the Superior Court of the County of Los Angeles, State of California, under the date of July 28, 1969, Case Number: 950176; that the notice, of which the annexed is a printed copy, has been published in each regular and not in any supplement thereof on the following dates, to wit:

October 07

all in the year 2024

I certified (or declared) under penalty of perjury that the foregoing is true and correct.
Dated at Los Angeles, California, this

11 day of October, 2024

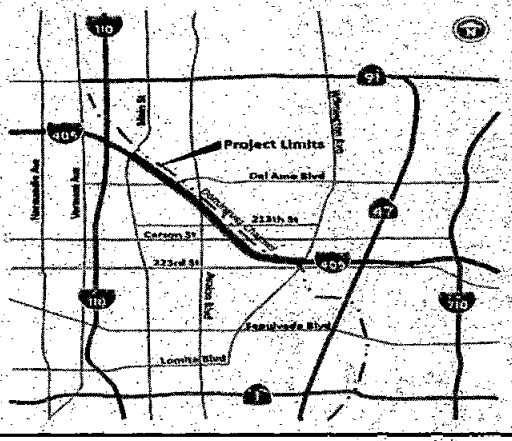
Rosa Berumen
Signature

AVD #017 Controller
Rev. 03/12

A0000068897 85

Notice of Scoping/Initiation of Studies for the I-405 from Wilmington Ave to Main St Improvements Project

Caltrans | Metro



What is Being Planned?
The Los Angeles County Metropolitan Transportation Authority (Metro) and the California Department of Transportation (Caltrans) are preparing engineering studies and an Environmental Impact Report/Environmental Assessment (EIR/EA) to study the possible addition of four auxiliary lanes, two in the northbound and two in the southbound direction, to Interstate 405 (I-405) between Wilmington Avenue and Main Street in the City of Carson, in Los Angeles County. The project would also include Complete Streets, Transportation System Management (TSM), and Transportation Demand Management (TDM) elements, where feasible.

Why This Notice?
The purpose of this public scoping notice is to solicit comments from public agencies, private entities, and interested individuals regarding potential social, economic, and environmental issues related to the project. The Scoping notice also ensures that these parties are involved early in the environmental planning process. Public scoping is an important step in the preparation of the draft environmental document. A Notice of Preparation is available for public review and comment in conformance with the California Environmental Quality Act. We want to hear your thoughts and welcome your participation.

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You may submit comments electronically to the project email address: wilmington@metro.net or written comments to the mailing address below. Comments received during the scoping period will become part of the project's public record and must be received **no later than October 21, 2024** to:

Karl Price, Senior Environmental Scientist
California Department of Transportation
Division of Environmental Planning
100 S. Main Street – MS 16A
Los Angeles, CA 90012

Contact
If you have questions, please contact Lourdes Kriste, Metro Project Manager at wilmington@metro.net

Thank you for your interest in this important transportation project!

109-129235-1 CNSB #3857477

An impremedia Company

Appendix E Required Consultation/ Concurrence Documentation

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California Department of Transportation

DIVISION OF ENVIRONMENTAL ANALYSIS
100 S. Main Street | LOS ANGELES, CA 90012
(213) 897-0362 | FAX (213) 897-0360 TTY 711
www.dot.ca.gov

October 27, 2025

Julianne Polanco
State Historic Preservation Officer
Office of Historic Preservation
1725 23rd Street, Suite 100
Sacramento, CA 95816-1700

RE: Finding of No Adverse Effect without Standard Conditions for the Interstate 405 from Wilmington Avenue to Main Street Improvements Project, City of Carson, Los Angeles County, SR 405, California (EA 07-35940)

Dear Ms. Polanco:

The California Department of Transportation (Caltrans), as assigned by the Federal Highway Administration (FHWA), is initiating consultation with the State Historic Preservation Officer (SHPO) regarding the Interstate 405 (I-405) from Wilmington Avenue to Main Street Improvements project, located in Los Angeles County, Post Miles (PM) 9.6 to 12.6. Caltrans is consulting with you in accordance with the 2024 *Programmatic Agreement Among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, the United States Army Corps of Engineers' Sacramento District, San Francisco District, and Los Angeles District, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act as it Pertains to the Administration of the Federal-Aid Highway Program in California* (106 PA) and the 2024 *Memorandum of Understanding Between the California Department of Transportation and the State Historic Preservation Officer Regarding Compliance with Public Resources Code Section 5024 and Governor's Executive Order W-26-92* (PRC 5024 MOU).

Caltrans proposes to add auxiliary lanes between on- and off- ramps between PM 9.6 and 12.6 to improve weaving, merging, and diverging operations and/or the implementation of Transportation System Management (TSM) and Transportation Demand Management (TDM) elements. The proposed Project Study Area would provide improvements to facilitate an integrated approach for all modes of transportation to enhance mobility, accessibility, and connectivity in a Complete Streets environment for all communities along the existing corridor. Enclosed for your review is a Historic Property Survey Report (HPSR) that includes an Archaeological

Survey Report (ASR), the Area of Potential Effects (APE), a Consultation Log, and a Finding of No Adverse Effect (FNAE) Document. Caltrans is consulting with you under Stipulation X.B.2 regarding our finding of no adverse effect for the Undertaking.

Caltrans investigations as part of our identification and consultation efforts included a records search, literature research, Native American consultation, and pedestrian survey. Two resources were identified within the area of direct impact. One prehistoric resource was not observed and was most likely destroyed by the construction of I-405 and the commercial property the currently resides on the resource location.

As a result, Caltrans identified one historic property

- Dominguez Channel Historic District, a historic concrete channel and its direct association with the development of several Los Angeles area communities, State owned, eligible under Criteria A/1 and C/1, considered eligible in 2019 per status code 2D2 and 4CM.

Name	**Description**	**State Owned**	**Eligibility**
Dominguez Channel	Historic Canal/Aqueduct	Yes	NRHP/CRHR eligible under Criteria A and C

Caltrans has applied the Criteria of Adverse Effect, as defined in 36 CFR §800.5(a)(1), and determined that the Undertaking will not adversely affect historic properties in the APE. The No-Build Alternative 1 and the Build Alternative 3 propose no improvements within the Dominguez Channel and would have no effect on the historic property. Caltrans reviewed the proposed plans and concluded that none of the undertaking's anticipated effects under Alternative 2 meet the Criteria of Adverse Effect. Therefore, the proposed undertaking will not cause an adverse effect on historic properties identified within the APE [36 CFR 800.5(b)]. The undertaking as proposed complies with the SOIS Rehabilitation Standards and no modifications or conditions are necessary. Additional details are available in the enclosed FNAE document. **Caltrans has determined that a Finding of No Adverse Effect is appropriate for the Undertaking and is consulting with you pursuant to Stipulation X.B.2 of the 106 PA.**

We look forward to your response within 30 days of receipt of this submittal. If you have any questions, please feel free to contact me or Dustin Kay (District 7 Caltrans Co-Principal Investigator, Prehistoric Archaeology, dustin.kay@dot.ca.gov, 213-335-0015). Thank you for your assistance with this undertaking.

Sincerely,

JULIA PRINCE-BUITENHUYS
Section 106 Coordinator
Cultural Studies Office
Caltrans Division of Environmental Analysis

Enc:

c: Dustin Kay, Co-Principal Investigator Prehistoric Archaeology, Caltrans District 7

State of California • Natural Resources Agency
Gavin Newsom, *Governor*

DEPARTMENT OF PARKS AND RECREATION
OFFICE OF HISTORIC PRESERVATION
Armando Quintero, *Director*

Julianne Polanco, State Historic Preservation Officer
1725 23rd Street, Suite 100, Sacramento, CA 95816-7100
Telephone: (916) 445-7000 FAX: (916) 445-7053
calshpo.ohp@parks.ca.gov www.ohp.parks.ca.gov

December 3, 2025

VIA EMAIL

In reply refer to: FHWA-CATRA_2025_1105_001

Ms. Julia Prince-Buitenhuys
Cultural Studies Office
Division of Environmental Analysis
PO Box 942873, MS-27
Sacramento, CA 94273-0001

Subject: Finding of No Adverse Effect for the Proposed Interstate 405 from Wilmington Avenue to Main Street Improvements Project, Carson, Los Angeles County, California

Dear Ms. Prince-Buitenhuys:

Caltrans is continuing consultation regarding the above project in accordance with the 2024 *Programmatic Agreement Among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, the United States Army Corps of Engineers' Sacramento District, San Francisco District, and Los Angeles District, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act as it Pertains to the Administration of the Federal-Aid Highway Program in California* (106 PA) as well as under Public Resources Code 5024 and pursuant to the 2024 *Memorandum of Understanding Between the California Department of Transportation and the California State Historic Preservation Office Regarding Compliance with Public Resources Code Section 5024 and Governor's Executive Order W-26-92 (5024 MOU)*. As part of your documentation, Caltrans submitted a Historic Property Survey Report, Archaeological Survey Report and Finding of Adverse Effect Report for the above project.

Caltrans proposes to add auxiliary lanes between on- and off- ramps between PM 9.6 and 12.6 to improve weaving, merging, and diverging operations and/or the implementation of Transportation System Management and Transportation Demand Management elements. The proposed project would provide improvements to facilitate an integrated approach for all modes of transportation to enhance mobility, accessibility, and connectivity in a Complete Streets environment for all communities along the existing corridor.

As part of its identification efforts Caltrans identified one historic property, the Dominguez Channel, that was previously determined eligible for the National Register of Historic Places.

Caltrans applied the Criteria of Adverse Effect, as defined in 36 CFR §800.5(a)(1), and determined that the Undertaking will have no adverse effect on historic properties. While one of the project alternatives will involve alterations to the historic property the actions will be in keeping with the Secretary of the Interior's Rehabilitation Standards.

Based on my review of the submitted documentation, I do not object to Caltrans' finding of no adverse effect for this undertaking.

If you have any questions, please contact Natalie Lindquist at natalie.lindquist@parks.ca.gov .

Sincerely,

Julianne Polanco
State Historic Preservation Officer

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Appendix F Air Quality Conformity Documentation

The Project is subject to air quality conformity. This appendix includes the following documentation:

- A copy of the applicable pages from the most recent Regional or Metropolitan Transportation Plan and Transportation Improvement Program.
- Correspondence
- Public notice related to interagency consultation (Final Environmental Document Only)
- Documented results of interagency consultation (Final Environmental Document Only)
- FHWA Air Quality Conformity Determination (Final Environmental Document Only).

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Table 1. FTIP Projects

COUNTY	SYSTEM	FTIP ID	ROUTE	LEAD AGENCY	PROJECT DESCRIPTION	PROJECT COST ($1,000's)
LOS ANGELES	STATE	LA0G1115	605	LOS ANGELES COUNTY MTA	I-605 BRADWELL OH TO 0.5 MILE NORTH OF I-10: ADD GP, HOT, OR HOV LANE &/OR CONVERT HOV TO HOT LANE. SR-60 SANTA ANITA AVE OC TO 0.5 MILE EAST OF TURNBULL CYN RD UC: ADD GP LANE BOTH DIRECTIONS THROUGH I-605/SR-60 INTERCHANGE, AUX LANES FROM I-605/SR-60 INTERCHANGE TO 7TH AVE IN EB & HACIENDA BLVD IN WB. I-10 0.5 MILE WEST OF PECK RD UC TO AMAR RD OC: ADD HOT/HOV DIRECT CONNECTOR AT I-605/I-10 INTERCHANGE (NB TO WB/WB TO NB). IMPROVE I-605 & SR-60 MAINLINE, RAMPS, INTERCHANGES, & AUX LANES.	$38,559
LOS ANGELES	STATE	LA0G1563	91	LOS ANGELES COUNTY MTA	IMPROVE THE WEAVING CONFLICT ON SR-91 BETWEEN CENTRAL AVENUE TO ACACIA COURT BY ADDING A TWO LANE C-D ROAD IN EACH DIRECTION. PROJECT INCLUDES PROPOSED IMPROVEMENTS TO THE TRUCK TURNING RADII AT SR-91 WILMINGTON AVENUE AND CENTRAL AVENUE INTERCHANGES.	$22,007
LOS ANGELES	STATE	LA0G1562	405	LOS ANGELES COUNTY MTA	ADD AUXILIARY LANES ALONG I-405 NORTHBOUND AND SOUTHBOUND BETWEEN ARTESIA BLVD AND EL SEGUNDO TO ALLEVIATE CONGESTION AND IMPROVE OPERATIONS.	$18,534
LOS ANGELES	STATE	LA0G1099		LOS ANGELES COUNTY MTA	HIGH DESERT CORRIDOR, AN APPROXIMATELY 63-MILE EAST-WEST MULTI-PURPOSE CORRIDOR FROM AVENUE P-8/SR-14 IN LA COUNTY TO BEAR VALLEY ROAD/SR-18 IN SAN BERNARDINO COUNTY. THIS MULTI-PURPOSE CORRIDOR INCLUDES TSM/TDM, FREEWAY, EXPRESSWAY, TOLLWAY, HIGH-SPEED RAIL, GREEN ENERGY TRANSMISSION/PRODUCTION,AND BIKEWAY ELEMENTS.	$6,450
LOS ANGELES	STATE	LA9919118	10	LOS ANGELES COUNTY MTA	EXTENSION OF EXPRESSLANES ON I-10 FROM I-605 TO THE LA/SB COUNTY LINE.	$10,591
LOS ANGELES	STATE	LA9919013	710	LOS ANGELES COUNTY MTA	I-710 SOUNDWALL PACKAGE 2 INCLUDES 2,713 LINEAR FEET OF NEW SOUNDWALLS AND 19,367 LINEAR FEET OF AESTHETIC TREATMENT OF EXISTING SOUNDWALLS ON I-710 FROM NORTH OF SR-91 TO THE SR-60, IN CALTRANS RIGHT OF WAY, IN THE CITIES OF BELL GARDENS, COMMERCE, COMPTON, EAST LOS ANGELES, AND LONG BEACH.	$11,460
LOS ANGELES	STATE	LA9918955	405	LOS ANGELES COUNTY MTA	ADD AUXILIARY LANES BETWEEN INTERCHANGE ON- AND OFF-RAMPS AT FIVE LOCATIONS ALONG NORTHBOUND AND SOUTHBOUND I-405 BETWEEN WILMINGTON AVENUE (PM 9.6) AND MAIN STREET (PM 12.6).	$17,400
LOS ANGELES	STATE	LA0G1456	60	LOS ANGELES COUNTY MTA	IMPROVE 7TH AVENUE OFF RAMP AT WB SR-60. RECONFIGURE ON AND OFF RAMPS TO IMPROVE MOBILITY AND FREEWAY/ARTERIAL OPERATIONS.	$23,075
LOS ANGELES	STATE	1162S012	405	LOS ANGELES COUNTY MTA	I-405 SEPULVEDA PASS (PHASE 1) EXPRESSLANES BETWEEN U.S. 101 AND I-10.	$2,500
LOS ANGELES	STATE	LA9919014	210	LOS ANGELES COUNTY MTA	PROJECT INCLUDES APPROXIMATELY ONE MILE OF NEW SOUNDWALLS ALONG I-210 FREEWAY FROM 0.2 MILES WEST OF MARENGO AVE TO WILSON AVE IN THE CITY OF PASADENA AND APPROXIMATELY 1.5 MILES OF SOUNDWALLS FROM BALDWIN AVE TO SANTA ANITA AVE IN THE CITY OF ARCADIA. ALSO INCLUDES 600-FOOT SECTIONS OF SOUNDWALLS ON THE SR-134 EAST OF CAHUENGA BLVD NEAR ARCOLA ST AND AT SANTA ANITA OFF-RAMP. I-210 PM: 25.3/26.6 & 30.8/32.2. SR-134 PM: R1.2/R1.4. USE TC $6.303M IN FY22/23 IN CON TO MATCH HIP. TOLL CREDITS USED.	$72,545
LOS ANGELES	STATE	LA9918941	710	LOS ANGELES COUNTY MTA	THE PROJECT IS LOCATED PARALLEL TO 12 MILES OF THE I-710 BETWEEN SR-91 (ARTESIA BLVD) TO SR-60 (CESAR CHAVEZ AVE). THE PROJECT CONSISTS OF IMPLEMENTING INTELLIGENT TRANSPORTATION SYSTEM (ITS) IMPROVEMENTS SUCH AS COMMUNICATION UPGRADES, SIGNAL UPGRADES, SIGNS, RAMP METERING, DETECTION, CAMERAS AND SYSTEMS THROUGHOUT THE CORRIDOR TO MORE EFFECTIVELY MANAGE CONGESTION. NO NEW RIGHT-OF-WAY (ROW) ACQUISITION IS EXPECTED. ALL IMPROVEMENTS ARE WITHIN THE HIGHWAY EXISTING FOOTPRINT.	$5,000

U.S. Department of Transportation
Federal Highway Administration

California Division

650 Capitol Mall, Suite 4-100
Sacramento, CA 95814
(916) 498-5001
(916) 498-5008 (FAX)

May 10, 2024

In Reply Refer To:
HDA-CA

Mr. Kome Ajise, Executive Director
Southern California Association of Governments
900 Wilshire Blvd., Ste. 1700
Los Angeles, CA 90017

SUBJECT: Conformity Determination for SCAG's Connect SoCal 2024 (2024-2050 Regional Transportation Plan/Sustainable Communities Strategy)

Dear Mr. Ajise:

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have completed our review of the conformity determination for the Southern California Association of Governments' (SCAG) SCAG's Connect SoCal 2024 (2024-2050 Regional Transportation Plan/Sustainable Communities Strategy). An FTA/FHWA air quality conformity determination is required for the new 2024 RTP/SCS pursuant to the Environmental Protection Agency's (EPA) *Transportation Conformity Rule*, 40 Code of Regulations (CFR) Parts 51 and 93, and the United States Department of Transportation's *Final Rule on Statewide and Metropolitan Planning*, 23 CFR Part 450.

On April 4, 2024, SCAG adopted Connect SoCal 2024 and the associated Consistency Amendment No. 23-26 to the 2023 FTIP via Resolution 24-664-2. The conformity analysis given by SCAG indicates all air quality conformity requirements have been met. Based on our review, and after consultation with the EPA Region 9 office, we find that Connect SoCal 2024 conforms to the applicable State Implementation Plan (SIP) in accordance with the provisions of 40 CFR Parts 51 and 93. This conformity determination will remain in effect for four (4) years from the date of this letter and replaces the previous determination. In accordance with the December 15, 2014, *Memorandum of Understanding (MOU) between the Federal Highway Administration, California Division, and the Federal Transit Administration, Region IX*, the FTA has agreed with this conformity determination, and a single signature constitutes FHWA and FTA's joint air quality conformity determination for SCAG's 2024 RTP/SCS. If you have questions on this conformity finding, please contact Michael Morris of the FHWA California Division's Cal-South office at (213) 894-4014, or by email at michael.morris@dot.gov..

Sincerely,

Antonio D. Johnson
Director of Planning, Environment,
& Right of Way
Federal Highway Administration

cc: (email)
Johnson, Antonio (FHWA) antonio.johnson@dot.gov
Tellis, Ray (FTA) Ray.Tellis@dot.gov
Acebo, Mervin (FTA) mervin.acebo@dot.gov
Morris, Michael (FHWA) Michael.Morris@dot.gov
Oconnor, Karina (EPA) OConnor.Karina@epa.gov
Dorantes, Michael (EPA) Dorantes.Michael@epa.gov
Walter, Hannah (Caltrans) Hannah.Walter@dot.ca.gov
Robinson, Keri (Caltrans) Keri.Robinson@dot.ca.gov
Thompson, Erin (Caltrans) Erin.Thompson@dot.ca.gov
Le, Kien (Caltrans) kien.le@dot.ca.gov
Caruso, Brenda(Caltrans) Brenda.H.Caruso@dot.ca.gov
Espinosa Araiza, Erika (Caltrans) Erika.Espinosa.Araiza@dot.ca.gov
Tavitas, Rodney (Caltrans) rodney.tavitas@dot.ca.gov

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
LA0G440	Los Angeles County MTA	Los Angeles	TCM Committed	SCAB	$679,360	LA0G440	State

PRIMARY PROGRAM CODE	PROJECT LIMITS	MODELING	FTIP AMENDMENT
CAN69 - NEW HOV LANE(S)	From SR-14 to Parker Road Post Miles: Begin 45.00 End 59.60	YES	25-00

SCAG APPROVED	STATE APPROVED	FEDERAL APPROVED
09/05/2024	11/15/2024	12/16/2024

DESCRIPTION

The project will extend the HOV lanes on I-5 from the SR-14 interchange to just south of the Parker Road interchange (I-5 PM 45.4 - 59.0), incorporating an additional northbound truck climbing lane from SR 14 to Calgrove Boulevard and an additional southbound truck climbing lane from Pico Canyon Road/Lyons Avenue to SR-14. Includes ITS HUB (I-5 PM 41.4 - 43.8) and extended project limits related to pavement delineation and advanced signage (I-5 PM 45.0 - 59.6).

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	DEMOSTL - Demonstration -	$1,600	$0	$0	$0	$0	$0	$0	$0	$1,600
PE	LTF - Local Transportation	$8,423	$0	$0	$0	$0	$0	$0	$0	$8,423
PE	MR20H - Measure R 20% Highway	$2,810	$0	$0	$0	$0	$0	$0	$0	$2,810
PE	Measure R	$32,400	$0	$0	$0	$0	$0	$0	$0	$32,400
PE	PVT - Private	$6,570	$0	$0	$0	$0	$0	$0	$0	$6,570
PE	TCSPPP - Trans & Comm & Sys Presrv	$707	$0	$0	$0	$0	$0	$0	$0	$707
ROW	MR20H - Measure R 20% Highway	$6,700	$0	$0	$0	$0	$0	$0	$0	$6,700
CON	Infrastructure For Rebuilding America	$47,000	$0	$0	$0	$0	$0	$0	$0	$47,000
CON	MR20H - Measure R 20% Highway	$74,750	$11,400	$0	$0	$0	$0	$0	$0	$86,150
CON	Measure M	$201,200	$38,800	$0	$0	$0	$0	$0	$0	$240,000
CON	SB1 TRADE CORRIDOR	$247,000	$0	$0	$0	$0	$0	$0	$0	$247,000
OTHER	DEMOSTL - Demonstration -	$1,600	$0	$0	$0	$0	$0	$0	$0	$1,600
OTHER	LTF - Local Transportation	$8,423	$0	$0	$0	$0	$0	$0	$0	$8,423
OTHER	PVT - Private	$6,570	$0	$0	$0	$0	$0	$0	$0	$6,570
TOTAL	TOTAL	$629,160	$50,200	$0	$0	$0	$0	$0	$0	$679,360

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
LA9918941	Los Angeles County MTA	Los Angeles	TCM Committed	SCAB	$43,760	1ITS04	State

PRIMARY PROGRAM CODE	PROJECT LIMITS	MODELING	FTIP AMENDMENT
ITS14 - VAR TRAFIC OP SYS ELE (ITS05 TO ITS13)	From SR-91 to SR-60 Post Miles: Begin 13.00 End 24.60		25-03

SCAG APPROVED	STATE APPROVED	FEDERAL APPROVED
03/07/2025	03/13/2025	03/18/2025

DESCRIPTION

The project is located parallel to 12 miles of the I-710 between SR-91 (Artesia Blvd) to SR-60 (Cesar Chavez Ave). The project consists of implementing Intelligent Transportation System (ITS) improvements such as communication upgrades, signal upgrades, signs, ramp metering, detection, cameras and systems throughout the corridor to more effectively manage congestion. No new Right-of-Way (ROW) acquisition is expected. All improvements are within the highway existing footprint.

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	MR20H - Measure R 20% Highway	$4,000	$4,760	$0	$0	$0	$0	$0	$0	$8,760
CON	PC25 - Los Angeles County Proposition	$0	$7,160	$0	$0	$0	$0	$0	$0	$7,160
CON	SB1 TRADE CORRIDOR	$0	$27,840	$0	$0	$0	$0	$0	$0	$27,840
TOTAL	TOTAL	$4,000	$39,760	$0	$0	$0	$0	$0	$0	$43,760

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
LA9918955	Los Angeles County MTA	Los Angeles	NON-EXEMPT	SCAB	$17,400	2020RTP	State

PRIMARY PROGRAM CODE	PROJECT LIMITS	MODELING	FTIP AMENDMENT
NCN21 - AUXILIARY LANE NOT THROUGH NEXT INTERSECTION	From Wilmington Ave to Carson St Post Miles: Begin 9.60 End 10.53	YES	25-00

SCAG APPROVED	STATE APPROVED	FEDERAL APPROVED
09/05/2024	11/15/2024	12/16/2024

DESCRIPTION

Add auxiliary lanes between interchange on- and off-ramps at five locations along northbound and southbound I-405 between Wilmington Avenue (PM 9.6) and Main Street (PM 12.6).

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	MR20H - Measure R 20% Highway	$14,200	$3,200	$0	$0	$0	$0	$0	$0	$17,400
TOTAL	TOTAL	$14,200	$3,200	$0	$0	$0	$0	$0	$0	$17,400

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
LA9919013	Los Angeles County MTA	Los Angeles	EXEMPT - 93.126	SCAB	$11,460	1AL04	State

PRIMARY PROGRAM CODE	PROJECT LIMITS	MODELING	FTIP AMENDMENT
NCR42 - SOUND WALLS	From 0.1 Miles North of SR-91 to 0.2 Miles South of SR-60 Post Miles: Begin 12.90 End 24.90	NO	25-00

SCAG APPROVED	STATE APPROVED	FEDERAL APPROVED
09/05/2024	11/15/2024	12/16/2024

DESCRIPTION

I-710 Soundwall Package 2 includes 2,713 linear feet of new soundwalls and 19,367 linear feet of aesthetic treatment of existing soundwalls on I-710 from north of SR-91 to the SR-60, in Caltrans right of way, in the Cities of Bell Gardens, Commerce, Compton, East Los Angeles, and Long Beach.

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	MR20H - Measure R 20% Highway	$3,710	$370	$0	$0	$0	$0	$0	$0	$4,080
ROW	MR20H - Measure R 20% Highway	$380	$0	$0	$0	$0	$0	$0	$0	$380
CON	MR20H - Measure R 20% Highway	$0	$0	$7,000	$0	$0	$0	$0	$0	$7,000
TOTAL	TOTAL	$4,090	$370	$7,000	$0	$0	$0	$0	$0	$11,460

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
LA9919014	Los Angeles County MTA	Los Angeles	EXEMPT - 93.126	SCAB	$72,545	1AL04	State

PRIMARY PROGRAM CODE	PROJECT LIMITS	MODELING	FTIP AMENDMENT
NCR42 - SOUND WALLS	From 0.2 Mile West of Marengo Avenue to Wilson Avenue Post Miles: Begin 25.30 End 32.20	NO	25-00

SCAG APPROVED	STATE APPROVED	FEDERAL APPROVED
09/05/2024	11/15/2024	12/16/2024

DESCRIPTION

Project includes approximately one mile of new soundwalls along I-210 freeway from 0.2 miles west of Marengo Ave to Wilson Ave in the City of Pasadena and approximately 1.5 miles of soundwalls from Baldwin Ave to Santa Anita Ave in the City of Arcadia. Also includes 600-foot sections of soundwalls on the SR-134 east of Cahuenga Blvd near Arcola St and at Santa Anita off-ramp. I-210 PM: 25.3/26.6 & 30.8/32.2. SR-134 PM: R1.2/R1.4. Use TC $6.303M in FY24/25 in CON to match HIP. Toll Credits Used.

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	MR20H - Measure R 20% Highway	$2,213	$0	$0	$0	$0	$0	$0	$0	$2,213
PE	PC25 - Los Angeles County Proposition	$8,685	$0	$0	$0	$0	$0	$0	$0	$8,685
ROW	MR20H - Measure R 20% Highway	$0	$2,805	$0	$0	$0	$0	$0	$0	$2,805
ROW	PC25 - Los Angeles County Proposition	$814	$0	$0	$0	$0	$0	$0	$0	$814
CON	Highway Infrastructure Program (HIP)	$0	$48,649	$0	$0	$0	$0	$0	$0	$48,649
CON	MR20H - Measure R 20% Highway	$0	$9,379	$0	$0	$0	$0	$0	$0	$9,379
TOTAL	TOTAL	$11,712	$60,833	$0	$0	$0	$0	$0	$0	$72,545

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
LA9919118	Los Angeles County MTA	Los Angeles	TCM	SCAB	$10,591	1200S001	State

PRIMARY PROGRAM CODE	PROJECT LIMITS	MODELING	FTIP AMENDMENT
CAXT9 - HIGH OCCUPANCY TOLL (HOT) LANES & PA - NEW: RS	From Valley Blvd. to LA/SB County Line Post Miles: Begin 28.90 End 2.03	YES	25-00

SCAG APPROVED	STATE APPROVED	FEDERAL APPROVED
09/05/2024	11/15/2024	12/16/2024

DESCRIPTION

Extension of ExpressLanes on I-10 from I-605 to the LA/SB County Line.

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	LTF - Toll Revenue	$0	$10,591	$0	$0	$0	$0	$0	$0	$10,591
TOTAL	TOTAL	$0	$10,591	$0	$0	$0	$0	$0	$0	$10,591

U.S. Department of Transportation

Federal Highway Administration
California Division
650 Capitol Mall, Suite 4-100
Sacramento, CA 95814
(916) 498-5001 – Main

Federal Transit Administration
Region 9
888 S Figueroa St, Suite 440
Los Angeles, CA 90017
(213) 757-5999 – Main

December 16, 2024

In Reply, Refer To:
HDA-CA

ELECTRONIC CORRESPONDENCE ONLY

Mr. James R. Anderson
Chief, Division of Financial Programming, M.S. 82
California Department of Transportation
1120 N Street
Sacramento, CA 95814

SUBJECT: California 2025 FSTIP Approval

Dear Mr. Anderson:

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have completed our review of the 2025 Federal Statewide Transportation Improvement Program (FSTIP), which was submitted by your letter dated November 15, 2024. As detailed in your letter, the 2025 FSTIP incorporates by reference the following 18 metropolitan planning organizations' (MPO) Federal Transportation Improvement Programs (FTIP):

- Association of Monterey Bay Area Governments (AMBAG)
- Butte County Association of Governments (BCAG)
- Fresno Council of Governments (FresnoCOG)
- Kern Council of Governments (KCOG)
- Kings County Association of Governments (KCAG)
- Madera County Transportation Commission (Madera CTC)
- Merced County Association of Governments (MCAG)
- Metropolitan Transportation Commission (MTC)
- Sacramento Area Council of Governments (SACOG)
- San Diego Association of Governments (SANDAG)
- San Joaquin Council of Governments (SJCOG)
- San Luis Obispo Council of Governments (SLOCOG)
- Santa Barbara County Association of Governments (SBCAG)
- Shasta County Regional Transportation Planning Agency (SRTA)
- Southern California Association of Governments (SCAG)
- Stanislaus Council of Governments (StanCOG)
- Tahoe Metropolitan Planning Organization (TMPO)
- Tulare County Association of Governments (TCAG)

We find that the FSTIP and FTIPs were developed through a continuing, cooperative, and comprehensive transportation planning process in accordance with the metropolitan planning provisions of 23 U.S.C. 134 and 49 U.S.C. Chapter 53, as amended by Public Law 117-58 of the Bipartisan Infrastructure Law (BIL), enacted as the Infrastructure Investment and Jobs Act.

In addition, the MPOs and State are required to meet the transportation conformity requirements. Transportation conformity is required by the Clean Air Act section 176(c) [42 U.S.C. 7506(c)] to ensure that federal funding and approval are given to highway and transit projects that are consistent with ("conform to") the air quality goals established by a state air quality implementation plan (SIP). The United States Environmental Protection Agency (EPA) has designated the following 14 planning areas in California as Nonattainment or Maintenance Areas for Criteria Pollutants:

- Butte County Association of Governments (BCAG)
- Fresno Council of Governments (FresnoCOG)
- Kern Council of Governments (KCOG)
- Kings County Association of Governments (KCAG)
- Madera County Transportation Commission (Madera CTC)
- Merced County Association of Governments (MCAG)
- Metropolitan Transportation Commission (MTC)
- Sacramento Area Council of Governments (SACOG)
- San Diego Association of Governments (SANDAG)
- San Joaquin Council of Governments (SJCOG)
- San Luis Obispo Council of Governments (SLOCOG)
- Southern California Association of Governments (SCAG)
- Stanislaus Council of Governments (StanCOG)
- Tulare County Association of Governments (TCAG)

As such, the above MPO Policy Boards made an initial conformity determination on the above FTIPs and associated Regional Transportation Plans (RTPs) and applicable RTP amendments. The FHWA and the FTA reviewed the conformity determinations and find that the FTIPs and the associated RTPs and RTP amendments conform to the applicable state implementation plan (SIP) in accordance with the provisions of 40 CFR Parts 51 and 93. This finding has been coordinated with Region 9 of the EPA pursuant to the Transportation Conformity Rule.

Based on our review of the information provided and our ongoing oversight of the statewide and metropolitan transportation planning processes, FHWA and FTA are approving the 2025 FSTIP. This approval is effective December 16, 2024. This approval is based on the understanding that an eligibility determination of individual projects for funding must be met, and the project sponsor must comply with all administrative and statutory requirements.

Included with this approval is the FHWA and FTA Federal Planning Finding (FPF). The FHWA and the FTA are required under 23 CFR 450.220(b) to document and issue an FPF in conjunction with the approval of the FSTIP. At a minimum, the FPF verifies that the development of the FSTIP is consistent with the provisions of both the Statewide and Metropolitan transportation

planning requirements. Furthermore, the FPF documents FHWA and FTA's recommendations for statewide and metropolitan transportation planning improvements.

If you have questions or need additional information concerning our approval and the FPF, please contact Mr. Mervin Acebo of the FTA Region 9 office at (213) 202-3957, or by email at Mervin.Acebo@dot.gov; or Ms. Abby Jackson of the FHWA California Division office at (916) 498-5854, or by email at Abigail.Jackson@dot.gov.

Sincerely,

Elissa K. Konove

Digitally signed by Elissa K. Konove
Date: 2024.12.16 12:58:44 -08'00'

Elissa K. Konove
Division Administrator, FHWA, California

Ray Tellis
FTA Region 9 Regional Administrator

Enclosure

To:
James Anderson, Division Chief of Financial Programming, Caltrans
james.r.anderson@dot.ca.gov

CC (via email):
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U.S. Department of Transportation

Federal Highway Administration

Federal Planning Finding

FHWA, California Division

FTA, Region IX

2025 Federal Statewide Transportation Improvement Program

December 16, 2024

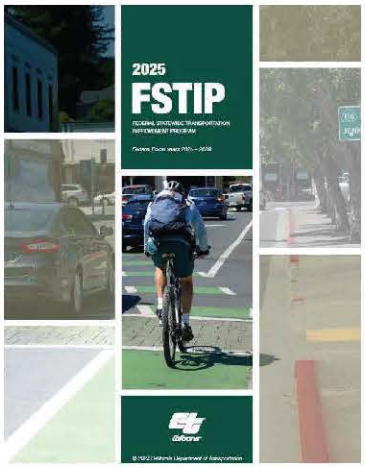

Table 1. List of Acronyms

Acronym, Abbreviation, or Alias	Explanation
BIL	Bipartisan Infrastructure Law
Caltrans	California Department of Transportation
CFMP	California Freight Mobility Plan
C.F.R.	Code of Federal Regulations
CMP	Congestion Management Process
CTC	California Transportation Commission
DOT	Departments of Transportation
FHWA	Federal Highway Administration
FLAP	Federal Lands Access Program
FLH	Federal Lands Highway
FLMA	Federal Land Management Agency
FPF	Federal Planning Finding
FSTIP	Federal Statewide Transportation Improvement Program
FTA	Federal Transit Administration
FTIP	Federal Transportation Improvement Program (regional programs)
IAC	Interagency consultation
MOU	Memorandum of Understanding
MPA	Metropolitan Planning Area
MPO	Metropolitan Planning Organization
MTP	Metropolitan Transportation Plan
PBPP	Performance-based Planning and Programming
POAQC	Project of Air Quality Concern
POP	Program of Projects
PPP	Public Participation Plan
RTP	Regional Transportation Plan
TMA	Transportation Management Area
TPM	Transportation Performance Management
U.S.C.	United States Code
USDOT	United States Department of Transportation

List of California Metropolitan Planning Organizations

Association of Monterey Bay Area Governments (AMBAG)

Butte County Association of Governments (BCAG)

Fresno Council of Governments (FresnoCOG)

Kern Council of Governments (KCOG)

Kings County Association of Governments (KCAG)

Madera County Transportation Commission (Madera CTC)

Merced County Association of Governments (MCAG)

Metropolitan Transportation Commission (MTC)

Sacramento Area Council of Governments (SACOG)

San Diego Association of Governments (SANDAG)

San Joaquin Council of Governments (SJCOG)

San Luis Obispo Council of Governments (SLOCOG)

Santa Barbara County Association of Governments (SBCAG)

Shasta County Regional Transportation Planning Agency (SRTA)

Southern California Association of Governments (SCAG)

Stanislaus Council of Governments (StanCOG)

Tahoe Metropolitan Planning Organization (TMPO)

Tulare County Association of Governments (TCAG)

INTRODUCTION

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) are required under 23 Code of Federal Regulations (CFR) Part 450.220(b) to document and issue a Federal Planning Finding (FPF) in conjunction with the approval of the Federal Statewide Transportation Improvement Program (FSTIP).[1] The FPF verifies, at a minimum, that the development of the FSTIP is consistent with the provisions of both the Statewide and Metropolitan transportation planning requirements of 23 United States Code (U.S.C.) 134, 135; 49 U.S.C. 5303-5305; 23 CFR Parts 450 and 500, and 49 CFR Part 613. This report substantiates the issuance of the FPF to support FHWA/FTA joint approval of the FSTIP based on the review of FSTIP and Federal Transportation Improvement Program (FTIP) documents, statewide and metropolitan planning self-certification statements (23 CFR Part 450.220; 23 CFR Part 450.336), and related supporting documentation.

The FPF is one part of the risk-based stewardship and oversight the FHWA and FTA conduct for the California Department of Transportation (Caltrans), the Metropolitan Planning Organizations (MPOs) and planning partners within the state. The FPF serves as a "tool" for FHWA and FTA to ensure an adequate planning process is in place to support transportation improvements through the programming of projects for the state. The FPF ties the statewide, metropolitan, and non-metropolitan planning processes together into one formal risk-based action.

This FPF first addresses the status of finding from the previous FPF issued in December 2022. Following that, this FPF addresses the consistency of the 2025 FSTIP with Federal requirements to support approval of the FSTIP.

STATUS OF FINDINGS FROM PREVIOUS REVIEW

On December 16, 2022, FHWA and FTA issued a FPF in support of an approval of the 2023 FSTIP. That FPF contained recommendations for four areas:

- Recommendation – Fiscal Constraint
- Recommendation – Performance-Based Planning and Programming (PBPP) and Transportation Performance Management (TPM) Implementation
- Recommendation – Federal Land Management Agency (FLMA) Coordination
- Recommendation – Freight Planning

To determine whether the recommendations were implemented, FHWA and FTA reviewed the following:

- 2023 California FSTIP Federal Planning Finding
- Transportation Management Area Certification Review Reports of 2023 and 2024 for KCOG, MTC, SACOG, SBCAG, SANDAG, and TRPA
- California Division Planning and Air Quality Program Analysis and Risk Assessments for years 2019, 2020, 2021, 2022, 2023 and 2024
- 2023 (FTIPs from all MPOs in California
- 2023 California Freight Mobility Plan (CFMP)

[1] In California, the state's document referred to as the Federal Statewide Transportation Improvement Program (FSTIP) in federal regulations (23 U.S.C. Section 135(f)) is referred to as the Statewide Transportation Improvement Program (STIP).

2023 Recommendation – Fiscal Constraint

Caltrans reviews the Regional Transportation Plans (RTPs) of MPOs.[2] Caltrans conducts such reviews consistent with the state's RTP guidelines. FHWA and FTA recommend Caltrans ensures that, consistent with Federal requirements and guidance, MPOs are preparing fiscally constrained Metropolitan Transportation Plans (MTP) and FTIPs. New and future funding sources should be reasonable to assume and MPOs should be able to document this. Existing Caltrans processes currently address this need for FTIPs. Caltrans should address MTP fiscal constraint during MTP reviews and could consider additional emphasis as it works with the California Transportation Commission (CTC) to update the state's RTP guidelines document.

Disposition

The Caltrans Division of Transportation Planning and Division of Programming held statewide FSTIP meetings where the topic of fiscal constraint was emphasized with MPOs. At these events, Caltrans shared updated guidance on fiscal constraint for developing FTIPs, the FSTIP, and the long-range transportation plan. The Caltrans Division of Programming reviews draft FTIPs for fiscal constraint. FHWA participated in the state's RTP guidelines update process, and the updated guidelines address MTP fiscal constraint during MTP reviews.

2023 Recommendation - Performance-Based Planning and Programming (PBPP) and Transportation Performance Management (TPM) Implementation

The implementation of TPM through PBPP has increasingly become a priority of FHWA and FTA for over a decade while implementing federal transportation legislation. MPOs are required to conduct their planning and programming processes using performance driven processes. FHWA and FTA recommend that Caltrans addresses this topic with each of the MPOs in the state to ensure that they are conducting comprehensive, PBPP processes. With respect to the project selection component of that comprehensive process, MPOs should be able to document that they employ a regionwide, competitive, performance-based project selection process. Consistent with 23 CFR Part 450.326(a), MPOs are the entities responsible for FTIP development to reflect the priorities of the RTP. FHWA and FTA will continue to assist and support Caltrans and the MPOs regarding this topic through, at a minimum, the provision of statewide training to advance TPM through decision-making.

Disposition

In December 2023, Caltrans updated a Planning and Programming Memorandum of Understanding (MOU) to include roles, responsibilities, and written provisions for developing and sharing information with MPOs related to transportation performance data, the selection of performance targets, and the reporting of performance targets. Thereafter, Caltrans sent a five-question poll to all MPOs to survey their current processes to develop, select and report transportation performance targets, the results of which were shared with FHWA in early 2024. The results indicated that there is variation in MPO's implementation of the MOU developed by Caltrans.

Due to this variation, Caltrans continues to assess how best to integrate TPMs with MPO's projects and will work with FHWA and MPOs to determine the best path forward. Some ideas include having MPOs track TPMs for a sample of different project types to compare results and

[2] In California, the long-range transportation plan of a Metropolitan Planning Organization (MPO) referred to as the Metropolitan Transportation Plan (MTP) in federal regulations is referred to as the Regional Transportation Plan (RTP).

determine how to adjust TPM targets accordingly. Additionally, Caltrans suggested that more discretionary grant funding could help meet performance targets.

2023 Recommendation - Federal Land Management Agency Coordination
State DOTs, MPOs, and FLMAs are required to coordinate throughout their transportation planning and programming processes. The FHWA and FTA recommend that Caltrans ensures that MPOs are coordinating with FLMAs during their planning and programming processes as required. As Caltrans is required to coordinate with FLMAs as it conducts planning and programming efforts as well, there are opportunities for Caltrans to coordinate its efforts with the MPOs to avoid duplicative efforts. Caltrans is encouraged to work with the MPOs to coordinate regional and statewide efforts. The FHWA and FTA are willing to assist partners in California through coordination with Federal Lands Highway.

Disposition
Caltrans has begun to develop coordination procedures with FLMAs. Requirements are addressed in 23 U.S.C. 134, 135 and 201 and the implementing regulations under 23 CFR Part 450 describe how the agencies are required to coordinate throughout their transportation planning processes. The FHWA and FTA continue to be willing to assist partners in California through coordination with FHWA's Office of Federal Lands Highway.

2023 Recommendation – Freight Planning
Under the Bipartisan Infrastructure Law (BIL), an approved BIL compliant plan is required to be in place to receive federal freight funds. The FHWA and the FTA recommend that Caltrans continues its update to the CFMP to be BIL compliant and approved by July 23, 2023; Caltrans is encouraged to contact federal agencies for assistance as needed. FHWA will provide technical assistance to Caltrans as the plan update is developed. Additionally, FHWA recognizes that California is a complex and diverse state and there are multiple offices within Caltrans – within Caltrans headquarters and in twelve districts – that are involved in the freight planning process. Because of this, FHWA will provide freight planning technical assistance in summer 2023 to support and enhance the state's freight planning capacity.

Disposition
Caltrans implemented the recommendation and have a federally compliant freight planning program. On July 23, 2023, the state's BIL compliant plan was signed and approved. FHWA provided technical assistance in 2023 to support the state's freight planning capacity.

FINDINGS RELATED TO THE 2025 FSTIP

To determine if Caltrans transportation planning and programming processes substantially meet the Federal requirements, FHWA and FTA reviewed the following as they relate to the 2025 FSTIP:

- 2023 California FSTIP FPF
- Transportation Management Area Certification Review Reports of 2023 and 2024 for KCOG, MTC, SACOG, SBCAG, SANDAG, and TRPA
- California Division Planning and Air Quality Program Analysis and Risk Assessments for Years 2019, 2020, 2021, 2022, 2023, and 2024
- 2025 MPO FTIPs
- 2023 CFMP

Based on a review of the items listed above, FHWA and FTA find that California's statewide and metropolitan planning process substantially meets the Federal requirements. FHWA and FTA also finds that some improvements are warranted to ensure continued compliance with the Federal requirements and therefore are issuing the following recommendations:

2025 Recommendation –Ensure Project Group Listings are Consistent with Federal Regulations

During the review of the MPO FTIPs, inconsistencies with 23 CFR Part 450.218(j) were found, including:

- In a maintenance and non-attainment area, regionally significant projects and projects not exempt from conformity were included in a grouped project listing.
- Projects in the planning phase are grouped together with projects in the construction phase.

Regionally significant projects and projects not exempt from air quality conformity within non-attainment or maintenance areas will need to be ungrouped and listed individually in the FSTIP. Grouping projects inappropriately presents a risk for all the projects listed within the group. Additional guidance is provided in 23 CFR Part 450.218(j):

> *Projects that are not considered to be of appropriate scale for individual identification in a given program year may be grouped by function, work type, and/or geographic area using the applicable classifications under 23 CFR Part 771.117(c) and (d) and/or 40 CFR Part 93. In nonattainment and maintenance areas, project classifications must be consistent with the "exempt project" classifications contained in the EPA's transportation conformity regulations (40 CFR Part 93(a)). In addition, projects proposed for funding under 23 U.S.C. Chapter 2 that are not regionally significant may be grouped in one line item or identified individually in the FSTIP.*

In the instance mentioned in the paragraph above, divvying projects into fewer group listings puts all the projects at risk in the grouped lists because the groupings were too broad; thereby, undermining the efficiency benefits of grouped listings. Rather, a best practice when utilizing grouped listings is to create numerous grouped listings, where each grouped listing is tailored to a smaller subset of projects, consistent with classifications mentioned in 23 CFR Part 450.218(j) above.

In accordance with 23 CFR Part 450.218 (j), Caltrans will need to ensure that their oversight procedures include sufficient review of the project grouping status. Caltrans shall also ensure that project classifications are consistent with the "exempt project" classifications contained in the EPA's transportation conformity regulations (40 CFR Part 93(a)) for all non-attainment and maintenance areas. FHWA and FTA recommend Caltrans' Federal Programs Branch coordinate with their Air Quality Branch to develop oversight procedures for all MPOs within nonattainment or attainment-maintenance areas to ensure that regionally significant projects and projects not exempt from air quality conformity are appropriately identified in the FSTIP.

2025 Recommendation – Considering Transit Operators and Use of Group Project Listings for Administrative Flexibility

FTA allows flexibility in satisfying the public participation process required of the FTA programs through the public participation process of the FTIP update and amendments. Such

flexibility is described in FTA Circular 9050.1A (2024) (pp. V-5-6). Public participation is required under these programs to allow the public to comment on the breadth of projects funded with FTA formula programs known as the Program of Projects (POP). Recipients of FTA formula funding must satisfy the public participation requirements outlined in statute (e.g. 49 U.S.C. 5307(b)(1) through (7) and 49 U.S.C. 5339(a)(3)).

Several MPOs have developed procedures to allow such flexibility to recipients of FTA funds consistent with previous Circular Guidance. Such procedures include documentation in an MPO's FTIP and FTIP Amendments that the public participation process of those updates satisfy the public participation requirements of FTA's programs since the FTIP lists a transit operator's projects similar to the POP. This is allowed as FTIP and FTIP Amendments are released for public review, as outlined in an MPO's public participation plan.

Several FTIPs group transit projects together in either "group listings" or "lump sum" projects. This allows MPOs to "swap" projects in group listings as described in the Administrative Modification procedures so long as those changes meet the threshold of the administrative modification. Unlike FTIP Amendments, Administrative Modifications are not subject to public review. As such, swapping projects through Administrative Modifications inhibits the transparency and accessibility to information and thus opens the transit operators to non-compliance of 49 U.S.C. 5307(b)(1) if the public was not provided an opportunity to comment on new transit projects that are modified, added to, or deleted from a group listing through an Administrative Modification action.

Caltrans should identify and work with those MPOs that utilize group project listings for projects with FTA funds and identify any potential risk of those recipients of FTA funds found in non-compliance of 49 U.S.C. 5307(b)(1). The MPOs should identify and document how the FTA recipients can mitigate this risk. Both FTA and FHWA understand the need for flexibility especially when obligating federal funds. However, this should not place an FTA recipient at risk of non-compliance with Federal statute.

2025 Recommendation – Increase Stewardship of Performance-Based Planning and Programming (PBPP)

The implementation of TPM through PBPP continues to be a priority of FHWA and FTA for over a decade while implementing federal transportation legislation. Notable progress continues to be made by Caltrans and MPOs in this area, including implementation of a MOU that includes a consistent set of roles, responsibilities, and written provisions for developing and sharing information related to transportation performance data, the selection of performance targets, and the reporting of performance targets, continuing to coordinate closely with FHWA and MPOs to identify strategies to better implement a consistent process across MPOs, and documentation in the MPO's FTIPs and the certification review process.

MPOs are required to conduct their planning and programming processes using performance driven processes. PBPP is referenced in the U.S.C. for metropolitan, statewide, and nonmetropolitan transportation planning. In the case of metropolitan transportation planning the U.S.C. states: "[MPOs]…, in cooperation with the State and public transportation operators, shall develop long-range transportation plans and transportation improvement programs through a performance-driven, outcome-based approach to planning" (23 U.S.C. Section 134(c)(1); 49 U.S.C. Section 5303(c)(1)). "The metropolitan transportation planning process shall provide for the establishment and use of a performance-based approach to transportation decision-making to

support the national goals…." (23 U.S.C. Section 134(h)(2); 49 U.S.C. Section 5303(h)(2)). In the case of statewide and nonmetropolitan transportation planning, 23 U.S.C. Section 135(d)(2) and 49 U.S.C. Section 5304(d)(2) state the following:

> *The statewide transportation planning process shall provide for the establishment and use of a performance-based approach to transportation decision-making to support the national goals…and the general purposes [of the public transportation program]. The performance measures and targets established [in relation to national performance measures] shall be considered by a State when developing policies, programs, and investment priorities reflected in the statewide transportation plan and statewide transportation improvement program.*

While there has been progress related to PBPP in California, ongoing efforts of Caltrans and the MPOs have revealed a continued need for improvement within the state. As a result of the 2021 corrective action, Caltrans created a MOU in 2023 to begin to standardize the implementation of PBPP across MPOs. After rollout of the MOU, a five-question poll assessed how each MPO integrated PBPP – the results of which indicated further efforts would be necessary to implement TPM more broadly and consistently across MPOs. Additionally, 23 U.S.C. Section 150(e) requires "States to report biennially on condition and performance, the progress they have made toward the achievement of targets, the effectiveness of investments..." In the most recent TPM Mid-Year Progress Report (2024) submitted by Caltrans, performance on a number of the 2-year statewide targets fell well below the anticipated target. Caltrans should work with the MPOs to set targets and better integrate the PBPP process in project identification and selection. With support from FHWA, Caltrans should improve its stewardship of the PBPP requirement to support MPOs integrate standardized, yet flexible set of PBPP practices. Some ideas include tracking TPMs across a representative sample of different project types to compare results and determine how to adjust TPM targets accordingly, and tracking progress toward implementation and further refining the 2023 MOU developed by Caltrans.

2025 Recommendation – Increase Federal Land Management Agency (FLMA) Coordination

FLMA consultation and coordination at the statewide level is minimal; however, Caltrans has been an active applicant and recipient of funds from the Federal Lands Access Program (FLAP), as listed in the Rural Non-MPO project Appendices (Exhibit I).

To improve FLMA consultation in project planning and programming, better leverage funds from the FLAP program, and better address projects of greatest need/benefit, a state-structured engagement process could provide Federal Lands Highway (FLH) a coordinated approach for targeted engagement throughout the state. Led by FLH, Multi-Agency Planning is a national effort intended to accomplish better alignment of transportation priorities between FLMA, state, MPO, and local public agencies.

FHWA and FTA recommend the following:

- Caltrans can request each MPO and non-MPO region to outline specific FLMA coordination procedures in their Public Participation Plans, detailing mechanisms for engagement with FLMAs at key stages of transportation planning and programming. This includes notifying FLMA stakeholders about upcoming planning cycles, solicitations for project needs, and opportunities for

public agency comment.

- Caltrans could establish and maintain a centralized, statewide database of FLMA contacts. MPOs and non-MPO regions will be responsible for updating their respective FLMA contacts on a periodic basis, reporting this information to Caltrans to ensure the master contact database remains current. This centralized resource will streamline communication and consultation efforts between state, local, and federal partners.
- Incorporate a structured process for consulting FLMA stakeholders during project selection to ensure FLMA priorities and concerns are addressed. In project selection meetings and consultations, encourage MPOs to provide FLMA partners with opportunities to discuss alignment of projects with federal lands' access needs and public land stewardship goals.
- Caltrans could facilitate coordinated outreach between Federal Lands Highway and MPOs based on MPO planning update cycles, ensuring targeted FLMA engagement at optimal times for influencing regional transportation planning and avoiding duplicative efforts. This coordination would include developing a consultation schedule to synchronize Federal Lands Highway engagement efforts with MPO planning timelines, providing MPOs and FLMAs ample time to address mutual interests and refine project proposals collaboratively.

2025 Recommendation – Process Development for Programming Discretionary Grants
The FSTIP must include all FHWA and FTA discretionary grant projects, inclusive of capital and non-capital (planning or other) surface transportation projects, consistent with 23 C.F.R. Part 450.216(g). However, FHWA understands MPOs may not always be aware of federal discretionary grant awards made directly to local agencies within the boundaries of their jurisdiction. Nonetheless, a prerequisite to executing capital discretionary grant agreements for projects funded through Title 23 U.S.C. and Title 49 U.S.C. Chapter 53 is that the project be programmed in the FSTIP.

As explained in 23 C.F.R. Part 450.218(h), the FSTIP shall contain all regionally significant projects requiring an action by the FHWA or the FTA whether or not the projects are to be funded with 23 U.S.C. Chapters 1 and 2 or 49 U.S.C. Chapter 53 funds (e.g., addition of an interchange to the Interstate System with State, local, and/or private funds, and congressionally designated projects not funded under title 23 U.S.C. or 49 U.S.C. Chapter 53).

In summary, all Title 23 U.S.C. and Title 49 U.S.C. Chapter 53 discretionary grant projects must be included in their respective FTIPs and FSTIP, regardless of whether the discretionary grant funds planning, operating, or capital activities. Some federal transportation discretionary grants are not funded through Title 23 U.S.C. and Title 49 U.S.C. Chapter 53, such as the Safe Streets and Roads for All discretionary grant program, which is administered by the USDOT Office of the Secretary. These discretionary grant projects are not required (except for those that are regionally significant) to be in the FSTIP. However, it is a best practice to include them in the FSTIP, and FHWA and FTA encourage this practice. The BIL enables the USDOT to award federal funds directly to local public agencies, and a process or mechanism is needed to create awareness of federal discretionary grant programming needs among MPOs and Caltrans to reduce impacts to FHWA-local recipient grant agreement execution dates. As an administrative task, it is recommended that Caltrans, MPOs, FTA, and FHWA engage in process development

to build awareness of Title 23 and Title 49 Chapter 53 discretionary grant projects in need of programming on a recurring basis.

2025 Recommendation - Strengthen Meaningful Tribal Government Involvement and Consultation in Transportation Planning and Programming
State DOTs, MPOs, and Tribal governments are required to coordinate throughout their transportation planning and programming processes. State and MPO planning requirements are addressed in 23 U.S.C. 134 and 135, and the implementing regulations under 23 C.F.R. Part 450 describe how the agencies and governments are required to consult and coordinate throughout their transportation planning processes.

The State is required to consult with Tribal governments in the development of the long-range transportation plan and FSTIP (23 C.F.R. Part 450.210(c)). States shall, to the extent practicable, develop a documented process(es) that outlines roles, responsibilities, and key decision points for consulting with Tribal governments and the Department of the Interior in the development of the long-range statewide transportation plan and the FSTIP. Furthermore, these documented processes should stand apart from any existing public participation plans, recognizing Tribal governments are distinct from the "public" and the requirements outlined in 23 C.F.R. Part 450.210(a). It is recommended that there be documented processes included in the draft 2027 FSTIP for 1) involving Tribal governments in transportation planning and programming, and 2) consulting Tribal governments in transportation planning and programming, recognizing "involvement" and "consultation" are not interchangeable terms. FHWA and FTA also recommend that Caltrans and the MPOs include documentation of the method they will use to periodically assess whether their efforts toward Tribal involvement and Tribal consultation have produced meaningful collaboration with Tribal governments and Tribal involvement in planning decisions.

23 C.F.R. Part 450.316(c) requires Metropolitan Planning Areas (MPA) with Tribal lands appropriately involve Tribal governments in developing RTP and FTIP documents. It is recommended that Caltrans encourage MPOs to document processes that outline roles, responsibilities, and key decision points for consulting with Tribal governments in the development of RTP and the FTIP. A best practice for facilitating involvement with Tribal government representatives is to have Tribal government representation on MPO policy boards or steering committees, in addition to following documented processes for Tribal consultation that is distinct from an MPO's public involvement processes.

2025 Recommendation – Revisit the Caltrans Public Participation Plan (PPP) to Improve Public Participation in Transportation Planning and Programming Processes
Meaningful public engagement and participation is foundational in order to adequately plan and program transportation facilities and to fulfill numerous state and federal laws. Public participation is required not only for the FSTIP, but other activities including but not limited to the interagency consultation (IAC) process for regional and project-level transportation conformity. Both processes are guided by the Caltrans Public Participation Plan (PPP).

Regarding the FSTIP, public participation must be consistent with 2 C.F.R. Part 452.10. MPOs must involve the public in development of FTIPs consistent with 2 C.F.R. Part 450.316. During the federal review period of the 2025 FSTIP, federal agencies had difficulty accessing some MPOs FTIPs online and lacked access to the Caltrans PPP (the PPP web address was broken).

Furthermore, project listings and groupings in the FSTIP vary amongst each of the MPOs and non-MPO listings. As a result, it is difficult to locate projects since all the listings are organized differently. One example is the difficulty in finding transit projects funded through FTA's State managed funding programs such as Sections 5310, 5311, and 5339, and additional funding sources that can serve tribal governments.

Projects vary greatly throughout the State, from large scale projects in urban centers that move millions to rural transportation projects that provide access to essential goods and services – a concept that is difficult for the public to adequately grasp due to the way in which projects are listed in the FSTIP. As such, we recommend as a best practice that the project listings should be easy to access and understand for all stakeholders.

Regarding the IAC process for regional and project-level transportation conformity, Caltrans has often cited that MPOs struggle to provide adequate documentation demonstrating the fulfillment of the IAC and public consultation requirements (40 C.F.R. Part 93.112). Specifically, there is inconsistent documentation of the public consultation processes, records of significant decisions such as concurrence that a project is not a Project of Air Quality Concern (POAQC) or other determinations documenting the result of the IAC process, and summaries of comments and responses to comments.

Both FHWA and FTA recommend that by December 16, 2025, Caltrans review the process for public engagement with input from offices across Caltrans, FHWA, FTA, and MPOs, including methods to conduct public engagement more meaningfully and effectively; to document the public engagement and decision-making process; and to produce planning and programming documents which are more legible and accessible (including electronic) to the public. In this effort, both FHWA and FTA encourage Caltrans to upload a publicly accessible updated version of the PPP to the Caltrans website and to explore ways in which the public could more easily review and understand the projects programmed in the FSTIP through means additional to a PDF document. The State of Michigan offers a good example.[3]

2025 Recommendation – Review and Update Congestion Management Processes and Procedures as Defined by Transportation Planning Legislation and Regulations

Federal legislation and regulations require a congestion management process (CMP) in transportation management areas (TMAs). As explained in 23 U.S.C. 134(k)(3) and 23 C.F.R. Part 450.322(a), the CMP is a systematic approach for managing congestion through a process that:

> *...Provides for the safe and effective integrated management and operation of the multimodal transportation system, based on a cooperatively developed and implemented metropolitan-wide strategy, of new and existing transportation facilities eligible for funding under Title 23 U.S.C, and Title 49 U.S.C. Chapter 53 through the use of travel demand reduction, ...job access projects, and operational management strategies.*

23 C.F.R. Part 450.322(d) mandates that the CMP shall include:

[3] Mi Transportation Program Portal, or https://experience.arcgis.com/experience/f3a4872ac4444f5eac3adf4c656d0a53/page/TransportationProjPortal/?views=Home

- Methods to monitor and evaluate the performance of the multimodal transportation system, identify the causes of recurring and non-recurring congestion, identify and evaluate alternative strategies, provide information supporting the implementation of actions, and evaluate the effectiveness of implemented actions;
- Definition of congestion management objectives and appropriate performance measures to assess the extent of congestion and support the evaluation of the effectiveness of congestion reduction and mobility enhancement strategies for the movement of people and goods. Since levels of acceptable system performance may vary among local communities, performance measures should be tailored to the specific needs of the area and established cooperatively by the State, affected MPO(s), and local officials in consultation with the operators of major modes of transportation in the coverage area, including providers of public transportation;
- Establishment of a coordinated program for data collection and system performance monitoring to define the extent and duration of congestion, to contribute to determining the causes of congestion, and evaluate the efficiency and effectiveness of implemented actions. To the extent possible, this data collection program should be coordinated with existing data sources (including archived operational/ITS data) and coordinated with operations managers in the metropolitan area;
- Identification and evaluation of the anticipated performance and expected benefits of appropriate congestion management strategies that will contribute to the more effective use and improved safety of existing and future transportation systems based on the established performance measures.

Caltrans and its partners have proposed tolling and managed lanes projects throughout California TMAs. FHWA has received several requests to provide technical support and review project proposals. Based on technical assistance provided and review conducted, FHWA could not determine consistency with the TMAs' congestion management processes. FHWA recommends that Caltrans review its processes and update its policies and or procedures related to congestion management, to ensure that the MPOs located in TMAs are implementing a process that complies with 23 U.S.C. 134(k)(3) and 23 C.F.R. Part 450.322(a) and that proposed tolling and managed lanes projects are being vetted through the congestion management process.

Federal legislation allows State laws, rules, or regulations to constitute the CMP if approved by the Secretary (23 U.S.C. 135(j); also see 23 C.F.R. Part 450.322 (g)).

FHWA and FTA also find that Caltrans efforts warrant recognition and thereby issue the following commendations:

2025 Commendation – Sustained Periodic Evaluation of Facilities Repeatedly Requiring Repair and Reconstruction Due to Emergency Events

23 CFR Part 667 requires that each State department of transportation (State DOT), shall conduct statewide evaluations to determine if there are reasonable alternatives to roads, highways, and bridges that have required repair and reconstruction activities on two or more occasions due to emergency events. Caltrans has exceeded this requirement by maintaining a listing of sites that have sustained repeated damage, keeping the list up to date.

2025 Commendation – Caltrans implementation of Air Quality Conformity Process Improvements

FHWA and FTA commend Caltrans on their implementation of air quality conformity process improvements. The Caltrans Headquarters Air Quality Branch, in collaboration with the Office of Hazardous Waste, Air, Noise, and Paleontology, conducts quality assurance reviews of all project-level conformity submittals under National Environmental Policy Act (NEPA) Assignment 23 U.S.C. Section 327. Project sponsors are required to complete the FHWA Submittal Package form, which outlines the necessary components regarding project scope and design consistency (40 C.F.R. Part 93.115(b)(1)) and fiscal constraint (23 C.F.R. Part 450.104). Before submitting the complete package to the FHWA, project sponsors must obtain a signature from the Caltrans Headquarters reviewer. This signature ensures the package includes all required materials and content for FHWA review and approval. This process and the FHWA Submittal Package form were developed in partnership with the FHWA to facilitate and streamline the conformity determination process.

2025 Commendation – Support with Implementing Discretionary Grants

Caltrans is a close partner with FTA and FHWA in delivering BIL discretionary grant funded projects. The Caltrans Planning and Modal Program helps those eligible apply for competitive discretionary grant awards. When projects in California are awarded United States Department of Transportation (USDOT) discretionary grants, the Caltrans Office of Federal Programs, within the Division of Local Assistance, is available to serve as a pass-through entity to eligible local agencies. This involves working with Caltrans Legal and the subrecipient to develop designated subrecipient agreements tailored to each discretionary grant program and 2 C.F.R. Part 200 Uniform Administrative Requirements. Caltrans Local Assistance Engineers and Planners conduct oversight of the subrecipients to ensure federal award compliance, including assisting with review of invoices and reporting, and more, as well as conducting environmental and right of way oversight for both subrecipients and direct recipients of federal transportation awards in California. The Caltrans Office of Federal Resources and Caltrans Office of Financial Programming help ensure discretionary grant funds are accounted for and flow to the nonfederal entity as intended.

If you have questions or need additional information concerning the FPF, please contact Mr. Mervin Acebo of the FTA Region IX at (415) 734-9456 or by email at Mervin.Acebo@dot.gov, or Ms. Abby Jackson at (916) 498-5854 or by email at Abigail.Jackson@dot.gov.

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MEETING OF THE

TRANSPORTATION CONFORMITY WORKING GROUP

Members of the Public are Welcome to Attend In-Person & Remotely

Tuesday, August 26, 2025
10:00 a.m. – 12:00 p.m.

To Attend and Participate In-Person:
SCAG Main Office – Policy A Meeting Room
900 Wilshire Blvd., Ste. 1700
Los Angeles, CA 90017

To Attend and Participate on Your Computer:
https://scag.zoom.us/j/153963916

To Attend and Participate by Phone:
Call-in Number: (646) 558-8656 or (669) 900-6833
Meeting ID: 153 963 916

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Karen Calderon at (213) 236-1983 or via email at calderon@scag.ca.gov. Agendas & Minutes for the Transportation Conformity Working Group are also available at: https://scag.ca.gov/transportation-conformity-working-group

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Members of the public are welcome to attend in-person and remotely. If members of the public wish to attend in-person, please contact Karen Calderon at (213) 236-1983 or via email at calderon@scag.ca.gov at least 72 hours (three days) in advance of the meeting time to allow coordination for visitor access. SCAG does not provide parking validations except for elected officials.

TRANSPORTATION CONFORMITY WORKING GROUP

AGENDA

1. **CALL TO ORDER AND SELF-INTRODUCTIONS**
   Lori Huddleston, TCWG Chair

2. **PUBLIC COMMENT PERIOD**
   Members of the public desiring to speak on an agenda item or items not on the agenda, but within the purview of the TCWG, must use the "raise hand" function on your computer or dial *9 by phone and wait for the Chair to announce your name/phone number. Limit oral comments to 3 minutes, or as otherwise directed by the Chair. The Chair may limit the total time for comments to twenty (20) minutes.

3. **CONSENT CALENDAR**
   - 3.1. July 22, 2025 TCWG Meeting Minutes
     Attachment 3.1-1

4. **INFORMATION ITEMS**
   - 4.1. Reviews of PM Hot Spot Analysis Interagency Review Forms (30 minutes)
     Attachment 4.1-1: 20190104 Clean; 20190104 Tracked
     Attachment 4.1-2: LA9918955
     Attachment 4.1-3 SBD990215
   - 4.2. RTP Update (5 minutes)
     Agustin Barajas, SCAG
   - 4.3. FTIP Update (5 minutes)
     Agustin Barajas, SCAG
   - 4.4. U.S. EPA Update (5 minutes)
     Michael Dorantes, U.S. EPA
   - 4.5. CARB Update (5 minutes)
     Nesamani Kalandiyur, CARB
   - 4.6. Air Districts Updates (10 minutes)
     - 4.6.1. Ventura County APCD Update
     - 4.6.2. South Coast AQMD Update
     - 4.6.3. Mojave Desert AQMD Update
       - 4.6.3.1 Status Update on the Mojave Desert AQMD Litigation against U.S. EPA
     - 4.6.4. Antelope Valley AQMD Update
     - 4.6.5. Imperial County APCD Update

5. **INFORMATION SHARING**

6. **ADJOURNMENT**
   The next TCWG meeting will be held on Tuesday, September 23, 2025, in-person, via Zoom, and by teleconference. Please submit PM Hot Spot Analysis Interagency Review Forms for the next meeting to Karen Calderon, calderon@scag.ca.gov, by Tuesday, September 9, 2025.

TRANSPORTATION CONFORMITY WORKING GROUP

MEETING SUMMARY

1. CALL TO ORDER AND SELF-INTRODUCTIONS

Karen Calderon, SCAG, called the meeting to order at 10:02 a.m.

2. PUBLIC COMMENT PERIOD

None.

3. CONSENT CALENDAR

3.1. July 22, 2025 TCWG Meeting Minutes

The meeting minutes were approved.

4. INFORMATION ITEMS

4.1. Reviews of PM Hot Spot Analysis Interagency Review Forms

- **Attachment 4.1-1: 20190104 Clean; 20190104 Tracked:** The TCWG requested additional traffic data. No determination was made at the meeting.
- **Attachment 4.1-2: LA9918955:** It was determined that this project is not a project of air quality concern.
- **Attachment 4.1-3: SBD990215:** It was determined that this project is not a project of air quality concern.

4.2. RTP Update

Agustin Barajas, SCAG, reported the following:

- The next opportunity for updates to RTP projects would be through Amendment 2 to Connect SoCal 2024.
- Amendment 2 would be conducted in conjunction with the 2027 FTIP, but each would have separate submission dates. RTP project input would be due to SCAG in early December 2025. FTIP project input would be due to SCAG in early January 2026.
- Adoption and approval of the 2027 FTIP and concurrent Connect SoCal 2024 Amendment 2 would be contingent on a resolution to the statewide conformity lockdown.

4.3. FTIP Update

Agustin Barajas, SCAG, reported the following:

- 2025 FTIP Amendment #25-12 was approved on August 19, 2025, by FHWA and FTA.
- 2025 FTIP Administrative Modification #25-13 was anticipated to be SCAG approved on August 26, 2025.
- Upcoming opportunities for project updates in the 2025 FTIP would be Administrative Modification #25-14 due to SCAG before September 9, 2025 and Amendment #25-15 due to SCAG on September 16, 2025.

4.4. U.S. EPA Update

Michael Dorantes, U.S. EPA, reported the following:

- On July 24, 2025, the U.S. EPA published an interim final determination (IFD) to defer the imposition of highway sanctions and stay the imposition of 2-to-1 offset sanction that were triggered by the U.S. EPA's limited disapproval of Mojave Desert AQMD New Source Review (NSR) rules in 2023.
- The IFD was based on the U.S. EPA's associated proposed conditional approval of the Mojave Desert AQMD's commitment to correct deficiencies concerning the NSR rules.
- The deferral and stay of sanctions were effective immediately upon publication of the IFD.
- On August 26, 2025, the U.S. EPA proposed to either partially approve and partially disapprove the Heavy-Duty Inspection and Maintenance (HD I/M) Program, also known as the Clean Truck Check, or to fully approve the HD I/M Program. A 30-day public comment period was open through September 25, 2025.

4.5. CARB Update

Nesamani Kalandiyur, CARB, reported the following:

- CARB staff was developing adjustment factors for EMFAC2021 in response to federal rescission of two of the state's Clean Air Act waivers, namely the Heavy-Duty Engine and Vehicle Omnibus Low NOx and Advanced Clean Trucks (ACT) regulations.
- CARB staff anticipated a timeline of up to four months to develop the adjustment factors, after which they would be submitted to the U.S. EPA for approval.

In response to a question, Nesamani Kalandiyur, CARB, noted that Advanced Clean Cars (ACC) II and Advanced Clean Fleet (ACF) regulations would not be included in the adjustment factors development because emissions reduction benefits from these two regulations were not included in EMFAC2021. Additionally, the adjustment factors would not consider impacts from the U.S. EPA's recent proposed action related to the HD I/M Program (see Item 4.4) until the U.S. EPA's action was finalized. CARB staff was reviewing to determine the potential impact of the proposed action on SIPs, if any.

4.6. Air Districts Updates

4.6.1. Ventura County APCD Update

No representative was present to provide updates.

4.6.2. South Coast AQMD Update

No representative was present to provide updates.

4.6.3. Mojave Desert AQMD Update

Bertrand Gaschot, Mojave Desert AQMD, reported no updates.

4.6.3.1. Status Update on the Mojave Desert AQMD Litigation against U.S. EPA

Bertrand Gaschot, Mojave Desert AQMD, reported the following:

- U.S. EPA published an IFD to defer the imposition of highway sanction (see Item 4.4 for additional details), which effectively ended Mojave Desert AQMD's lawsuits against U.S. EPA.
- Upon U.S. EPA's final approval of their commitment letter to fix one more provision of the NSR rule the Mojave Desert AQMD would have 12 months to develop, approve, and submit the corrective action to EPA through CARB.

4.6.4. Antelope Valley AQMD Update

Barbara Lods, Antelope Valley AQMD, reported the following:

- Antelope Valley AQMD had submitted their NSR rules pending CARB and EPA determinations.

4.6.5. Imperial County APCD Update

No representative was present to provide updates.

5. INFORMATION SHARING

None.

6. ADJOURNMENT

The next TCWG meeting would be held on Tuesday, September 23, 2025 in-person, via Zoom, and by teleconference. PM Hot Spot Analysis Interagency Review Forms were due to Karen Calderon, calderon@scag.ca.gov, by Tuesday, September 9, 2025.

FTIP ID# *(required)*: LA9918955

TCWG Consideration Date: August 26, 2025

Project Description *(clearly describe project)*

The Los Angeles County Metropolitan Transportation Authority (Metro), in cooperation with the California Department of Transportation (Caltrans) and the South Bay Cities Council of Governments (SBCCOG), proposes to improve freeway operations and safety along both directions of Interstate 405 (I-405) from Wilmington Avenue (Postmile [PM] 9.6) to Main Street (PM 12.6) in the City of Carson (City), Los Angeles County (County), California. The regional location and project vicinity is shown in **Attachment 1**, and the Project Study Area is shown in **Attachment 2**.

See **Attachment 3** for comprehensive descriptions of proposed Project Build Alternatives 2 and 3. The areas where auxiliary lanes, Complete Streets, and TSM/TDM Improvements would occur under proposed Project Build Alternatives are identified in **Attachment 4**. The I-405 freeway layout under Build Alternative 2 is provided as **Attachment 5**.

Type of Project *(use Table 1 on instruction sheet)*
Change to existing state highway

County	**Narrative Location/Route & Postmiles:**
Los Angeles	Interstate 405 from Wilmington Avenue to Main Street Improvements (PM 9.6/12.6) **Caltrans Projects – EA#** 359400

Lead Agency: California Department of Transportation

Contact Person	**Phone#**	**Fax#**	**Email**
Andrew Yoon, P.E.	(213) 266-6892	(213) 897-1634	andrew.yoon@dot.ca.gov

Hot Spot Pollutant of Concern *(check one or both)* **PM2.5** ✓ **PM10** ✓

Federal Action for which Project-Level PM Conformity is Needed *(check appropriate box)*

Categorical Exclusion (NEPA)	✓ **EA or Draft EIS**	**FONSI or Final EIS**	**PS&E or Construction**	**Other**

Scheduled Date of Federal Action: April 2027

NEPA Assignment – Project Type *(check appropriate box)*

Exempt	**Section 326 –Categorical Exemption**	✓ **Section 327 – Non-Categorical Exemption**

Current Programming Dates *(as appropriate)*

	PE/Environmental	**ENG**	**ROW**	**CON**
Start	October 2023	April 2027	December 2027	December 2028
End	April 2027	June 2028	December 2028	December 2030

Project Purpose and Need (Summary): *(attach additional sheets as necessary)*

The purpose of the Interstate 405 from Wilmington Avenue to Main Street Improvements Project (Project) is to:

- Improve traffic time reliability and safety along I-405 between Wilmington Avenue and Main Street for all users in the corridor by improving freeway operations.
- Provide equitable, accessible, and sustainable travel options to the regional transportation system through improvements to safety, mobility, accessibility, and connectivity for bicyclists and pedestrians at local interchanges along I-405 between Wilmington Avenue and Main Street.
- Promote economic connectivity within the City of Carson for existing and planned retail and commercial uses and improve accessibility for goods movement.

The need of the Project is to improve traffic operations and safety for vehicle traffic and to provide additional access and connectivity for pedestrians and bicyclists at local interchanges throughout the Project corridor.

Operations

Several freeway mainline segments as well as freeway/ramp junctions within the I-405 corridor between Wilmington Avenue and Main Street show heavy congestion due to weaving movements during peak periods. Nonstandard interchange spacing and turbulence at the ramp entrances and exits further contribute to operational deficiencies.

Safety and Connectivity

Traffic collision data collected from Caltrans from Caltrans Traffic Accident Surveillance and Analysis (TASAS) – Transportation System Network (TSN) for a 3-year period from April 1, 2020, to March 31, 2023, reveals that rearend and sideswipe collisions are predominant on the northbound (NB) and southbound (SB) I-405 mainline, accounting for approximately 75 percent of all collision types, which is indicative of congested conditions due to nonstandard weaving distances between interchange on- and off- ramps.

There is a lack of connectivity for pedestrians and bicyclists at local interchanges along the I-405 between Wilmington Avenue and Main Street, including on pedestrian paths along Main Street, and on bicycle paths along Main Street, Avalon Boulevard, Carson Street, and Wilmington Avenue. Some of these routes do not have sidewalks, curb ramps, and crosswalks compliant with the Americans with Disabilities Act (ADA). System continuity and ADA-compliant routes are needed in these areas to improve the effectiveness and safety of multimodal travel at the local interchanges within the Project Study Area.

Regional Goods Movement

Key commercial and retail uses located along the I-405 corridor within the City include the South Bay Pavilion Mall and surrounding retail plaza, and the Kia, Honda, Nissan, and Toyota car dealerships. Industrial uses are located primarily along the I-405 corridor at Main Street and Wilmington Avenue, approximately 5 miles north of the Ports of Los Angeles and Long Beach. In addition, planned retail areas, such as The District at South Bay located south of Del Amo Boulevard and north of East 213th Street, would include light industrial uses and the Carson Country Mart, a community commercial use area within the district.

Based on vehicle classification counts collected on local roadways adjacent to I-405 in 2023, truck traffic along local roadways range between 2 and 24 percent of daily traffic. On Wilmington Avenue, truck traffic accounts for 16 to 24 percent of daily traffic, reflecting over 2,500 daily truck trips. Based on the 2022 Caltrans Traffic Census Program, the average annual daily truck percentage along I-405 between Interstate 710 and Interstate 110 ranges from 3 to 5 percent.

As a result, improvements to existing ramp storage and weave zone operations along the freeway at ramp entrances and exits are needed to provide improved connections to these key commercial and retail areas, in addition to supporting regional goods movement along the I-405 corridor.

Surrounding Land Use/Traffic Generators *(especially effect on diesel traffic)*

Land uses within and surrounding the majority of the Project Study Area consist primarily of single-family and multifamily residential, commercial, recreational, light and heavy industrial, and public land uses. Portions of the Dominguez Channel are also located within the Project Study Area. In addition, major industrial land uses are located outside of the immediate Project vicinity throughout the Carson and Wilmington areas.

Opening Year: Build and No Build AADT, % and # trucks, truck AADT of proposed facility

Opening Year 2030 No Build Alternative 1, Build Alternative 2, and Build Alternative 3			
I-405 Freeway Segment (Northbound + Southbound)	**Total AADT**	**Truck AADT**	**Truck Percent**
Northwest of Main St On/Off Ramps	254,810	9,460	3.7%
Main St On/Off Ramps to Avalon Blvd On/Off Ramps	270,500	10,680	3.9%
Avalon Blvd On/Off Ramps to Carson St On/Off Ramps	267,190	10,610	4.0%
Carson St On/Off Ramps to Wilmington Ave On/Off Ramps	279,570	10,970	3.9%
East of Wilmington On/Off Ramps	315,080	16,830	5.3%
Source: Fehr & Peers, 2025			

While Annual Average Daily Traffic (AADT) volumes, truck AADT volumes, and fleet mix are not anticipated change from the proposed Project improvements under Alternative 2 during Opening Year 2030, operational improvements proposed under Alternative 2 would result in reductions in vehicle hours of delay at 3 percent and 10 percent during the AM and PM peak periods, respectively, when compared to No-Build (Alternative 1) for Opening Year 2030.

Operational improvements under Alternative 3 are considered negligible when compared to No-Build (Alternative 1) during Opening Year 2030.

RTP Horizon Year / Design Year: Build and No Build AADT, % and # trucks, truck AADT of proposed facility

Horizon Year 2050 No Build Alternative 1, Build Alternative 2, and Build Alternative 3			
I-405 Freeway Segment (Northbound + Southbound)	**Total AADT**	**Truck AADT**	**Truck Percent**
Northwest of Main St On/Off Ramps	282,290	11,020	3.9%
Main St On/Off Ramps to Avalon Blvd On/Off Ramps	298,290	12,260	4.1%
Avalon Blvd On/Off Ramps to Carson St On/Off Ramps	294,990	12,190	4.1%
Carson St On/Off Ramps to Wilmington Ave On/Off Ramps	308,350	12,590	4.1%
East of Wilmington On/Off Ramps	344,100	18,490	5.4%
Source: Fehr & Peers, 2025			

While AADT volumes, truck AADT volumes, and fleet mix are not anticipated to change from the proposed Project improvements under Alternative 2 during Horizon Year 2050, operational improvements would result in reductions in vehicle hours of delay at 1 percent and 11 percent during the AM and PM peak periods, respectively, when compared to No-Build (Alternative 1) during Horizon Year 2050.

Operational improvements under Alternative 3, would result in a reduction in vehicle hours of delay of 3 percent during the PM peak period, but these improvements in delay during AM peak period would be considered negligible under Alternative 3 when compared to No-Build (Alternative 1) during Horizon Year 2050.

Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

Not Applicable

RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

Not Applicable

Describe potential traffic redistribution effects of congestion relief *(impact on other facilities)*

The installation of proposed auxiliary lanes and Complete Streets improvements are not expected to have any traffic redistribution effects; however, the installation of auxiliary lanes within the I-405 project limits is anticipated to result in improved density along two mainline segments and improved LOS at two intersections as indicated in **Attachment 6,** when compared to No Build Alternative 1. Notably, the proposed auxiliary lanes on northbound I-405 between Carson Street and Avalon Boulevard aim to improve operational efficiency by improving safety by providing additional space to accelerate or decelerate on or off the freeway.

During Opening Year 2030, operational improvements under Alternative 2 are projected to reduce vehicle hours of delay by 3 percent in the AM peak period and 10 percent in the PM peak period compared to No-Build (Alternative 1). Under Build Alternative 3, operational improvements compared to No-Build (Alternative 1) are expected to be negligible.

During Horizon Year 2050, operational improvements under Alternative 2 are expected to reduce vehicle hours of delay by 1 percent in the AM peak period and 11 percent in the PM peak period compared to No-Build (Alternative 1). Under Alternative 3, a 3 percent reduction in delay is projected during the PM peak period, while AM peak period improvements are expected to be negligible compared to No-Build (Alternative 1).

Attachment 6 provides a summary of traffic operational performance comparison between Project alternatives demonstrating the operational benefits anticipated from proposed improvements under Opening Year (2030) and Design Year (2050) conditions.

Comments/Explanation/Details *(attach additional sheets as necessary)*

The proposed Project is located within a nonattainment area for federal $PM_{2.5}$ standards and a maintenance area for the federal PM_{10} standards. Therefore, per 40 Code of Federal Regulations (CFR) Part 93 hot-spot analyses are required for transportation conformity purposes. However, the United States Environmental Protection Agency (USEPA) does not require hot-spot analyses, qualitative or quantitative, for projects that are not listed in section 93.123(b)(1) as an air quality concern.

According to 40 CFR Part 93.123(b)(1), the following are Projects of Air Quality Concern (POAQC):

(i) New or expanded highway projects that have a significant number of or increase in diesel vehicles;

(ii) Projects affecting intersections that are at Level of Service (LOS) D, E, or F with a significant number of diesel vehicles, or those that will change to LOS D, E, or F because of increased traffic volumes from a substantial number of diesel vehicles related to the project;

(iii) New bus and rail terminals and transfer points that have a substantial number of diesel vehicles congregating at a single location;

(iv) Expanded bus and rail terminals and transfer points that substantially increase the number of diesel vehicles congregating at a single location; and

(v) Projects in or affecting locations, areas, or categories of sites identified in the applicable $PM_{2.5}$ and PM_{10} implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.

The proposed Project does not qualify as a POAQC because of the following reasons:

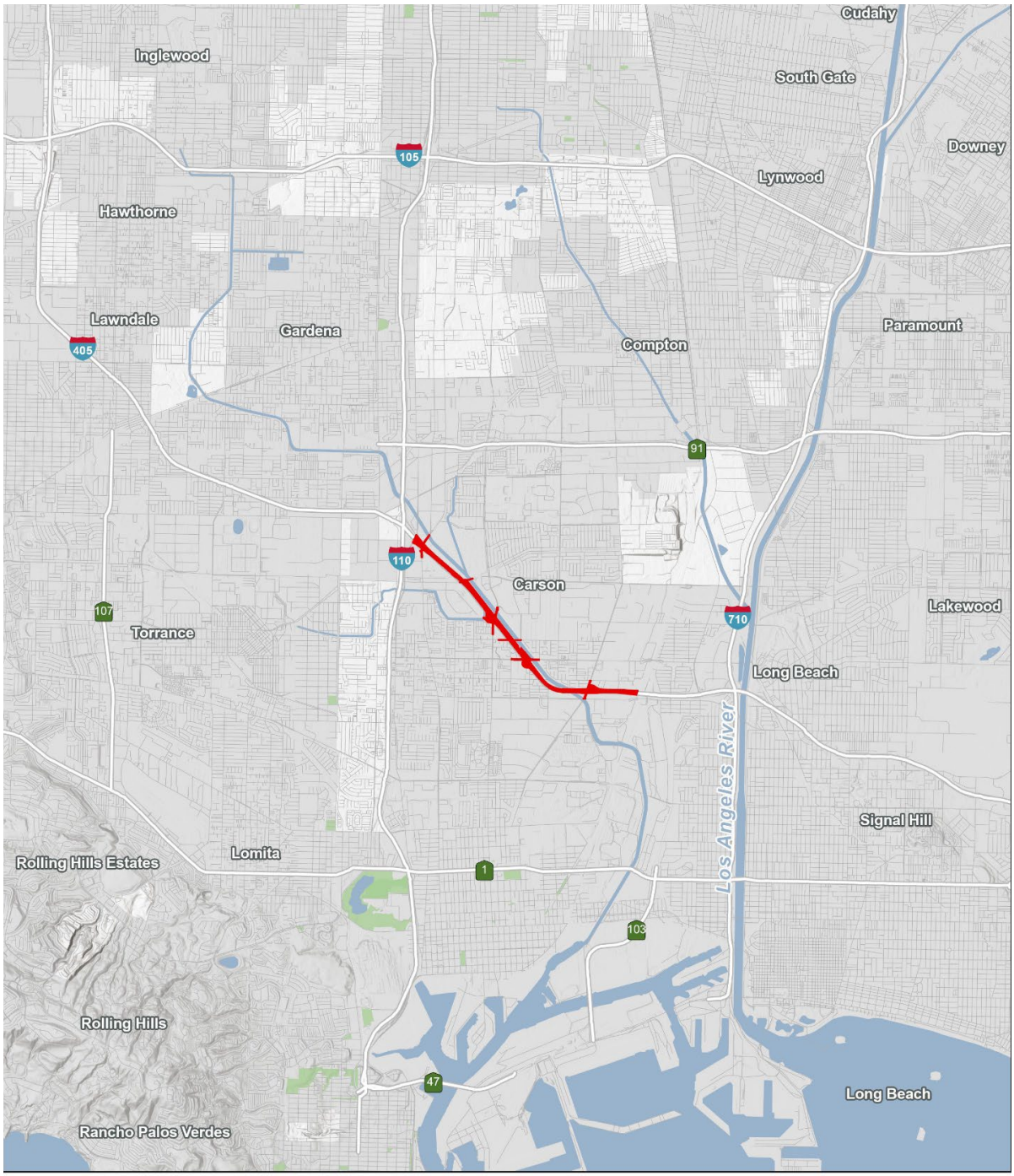
- The proposed Project under the Build Alternatives (Alternatives 2 and 3) would not result in construction of a new or expanded highway system that would have a significant number of or significant increase in diesel vehicles. As such, the proposed Project under the Build Alternatives would not be considered a POAQC under this criterion.
- The proposed Project under the Build Alternatives is not a new highway project. No material change in Annual Average Daily Traffic (AADT) volumes or truck volumes are anticipated to occur under the Build conditions when compared to the No-Build condition. Therefore, the proposed Project would not result in a substantial increase in the number of diesel vehicles and would not be considered POAQC under this criterion.
- As detailed in **Attachment 6** (Summary of Operational Traffic Conditions), the auxiliary lanes and/or Complete Streets improvements proposed under the Build Alternatives are expected to improve travel flow under the Build conditions when compared to the No-Build condition. As such, the proposed Project under the Build Alternatives would not be considered a POAQC under this criterion.
- The proposed Project would not include new bus facilities, rail terminals, or transfer points. In addition, the proposed Project would not include expanded bus facilities, rail terminals, or transfer points.
- Moreover, the Project would not be expected to introduce significant volumes of diesel truck traffic in the Project Study Area, which could result in localized particulate matter hot-spots

The discussion provided above indicates that the proposed Project under the proposed Build Alternatives would not be considered a POAQC, as defined by 40 CFR 93.123(b)(1).

Attachments:
1 – Regional Location and Project Vicinity
2 – Project Study Area
3 – Descriptions of Proposed Project Build Alternatives
4 – Proposed Auxiliary Lanes, Complete Streets, and TSM/TDM Improvement Areas
5 – I-405 Freeway Layout Under Alternative 2
6 – Summary of Operational Traffic Conditions

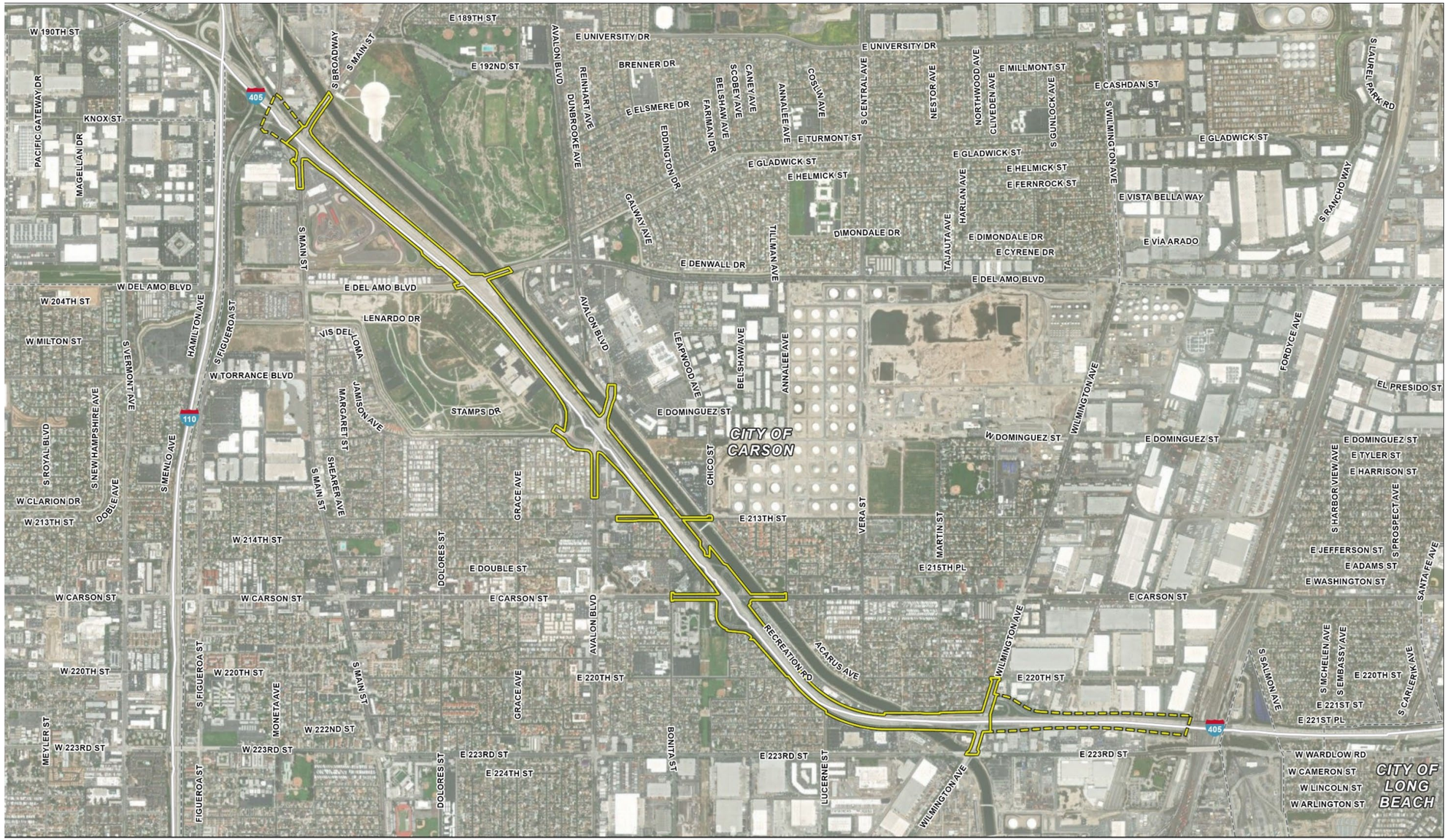
FTIP ID# LA9918955
Project Summary for Interagency Consultation

ATTACHMENT 1: Regional Location and Project Vicinity



Regional Location and Project Vicinity

ATTACHMENT 2: Project Study Area



LEGEND
- Project Study Area
- Temporary Signage Areas
- City Boundary

0 Miles 0.25

07-LA-405 PM 9.6/12.6
EA 07-35940

I-405 from Wilmington Ave to Main St Improvements Project

Project Study Area

ATTACHMENT 3: Proposed Auxiliary Lanes, Complete Streets, and TSM/TDM Improvement Areas

Alternative 2 – Auxiliary Lanes and Complete Streets

Under Alternative 2, two auxiliary lanes on northbound (NB) Interstate 405 (I-405) and two auxiliary lanes on southbound (SB) I-405 would be provided at the following locations:

- **Along NB I-405:**
  - Between the Wilmington Avenue NB on-ramp and the Carson Street NB loop off-ramp
  - Between the Carson Street NB on-ramp and the Avalon Boulevard NB off-ramp
- **Along SB I-405:**
  - Between the Avalon Boulevard SB on-ramp and the Carson Street SB loop off-ramp
  - Between the Carson Street SB on-ramp and the Wilmington Avenue SB off-ramp

The proposed auxiliary lanes under Alternative 2 would require the widening of pavement, realignment of on- and off-ramps, and the construction of retaining walls and noise barriers at the following locations:

- **Along NB I-405:**
  - Between the Wilmington Avenue NB on-ramp and the Carson Street NB off-ramp, which would require widening of the I-405 bridge over the Dominguez Channel and Carson Street
  - Between the Carson Street NB on-ramp and Avalon NB off-ramp would require the widening of the I-405 bridge over 213th Street.
- **Along SB I-405:**
  - Between the Avalon SB on-ramp and the Carson Street SB off-ramp which would require the widening of the I-405 bridge over Carson Street and 213th Street
  - Between the Carson Street SB on-ramp and the Wilmington Avenue I-405 SB off-ramp, which would require widening of the I-405 bridge over the Dominguez Channel

Additionally, under Alternative 2, the proposed I-405 from Wilmington Avenue to Main Street Improvements Project (Project) would implement Complete Streets elements as well as Transportation System Management (TSM) and Transportation Demand Management (TDM) Alternatives, where feasible, throughout the Project Study Area.

Under Alternative 2, the proposed Project would evaluate the following locations to implement Complete Streets elements:

- I-405 and Main Street Intersection
- I-405 and Avalon Boulevard Intersection
- I-405 and Carson Street Intersection
- I-405 and Wilmington Avenue Intersection
- 213th Street under I-405

Complete Streets elements for the Project would include the following improvements to promote equitable and sustainable multi-modal travel options:

ATTACHMENT 3: Proposed Auxiliary Lanes, Complete Streets, and TSM/TDM Improvement Areas

- Upgrading existing sidewalks and crosswalks to be Americans with Disabilities Act (ADA) compliant
- Improving existing pedestrian routes by constructing sidewalks in locations that do not currently have sidewalks
- Improving existing bicycle facilities by connecting City of Carson bikeways that have gaps within State right-of-way or providing new bikeways along local roadways
- Improving lighting under bridges for pedestrian and bicycle crossings
- Providing enhanced pedestrian and bicycle crossings by restriping existing crosswalks to high visibility crosswalk and eliminating free-right turns where feasible
- Support future transit and multi-modal trail connections within the area

The following TSM and TDM strategies are proposed to increase efficiency along the existing corridor and local roadway facilities without increasing the number of through lanes:

- Freeway management system strategy focuses on improving traffic management, traffic surveillance, safety, and signage to improve motorist wayfinding. Proposed elements include updated closed circuit television systems (CCTV), implementation of fixed CCTV cameras at ramp termini, ramp metering upgrades at study interchanges, improvements to ramp metering control systems, and additional vehicle detection devices.
- Arterial system strategy focuses on improving traffic flow on the arterials adjacent to freeways with specialized treatment in addition to intersection enhancements and optimizations. Proposed elements include signal enhancements and optimizations at ramp termini and signal controller and equipment upgrades.
- Intelligent Transportation Systems (ITS) strategy focuses on improving information gathering and dissemination, traffic management, and communication to help travelers navigate the transportation system. Proposed elements include changeable message signs upgrade, traffic monitoring stations upgrade, and completion/relocation of communication lines.

Right-of-way (ROW) acquisitions are anticipated at the Dominguez Channel Bridge. Temporary construction easements (TCE) are anticipated to be required along portions of NB and SB I-405. Additionally, under Alternative 2, the proposed Project would require the modification or replacement of existing on-site drainage systems, including drainage inlets, storm drains, cross culverts, dikes, ditches, channels, and overside drains.

ATTACHMENT 3: Proposed Auxiliary Lanes, Complete Streets, and TSM/TDM Improvement Areas

Alternative 3 – Transportation System Management/Transportation Demand Management Alternatives

Under Alternative 3, the proposed Project would construct and implement the same Complete Streets elements and TSM and TDM strategies as Alternative 2, where feasible, throughout the Project Study Area.

No permanent ROW acquisitions are anticipated under Alternative 3. However, TCEs may be required to facilitate construction of some Complete Streets elements and TSM and TDM strategies.

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ATTACHMENT 4: Proposed Auxiliary Lanes, Complete Streets, and TSM/TDM Improvement Areas

Notes:

1. Alternative 2 would include auxiliary lanes, Complete Streets, and TSM/TDM Improvements
2. Alternative 3 would include Complete Streets, and TSM/TDM Improvements

ATTACHMENT 5: – I-405 Freeway Layout Under Alternative 2

NOTES:
1.) FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2.) FOR NONSTANDARD FEATURES ON THE LOCAL ROADS, SEE SHEETS 1b, 2b, 3b, and 5b.

DESIGN DESIGNATION

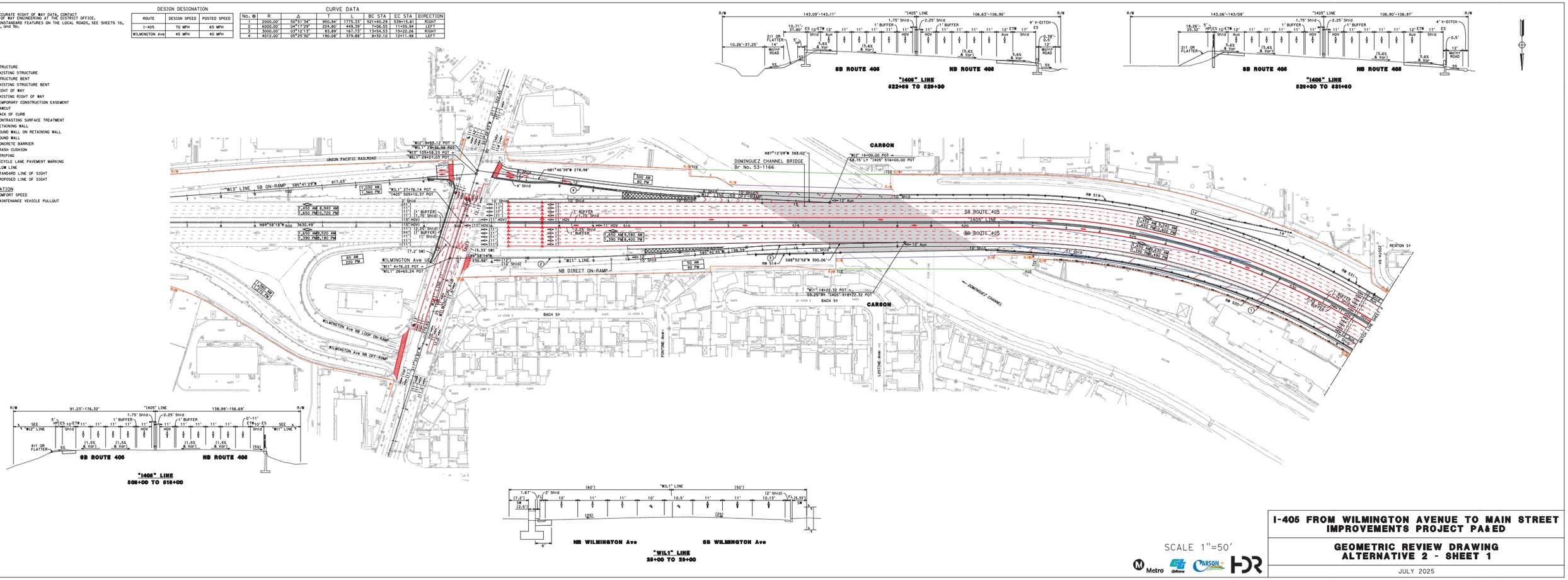
ROUTE	DESIGN SPEED	POSTED SPEED
I-405	70 MPH	65 MPH
WILMINGTON Ave	45 MPH	40 MPH

CURVE DATA

No. ⊕	R	Δ	T	L	BC STA	EC STA	DIRECTION
1	2000.00'	50°51'34"	950.94'	1775.33'	521+40.29	539+15.61	RIGHT
2	6000.00'	04°17'29"	224.80'	449.39'	7+06.55	11+55.94	LEFT
3	3000.00'	03°12'13"	83.89'	167.73'	13+54.53	15+22.26	RIGHT
4	4012.00'	05°29'50"	190.08'	379.88'	8+32.10	12+11.98	LEFT

LEGEND:
- STRUCTURE
- EXISTING STRUCTURE
- STRUCTURE BENT
- EXISTING STRUCTURE BENT
- RIGHT OF WAY
- EXISTING RIGHT OF WAY
- TEMPORARY CONSTRUCTION EASEMENT
- SAWCUT
- BACK OF CURB
- CONTRASTING SURFACE TREATMENT
- RETAINING WALL
- SOUND WALL ON RETAINING WALL
- SOUND WALL
- CONCRETE BARRIER
- CRASH CUSHION
- STRIPING
- BICYCLE LANE PAVEMENT MARKING
- FLOW LINE
- STANDARD LINE OF SIGHT
- PROPOSED LINE OF SIGHT

ABBREVIATION
- Vc COMFORT SPEED
- MVP MAINTENANCE VEHICLE PULLOUT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"I405" LINE 143.06'-143.09' 106.90'-106.97'
SB ROUTE 405
NB ROUTE 405
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529+30 TO 531+40
UNION PACIFIC RAILROAD
DOMINGUEZ CHANNEL BRIDGE
Br No. 53-1166
CARSON
"W13" LINE SB ON-RAMP S85°41'29"W 917.03'
N81°46'59"W 278.98'
N87°12'09"W 388.02'
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58.15'LT "I405" 516+00.00 POT
"W12" 5+82.12 POT =
"W11" 29+36.98 POT
"W13" 10+58.23 POT
"W11" 29+27.03 POT
"W11" 27+76.14 POT =
"I405" 505+10.37 POT
WILMINGTON Ave UE
"W11" 4476.03 POT =
"W11" 26+65.24 POT
WILMINGTON Ave NB LOOP ON-RAMP
WILMINGTON Ave NB OFF-RAMP
NB DIRECT ON-RAMP
"W11" LINE
N89°58'18"W 500 3630.49'
S89°58'18"E 230.50'
S89°40'45"E 198.59'
S88°52'56"W 300.06'
"W11" 18+22.32 POT =
59.25'RT "I405" 518+22.32 POT
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FONTAINE Ave
LOSTINE Ave
DOMINGUEZ CHANNEL
RENTON St
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NB ROUTE 405
"I405" LINE
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RW 520
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ATTACHMENT 5: I-405 Freeway Layout Under Alternative 2

NOTES:
1.) FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2.) FOR NONSTANDARD FEATURES ON THE LOCAL ROADS, SEE SHEETS 1b, 2b, 3b, and 5b.

DESIGN DESIGNATION

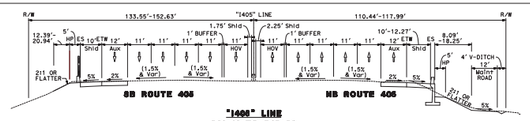
ROUTE	DESIGN SPEED	POSTED SPEED
CARSON S†	45 MPH	40 MPH

CURVE DATA

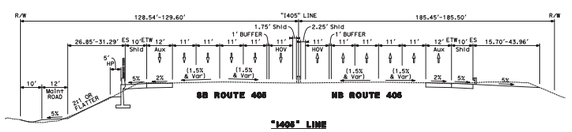
No. ⊕	R	Δ	T	L	BC STA	EC STA	DIRECTION
1	2000.00'	50°51'54"	950.94'	1775.33'	521+40.29	539+15.61	RIGHT
5	83.00'	175°12'52"	3413.81'	256.72'	60+81.56	63+38.08	RIGHT
6	192.00'	39°19'52"	68.62'	131.80'	66+91.09	68+22.89	RIGHT
7	186.00'	39°19'53"	66.47'	127.68'	55+02.49	56+30.17	LEFT
8	186.00'	37°00'11"	62.24'	120.12'	60+30.74	61+50.86	LEFT
9	205.00'	32°51'03"	60.63'	117.90'	63+26.87	64+44.76	RIGHT
10	3000.00'	03°11'34"	83.61'	167.18'	64+44.76	66+11.94	RIGHT
11	192.00'	57°15'24"	104.80'	191.87'	48+86.20	50+78.07	LEFT
12	142.00'	155°53'34"	665.00'	386.36'	50+78.07	54+64.43	LEFT
13	3000.00'	03°51'14"	92.20'	184.33'	47+99.82	49+84.15	LEFT
14	381.00'	43°15'52"	151.10'	287.70'	49+36.35	52+71.85	LEFT
15	200.00'	84°42'24"	182.35'	295.68'	54+35.77	57+31.46	RIGHT

LEGEND:
- STRUCTURE
- EXISTING STRUCTURE
- STRUCTURE BENT
- EXISTING STRUCTURE BENT
- RIGHT OF WAY
- EXISTING RIGHT OF WAY
- TEMPORARY CONSTRUCTION EASEMENT
- SAWCUT
- BACK OF CURB
- CONTRASTING SURFACE TREATMENT
- RETAINING WALL
- SOUND WALL ON RETAINING WALL
- SOUND WALL
- CONCRETE BARRIER
- CRASH CUSHION
- STRIPING
- BICYCLE LANE PAVEMENT MARKING
- FLOW LINE
- STANDARD LINE OF SIGHT
- PROPOSED LINE OF SIGHT

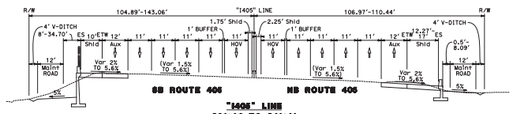
ABBREVIATION
- Vo COMFORT SPEED
- MVP MAINTENANCE VEHICLE PULLOUT



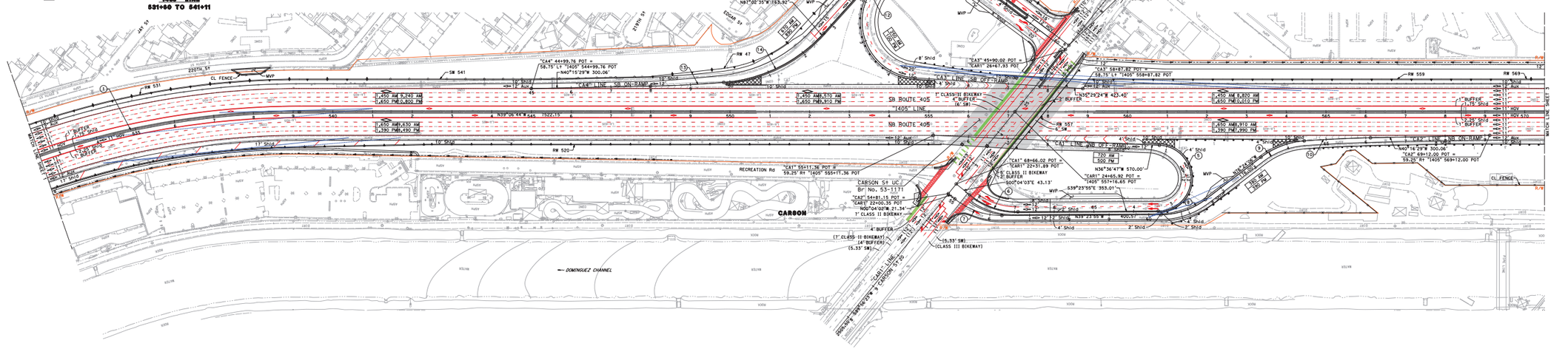
"1405" LINE
541+11 TO 546+50

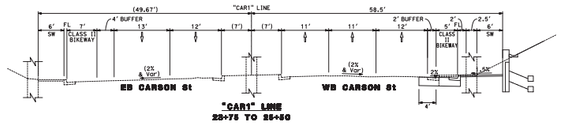


"1405" LINE
545+80 TO 577+39



"1405" LINE
531+90 TO 541+11





"CAR1" LINE
23+75 TO 25+50

SCALE 1"=50'

Metro Gateway Cities Carson HDR

I-405 FROM WILMINGTON AVENUE TO MAIN STREET IMPROVEMENTS PROJECT PA&ED
GEOMETRIC REVIEW DRAWING ALTERNATIVE 2 - SHEET 2
JULY 2025

ATTACHMENT 5: – I-405 Freeway Layout Under Alternative 2

NOTES:
1.) FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2.) FOR NONSTANDARD FEATURES ON THE LOCAL ROADS, SEE SHEETS 1b, 2b, 3b, and 5b.

DESIGN DESIGNATION

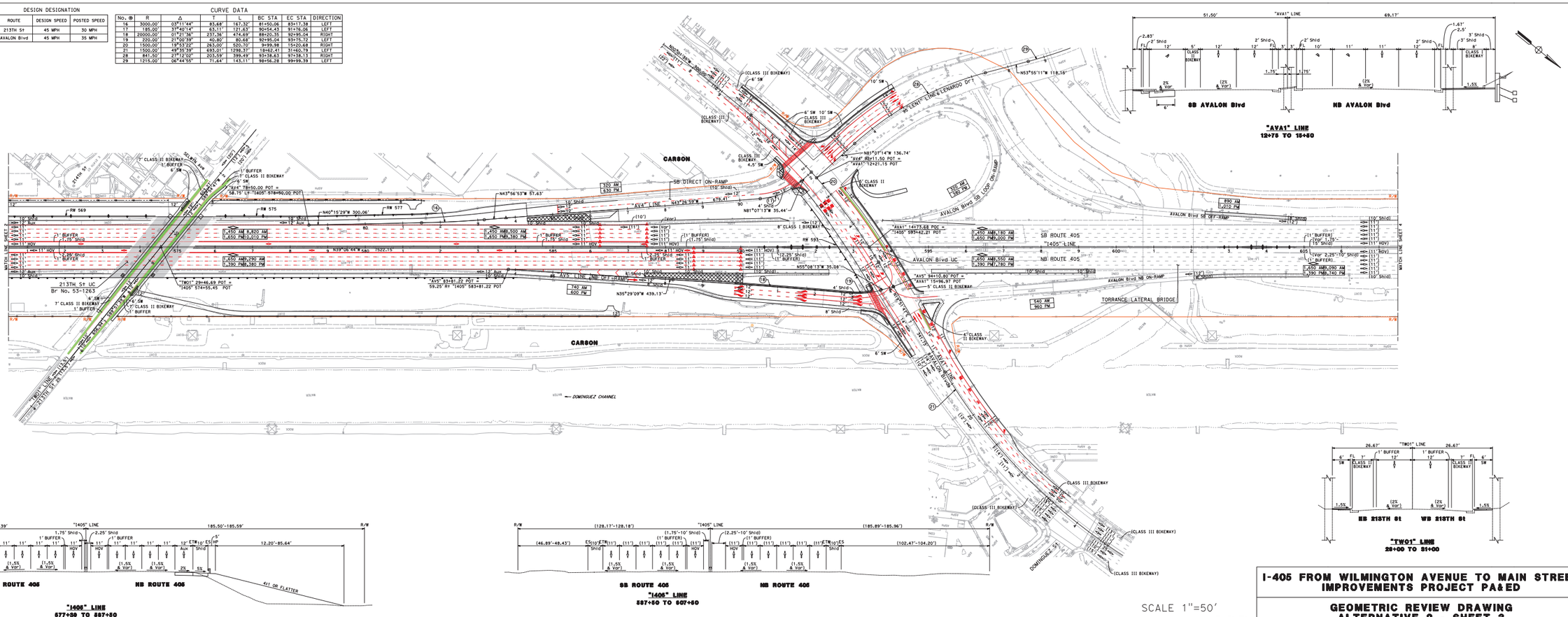
ROUTE	DESIGN SPEED	POSTED SPEED
213TH St	45 MPH	30 MPH
AVALON Blvd	45 MPH	35 MPH

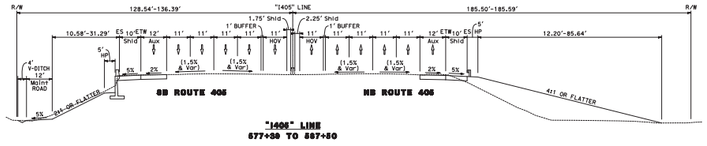
CURVE DATA

No. ⊕	R	Δ	T	L	BC STA	EC STA	DIRECTION
16	3000.00'	03°11'44"	83.68'	167.32'	81+50.06	83+17.38	LEFT
17	185.00'	37°40'14"	63.11'	121.63'	90+54.43	91+76.06	LEFT
18	20000.00'	01°21'36"	237.36'	474.69'	88+20.35	92+95.04	RIGHT
19	220.00'	21°00'39"	40.80'	80.68'	92+95.04	93+75.72	LEFT
20	1500.00'	19°53'22"	263.00'	520.70'	9+99.98	15+20.68	RIGHT
21	1500.00'	49°35'39"	693.01'	1298.37'	18+62.41	31+60.79	LEFT
28	841.50'	27°12'02"	203.59'	399.49'	93+38.63	97+38.13	RIGHT
29	1215.00'	06°44'55"	71.64'	143.11'	98+56.28	99+99.39	LEFT

LEGEND:
- STRUCTURE
- EXISTING STRUCTURE
- STRUCTURE BENT
- EXISTING STRUCTURE BENT
- RIGHT OF WAY
- EXISTING RIGHT OF WAY
- TEMPORARY CONSTRUCTION EASEMENT
- SAWCUT
- BACK OF CURB
- CONTRASTING SURFACE TREATMENT
- RETAINING WALL
- SOUND WALL ON RETAINING WALL
- SOUND WALL
- CONCRETE BARRIER
- CRASH CUSHION
- STRIPING
- BICYCLE LANE PAVEMENT MARKING
- FLOW LINE
- STANDARD LINE OF SIGHT
- PROPOSED LINE OF SIGHT

ABBREVIATION
- Vc COMFORT SPEED
- MVP MAINTENANCE VEHICLE PULLOUT





SCALE 1"=50'

Metro · Caltrans · CARSON · HDR

I-405 FROM WILMINGTON AVENUE TO MAIN STREET IMPROVEMENTS PROJECT PA&ED

GEOMETRIC REVIEW DRAWING ALTERNATIVE 2 - SHEET 3

JULY 2025

ATTACHMENT 5: – I-405 Freeway Layout Under Alternative 2

NOTE:
FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

LEGEND:
- STRUCTURE
- EXISTING STRUCTURE
- STRUCTURE BENT
- EXISTING STRUCTURE BENT
- RIGHT OF WAY
- EXISTING RIGHT OF WAY
- TEMPORARY CONSTRUCTION EASEMENT
- SAWCUT
- BACK OF CURB
- CONTRASTING SURFACE TREATMENT
- RETAINING WALL
- SOUND WALL ON RETAINING WALL
- SOUND WALL
- CONCRETE BARRIER
- CRASH CUSHION
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- FLOW LINE
- STANDARD LINE OF SIGHT
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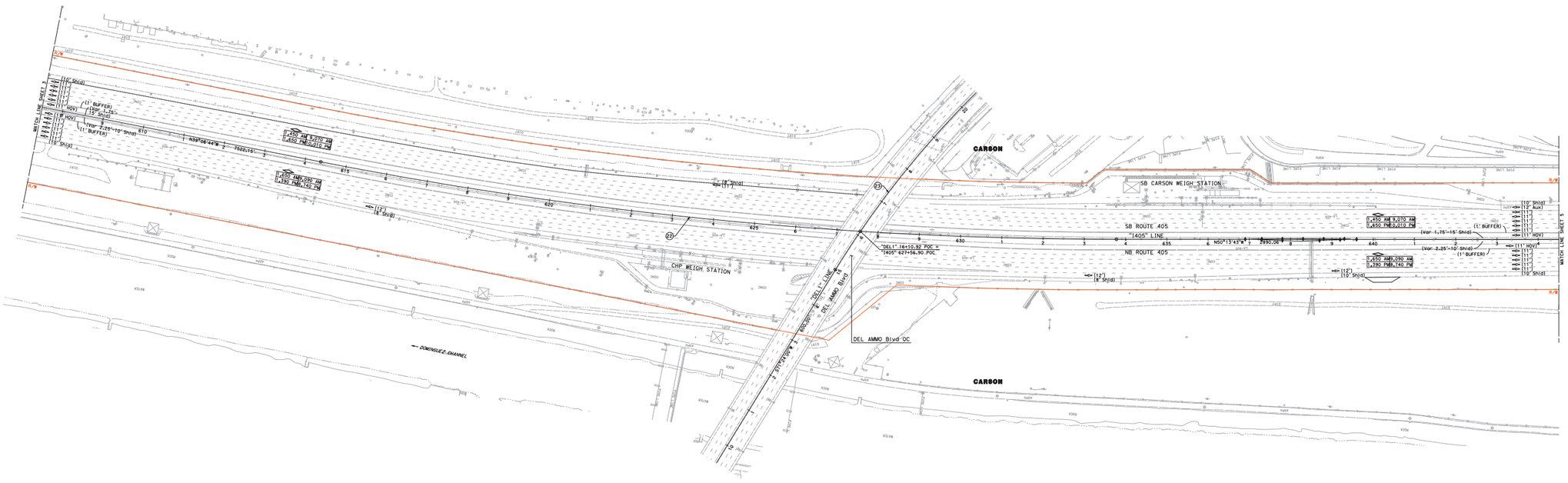
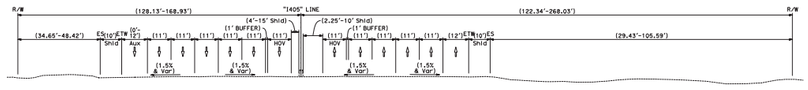
ABBREVIATION
- Vc COMFORT SPEED
- MVP MAINTENANCE VEHICLE PULLOUT





DESIGN DESIGNATION

ROUTE	DESIGN SPEED	POSTED SPEED
DEL AMO Blvd	45 MPH	45 MPH

CURVE DATA

No.	R	Δ	T	L	BC STA	EC STA	DIRECTION
22	10000.00'	11°06'59"	973.14'	1940.18'	614+37.76	633+77.94	LEFT
23	2296.58'	18°38'24"	376.90'	747.14'	15+00.00	22+47.14	RIGHT

SCALE 1"=50'

Metro Caltrans CARSON HDR

I-405 FROM WILMINGTON AVENUE TO MAIN STREET IMPROVEMENTS PROJECT PA&ED

GEOMETRIC REVIEW DRAWING ALTERNATIVE 2 - SHEET 4

JULY 2025

ATTACHMENT 5: – I-405 Freeway Layout Under Alternative 2

NOTES:
1.) FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2.) FOR NONSTANDARD FEATURES ON THE LOCAL ROADS, SEE SHEETS 1b, 2b, 3b, and 5b.

DESIGN DESIGNATION

ROUTE	DESIGN SPEED	POSTED SPEED
MAIN St	45 MPH	45 MPH

CURVE DATA

No. ⊕	R	Δ	T	L	BC STA	EC STA	DIRECTION
24	4000.00'	07°25'27"	259.51'	518.30'	662+68.00	667+86.30	RIGHT
25	3600.00'	20°29'48"	650.86'	1287.82'	679+36.63	691+24.45	LEFT
26	3000.00'	04°51'43"	127.36'	254.57'	54+82.70	57+37.26	LEFT
27	1432.00'	38°02'45"	493.72'	950.89'	12+00.00	19+50.89	RIGHT

LEGEND:
- STRUCTURE
- EXISTING STRUCTURE
- STRUCTURE BENT
- EXISTING STRUCTURE BENT
- RIGHT OF WAY
- EXISTING RIGHT OF WAY
- TEMPORARY CONSTRUCTION EASEMENT
- SAWCUT
- BACK OF CURB
- CONTRASTING SURFACE TREATMENT
- RETAINING WALL
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- SOUND WALL
- CONCRETE BARRIER
- CRASH CUSHION
- STRIPING
- BICYCLE LANE PAVEMENT MARKING
- FLOW LINE
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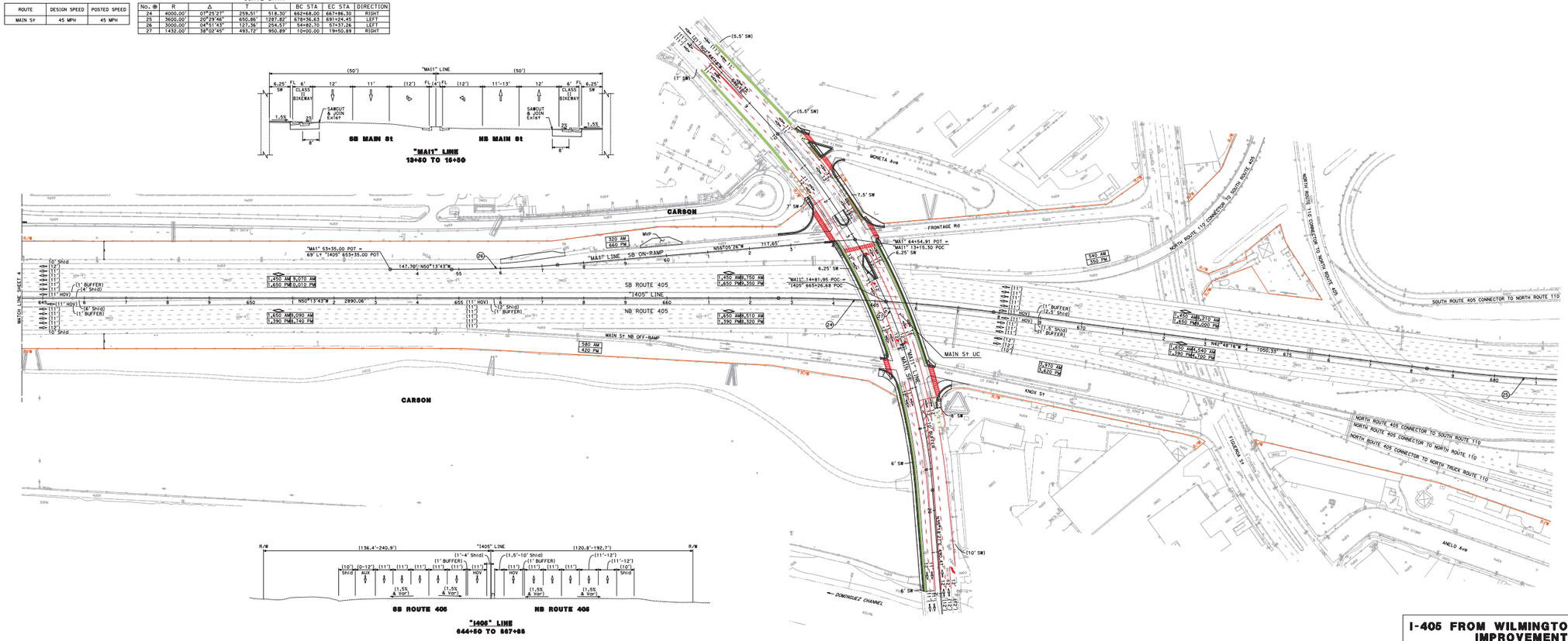
ABBREVIATION
- Vc COMFORT SPEED
- MVP MAINTENANCE VEHICLE PULLOUT



SCALE 1"=50'

Metro Caltrans CARSON HDR

I-405 FROM WILMINGTON AVENUE TO MAIN STREET IMPROVEMENTS PROJECT PA&ED

GEOMETRIC REVIEW DRAWING
ALTERNATIVE 2 - SHEET 5

JULY 2025

ATTACHMENT 6: Summary of Operational Traffic Conditions

This Attachment provides the findings of the traffic operations analysis. A summary of the traffic operational performance comparison between project alternatives is presented in **Table 6-1** through **Table 6-4**, demonstrating the operational benefits anticipated from proposed improvements under Opening Year (2030) and Design Year (2050) conditions.

Opening Year (2030) Summary

Table 6-1: Opening Year (2030) Traffic Performance Metrics – AM Peak Period

Performance Metric		No-Build Alternative 1	Alternative 2	Alternative 3
Freeway Segment Peak Direction Peak Hour Density and LOS	NB I-405 Wilmington Ave On-ramp to Carson St Off-ramp	49 / F [1]	31 / D	49 / F
	NB I-405 Carson St On-ramp to Avalon Blvd Off-ramp	49 / F [2]	43 / E	49 / F
Freeway Segment Off-Peak Direction Peak Hour Density and LOS	SB I-405 Avalon Blvd On-ramp to Carson St Off-ramp	47 / F [2]	38 / E	47 / F
	SB I-405 Carson St On-ramp to Wilmington Ave Off-ramp	87 / F [1]	82 / F	87 / F
Number of Study Intersections	Peak Hour LOS D or Better	13	13	13
	Peak Hour LOS E or F	1	1	1
Peak Period Average Delay Per Vehicle Change (seconds)		-	-5 (-3%)	0 (0%)
Peak Period Average Speed Change (mph)		-	0 (0%)	0 (0%)
Peak Period Total Delay Change (hours)		-	-147 (-3%)	-16 (0%)

Note:

1. Density was calculated by averaging the merge, basic, and diverge segments.

2. Density was calculated by averaging the merge and diverge segments.

Source: HDR Inc, 2025.

%=percent; I-405=Interstate 405; LOS=Level of Service; mph=miles per hour; NB=northbound; SB=southbound

Table 6-2: Opening Year (2030) Traffic Performance Metrics – PM Peak Period

Performance Metric		No-Build Alternative 1	Alternative 2	Alternative 3
Freeway Segment Peak Direction Peak Hour Density and LOS	SB I-405 Avalon Blvd On-ramp to Carson St Off-ramp	104 / F [1]	81 / F	104 / F
	SB I-405 Carson St On-ramp to Wilmington Ave Off-ramp	102 / F [2]	89 / F	102 / F
Freeway Segment Off-Peak Direction Peak Hour Density and LOS	NB I-405 Wilmington Ave On-ramp to Carson St Off-ramp	29 / C [2]	25 / C	29 / C
	NB I-405 Carson St On-ramp to Avalon Blvd Off-ramp	29 / C [1]	26 / C	29 / C
Number of Study Intersections	Peak Hour LOS D or Better	11	13	11
	Peak Hour LOS E or F	3	1	3
Peak Period Average Delay Per Vehicle Change (seconds)		-	-36 (-9%)	-2 (0%)
Peak Period Average Speed Change (mph)		-	2 (6%)	0 (0%)
Peak Period Total Delay Change (hours)		-	-1,107 (-10%)	-41 (0%)

Note:

1. Density was calculated by averaging the merge and diverge segments.

2. Density was calculated by averaging the merge, basic, and diverge segments.

Source: HDR Inc, 2025.

%=percent; I-405=Interstate 405; LOS=Level of Service; mph=miles per hour; NB=northbound; SB=southbound

Design Year (2050) Summary

Table 6-3: Design Year (2050) Traffic Performance Metrics – AM Peak Period

Performance Metric		No-Build Alternative 1	Alternative 2	Alternative 3
Freeway Segment Peak Direction Peak Hour Density and LOS	NB I-405 Wilmington Ave On-ramp to Carson St Off-ramp	73 / F [1]	66 / F	73 / F
	NB I-405 Carson St On-ramp to Avalon Blvd Off-ramp	75 / F [2]	71 / F	75 / F
Freeway Segment Off-Peak Direction Peak Hour Density and LOS	SB I-405 Avalon Blvd On-ramp to Carson St Off-ramp	76 / F [2]	68 / F	76 / F
	SB I-405 Carson St On-ramp to Wilmington Ave Off-ramp	86 / F [1]	77 / F	86 / F
Number of Study Intersections	Peak Hour LOS D or Better	13	13	13
	Peak Hour LOS E or F	1	1	1
Peak Period Average Delay Per Vehicle Change (seconds)		-	3 (0%)	1 (0%)
Peak Period Average Speed Change (mph)		-	0 (0%)	0 (0%)
Peak Period Total Delay Change (hours)		-	101 (0%)	30 (0%)

Note:

1. Density was calculated by averaging the merge, basic, and diverge segments.

2. Density was calculated by averaging the merge and diverge segments.

Source: HDR Inc, 2025.

%=percent; I-405=Interstate 405; LOS=Level of Service; mph=miles per hour; NB=northbound; SB=southbound

Table 6-4: Design Year (2050) Traffic Performance Metrics – PM Peak Period

Performance Metric		No-Build Alternative 1	Alternative 2	Alternative 3
Freeway Segment Peak Direction Peak Hour Density and LOS	SB I-405 Avalon Blvd On-ramp to Carson St Off-ramp	105 / F [1]	79 / F	105 / F
	SB I-405 Carson St On-ramp to Wilmington Ave Off-ramp	103 / F [2]	88 / F	103 / F
Freeway Segment Off-Peak Direction Peak Hour Density and LOS	NB I-405 Wilmington Ave On-ramp to Carson St Off-ramp	50 / F [2]	27 / C	50 / F
	NB I-405 Carson St On-ramp to Avalon Blvd Off-ramp	52 / F [1]	29 / D	52 / F
Number of Study Intersections	Peak Hour LOS D or Better	11	13	11
	Peak Hour LOS E or F	3	1	3
Peak Period Average Delay Per Vehicle Change (seconds)		-	-43 (-10%)	-7 (-2%)
Peak Period Average Speed Change (mph)		-	1 (7%)	0 (0%)
Peak Period Total Delay Change (hours)		-	-1,379 (-11%)	-220 (-2%)

Note:

1. Density was calculated by averaging the merge and diverge segments.

2. Density was calculated by averaging the merge, basic, and diverge segments.

Source: HDR Inc, 2025.

%=percent; I-405=Interstate 405; LOS=Level of Service; mph=miles per hour; NB=northbound; SB=southbound

Appendix G Comment Letters and Responses

To be provided with the Final Environmental Document, if applicable.

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Appendix H Final Determination of Engineering and Operational Acceptability

To be provided with the Final Environmental Document, if applicable.

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Appendix I List of Technical Studies

Air Quality Report, HDR Engineering, Inc.

Aquatic Resources Delineation Report, Galvin Preservation Associated Inc. (GPA Consulting)

Archaeological Survey Report, Duke Cultural Resources Management (CRM)

Climate Change Report, HDR Engineering, Inc.

Community Impact Assessment, GPA Consulting

Energy Analysis Report, HDR Engineering, Inc.

Finding of No Adverse Effect, GPA Consulting

Historic Property Survey Report, Duke CRM

Historic Resources Evaluation Report, GPA Consulting

Initial Site Assessment, Kroner Environmental Services, Inc.

Location Hydraulic Study & Summary Floodplain Evaluation Report, HDR Engineering Inc.

Natural Environment Study (Minimal Impacts), GPA Consulting

Noise Abatement Decision Report, HDR Engineering, Inc.

Noise Study Report, AMBIENT Air Quality and Noise Consulting, LLC

Paleontological Identification Report/Paleontological Evaluation Report, Duke CRM

Preliminary Geotechnical Design Report, Geo-Advantec, Inc.

Traffic Operations Analysis Report, Fehr & Peers

Vehicle Miles Traveled Screening Memorandum, Fehr & Peers

Visual Impact Assessment Memorandum, HDR Engineering, Inc.

Water Quality Assessment Report, GPA Consulting

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Appendix J List of Acronyms and Abbreviations

AA	Action Area (FESA)
AADT	annual average daily traffic
AASHTO	American Association of State Highway and Transportation Officials
AB	Assembly Bill
ACHP	Advisory Council on Historic Preservation
ACM	asbestos containing material
ACS	American Community Survey
ADA	Americans with Disabilities Act
ADI	area of direct impact
ADL	aerially deposited lead
a.m./AM	morning
APE	Area of Potential Effect (NHPA)
APN	Assessor Parcel Number
AQMP	Air Quality Management Plan
ARB	Air Resources Board
ASR	Archaeological Survey Report
ASTM	American Society for Testing and Materials
AT&T	American Telephone and Telegraph
Ave	Avenue
AVE	Area of Visual Effect
BA	Biological Assessment
BAM	Best Available Map
bgs	below ground surface
Blvd	Boulevard
BMP	Best Management Practice
BNSF	Burlington Northern Santa Fe
BO	Biological Opinion
Br.	Bridge
BSA	Biological Study Area
BTU	British thermal unit
CA	California
CAAQS	California Ambient Air Quality Standards
CAC	Certified Asbestos Consultant
CAL-CET	Caltrans Construction Emissions Tool
CalEPA	California Environmental Protection Agency
CALEEMOD	California Emissions Estimator Model
CAL FIRE	California Department of Forestry and Fire Protection
CalGEM	California Department of Conservation, Geologic Energy Management Division

Cal-OSHA	California Division of Occupational Safety and Health Administration
Caltrans	California Department of Transportation
CAFE	Corporate Average Fuel Economy
CAP	Climate Action Plan
CAPTI	California Action Plan for Transportation Infrastructure
CARB	California Air Resources Board
CAV	Clean Air Vehicle
CCAA	California Clean Air Act
CCC	California Coastal Commission
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife (formerly California Department of Fish and Game)
CEC	California Energy Commission
CEQ	Council on Environmental Quality
CEQA	California Environmental Quality Act
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act
CERFA	Community Environmental Response Facilitation Act
CESA	California Endangered Species Act
CFGC	California Fish and Game Code
CFR	Code of Federal Regulations
CGP	Construction General Permit
CGS	California Geologic Survey
CH_4	methane
CHL	California Historic Landmark
CHP	California Highway Patrol
CHRIS	California Historical Resources Information System
CIA	Community Impact Assessment
CIDH	cast-in-drilled-hole
CIH	Certified Industrial Hygienist
CIP	cast-in-place
CISS	cast-in-place-steel-shell
City	City of Carson
CNDDB	California Natural Diversity Database
CNPS	California Native Plant Society
CO	carbon monoxide
CO_2	carbon dioxide
CO2e	carbon dioxide equivalent
County	Los Angeles County
CPA	Conservation Program Application
CREC	controlled recognized environmental condition
CRHR	California Register of Historical Resources
CRM	Cultural Resource Management
CTC	California Transportation Commission
CTP	California Transportation Plan

CWA	Clean Water Act
dB	decibel
dBA	A-weighted decibel
DBH	diameter at breast height
DED	Draft Environmental Document
DEG	diesel equivalent gallon
DP	Director's Policy
DPM	diesel particulate matter
DPP	Design Pollution Prevention
DPPIA	Design Pollution Prevention Infiltration Areas
DPS	distinct population segment
DSA	disturbed soil area
DTSC	Department of Toxic Substances Control
EA	Environmental Assessment
EB	eastbound
ECR	Environmental Commitments Record
EDR	Environmental Data Resources
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
EISA	Energy Independence and Security Act
EMFAC	EMission FACtor Model
EO	Executive Order
ESA	environmentally sensitive area
ESHA	Environmentally Sensitive Habitat Area
ESU	Evolutionary Significant Unit
ETS	Electronic Tolling System
FCAA	Federal Clean Air Act
FED	Final Environmental Document
FEMA	Federal Emergency Management Agency
FER	Floodplain Encroachment Report
FERC	Federal Energy Regulatory Commission
FESA	Federal Endangered Species Act
FHWA	Federal Highway Administration
FHSZ	Fire Hazard Severity Zone
FIFRA	Federal Insecticide, Fungicide, and Rodenticide Act
FIRM	Flood Insurance Rate Maps
FMMP	Federal Mapping and Monitoring Program
FNAE	Finding of No Adverse Effect
FOE	Finding of Effect
FONSI	Finding of No Significant Impact
FPPA	Farmland Protection Policy Act
FSTIP	Federal Statewide Transportation Improvement Program
FTA	Federal Transit Administration
FTIP	Federal Transportation Improvement Program
FWCA	Fish and Wildlife Coordination Act
GDP	gross domestic product

GHG	greenhouse gas
GP	general-purpose lane
GSRD	gross solids removal devices
GWP	global warming potential
H&SC	Health and Safety Code
H_2S	hydrogen sulfide
HAS	Hydrologic Sub-Area
HCP	Habitat Conservation Plan
HDR	HDR Engineering, Inc.
HEI	Health Effects Institute
HFC	hydrofluorocarbons
HOV	high-occupancy vehicle
HPSR	Historic Property Survey Report
HREC	historical recognized environmental condition
HRER	Historic Resources Evaluation Report
HU	Hydrologic Unit
I-	Interstate
ID	Identification
In/sec	inches per second
IPCC	Intergovernmental Panel on Climate Change
ISA	Initial Site Assessment
ka	kilo-annum (1,000 years)
KV	Key Viewpoint
kWh	kilowatt hours
LACM VP	Locality Prefix Vertebrate Paleontology
LAVTA	Livermore Amador Valley Transit Authority
lbs	pounds
LBP	lead based paint
LCFS	low carbon fuel standard
LED	light-emitting diode
LEDPA	least environmentally damaging practicable alternative
L_{eq}	equivalent sound level
LHS	Location Hydraulic Study
Lmax	maximum A-weighted noise level during the measurement period
LOS	Levels of Service
LACM VP	Locality Prefix Vertebrate Paleontology
LU	Landscape Unit
LRA	local responsibility area
LSAA	Lake and Streambed Alteration Agreement
LWCF	Land and Water Conservation Fund
MASH	Manual for Assessing Safety Hardware
MBTA	Migratory Bird Treaty Act
Metro	Los Angeles Metropolitan Transportation Authority
MLD	Most Likely Descendent
MMT	million metric tons

MOA	Memorandum of Agreement
MOEs	Measure of Effectiveness
MOU	Memorandum of Understanding
mph	miles per hour
MPO	Metropolitan Planning Organization
MS4	Municipal Separate Storm Sewer System
MSAT	Mobile Source Air Toxics
MSE	mechanically stabilized earth
MT	metric tons
MWD	Metropolitan Water District
N_2O	nitrous oxide
NA (or N/A)	Not Applicable
NAAQS	National Ambient Air Quality Standards
NAC	noise abatement criteria
NADR	Noise Abatement Decision Report
NAGPRA	Native American Graves Repatriation Act
NAHC	Native American Historic Commission
NB	northbound
NBI	National Bridge Inventory
NCST	National Center for Sustainable Transportation
ND	Negative Declaration
NEPA	National Environmental Policy Act
NES(MI)	Natural Environment Study (Minimal Impacts)
NESHAP	National Emissions Standards for Hazardous Air Pollutants
NHMLAC	National History Museum of Los Angeles County
NHPA	National Historic Preservation Act
NHSTA	National Highway Traffic Safety Administration
NIS	New Impervious Surface
NMFS	National Marine Fisheries Service
No.	Number
NO_2	nitrogen dioxide
NO_x	oxides of nitrogen
NOA	Notice of Availability
NOAA	National Oceanic Atmospheric Administration
NOC	Notice of Completion
NOD	Notice of Determination
NOI	Notice of Intent
NOP	Notice of Preparation
NPDES	National Pollutant Discharge Elimination System
NRCS	Natural Resources Conservation Service
NRHP	National Register of Historic Places
NSR	Noise Study Report
nSSP	Non-Standard Special Provision [Caltrans]
O_3	Ozone
OHWM	Ordinary highwater mark

OPC	California Natural Resource Agency and Ocean Protection Council
OPR	Office of Planning and Research
OSFM	Office of the State Fire Marshal
OSHA	Occupational Safety and Health Act
PA	Programmatic Agreement
PA/ED	Project Approval/Environmental Document
Pb	lead
PCB	polychlorinated biphenyls
PDS	Project Development Support
PDT	Project Development Team
PER	Paleontological Evaluation Report
PF	Project design features
PG&E	Pacific Gas & Electric
PGDR	Preliminary Geotechnical Design Report
PHD	Person Hours of Delay
PM	post mile
$PM_{2.5}$	particulate matter, airborne particles less than 2.5 microns in diameter
PM_{10}	particulate matter, airborne particles that are less than 10 microns in diameter
p.m./PM	afternoon
PMP	Paleontological Mitigation Plan
PMT	Person Miles of Travel
POAQC	project of air quality concern
POM	polycyclic organic matter
Porter-Cologne Act	Porter-Cologne Water Quality Control Act
ppb	parts per billion
ppm	parts per million
PPV	Peak particle velocity
PQS	Professionally Qualified Staff
PRC	Public Resources Code
Project	Interstate 405 from Wilmington Avenue to Main Street Improvements Project
PS&E	Plans, Specifications, and Estimates (design phase)
PSR	Project Study Report
RAP	Relocation Assistance Program
RCEM	Road Construction Emission Model
RCP	Regional Comprehensive Plan
RCRA	Resource Conservation and Recovery Act of 1976
RCSC	Regional Customer Service Center
REC	recognized environmental condition
RL	Risk Level
ROD	Record of Decision
ROG	reactive organic gases
ROW	right-of-way

RSA	Resource Study Area
RTIP	Regional Transportation Improvement Program
RTP	Regional Transportation Plan
RTPA	Regional Transportation Planning Agency
RW	retaining wall
RWQCB	Regional Water Quality Control Board
SAFE	Safer Affordable Efficient
SB	Senate Bill
SB	southbound
SBCCOG	South Bay Cities Council of Governments
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCCIC	South Central Coastal Information Center
SCCP	Solutions for Congested Corridors Program
SCE	Southern California Edison
scf	standard cubic foot
SCH	State Clearinghouse
SCS	Sustainable Communities Strategy
Section 106 PA	Programmatic Agreement Among the Federal Highway Administration; the Advisory Council On Historic Preservation; the California State Historic Preservation Officer; the United States Army Corps of Engineers' Sacramento District, San Franciso District, and Los Angeles District; and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act, as It Pertains to the Administration of the Federal-Aid Highway Program in California
SER	Standard Environmental Reference
SF6	sulfur hexafluoride
SHPO	State Historic Preservation Officer
SI	Site Investigation
SIP	State Implementation Plan
SLF	Sacred Lands File
SLR	sea level rise
SM&I	Structures Maintenance and Investigation
SO_2	sulfur dioxide
SOV	single occupancy vehicle
SR	State Route
SS	Standard Specification [Caltrans]
SSC	Species of Special Concern
ssp.	subspecies
SSP	Standard Special Provision [Caltrans]
St	Street
STIP	State Transportation Improvement Program
STP	Surface Transportation Program

SVP	Society of Vertebrate Paleontology
SWAT	Southwest Area Transportation Committee
SWMP	Storm Water Management Plan
SWPPP	Stormwater Pollution Prevention Plan
SWRCB	State Water Resources Control Board
SWRM	sound wall on retaining wall
TAC	Transportation Analysis Under CEQA
TAF	Transportation Analysis Framework
TASAS	Traffic Accident Surveillance and Analysis System
TAZ	Traffic analysis zone (transportation analysis zone)
TBA	Targeted Brownfields Assessments
TCE	Temporary construction easement
TDM	Transportation Demand Management
THPO	Tribal Historic Preservation Officer
TIP	Transportation Improvement Plan
TMDL	Total Maximum Daily Loads
TMP	Traffic Management Plan
TMP	Transportation Management Plan
TOAR	Traffic Operation Analysis Report
TOC	Toxic Organic Compounds
TOS	Traffic Operating System
TPH	total petroleum hydrocarbons
TRANSPAC	Transportation Partnership and Cooperation
TRICP	Transit and Intercity Rail Capital Program
TSCA	Toxic Substances Control Act
TSM	Transportation Systems Management
TSN	Transportation System Network
TWSC	Two-Way Stop Control
TWW	treated wood waste
µg/m^3	microgram per cubic meter
Uniform Act	Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended
US or U.S.	United States
USACE	U.S. Army Corps of Engineers
USC	United States Code
USDOT	U.S. Department of Transportation
USEPA	U.S. Environmental Protection Agency
USFWS	U.S. Fish and Wildlife Service
USGRCP	U.S. Global Change Research Program
USGS	U.S. Geological Survey
UST	Underground Storage Tank
VAU	Visual Assessment Unit
VDECS	Verified Diesel Emissions Control Strategy
VIA	Visual Impact Assessment
VHD	vehicle hours of delay
VMT	vehicle miles traveled

VOC	volatile organic compound
VRP	visibly reducing particles
WDR	Waste Discharge Requirement
WPCP	Water Pollution Control Plan
WQAR	Water Quality Assessment Report
WQO	Water Quality Objective
°C	Celsius
°F	Fahrenheit
# or No.	number

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Appendix K U.S. Fish and Wildlife Service and National Marine Fisheries Service Species List

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United States Department of the Interior

FISH AND WILDLIFE SERVICE
Carlsbad Fish And Wildlife Office
2177 Salk Avenue - Suite 250
Carlsbad, CA 92008-7385
Phone: (760) 431-9440 Fax: (760) 431-5901

In Reply Refer To: 09/04/2025 19:29:12 UTC
Project Code: 2024-0140450
Project Name: I-405 Aux Lane PAED from I-110 to Wilmington

Subject: List of threatened and endangered species that may occur in your proposed project location or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 *et seq.*), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A biological assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2)(c)). For projects other than major construction activities, the Service suggests that a biological

evaluation similar to a biological assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a biological assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found at the Fish and Wildlife Service's Endangered Species Consultation website at:

https://www.fws.gov/service/esa-section-7-consultation

Migratory Birds: In addition to responsibilities to protect threatened and endangered species under the Endangered Species Act (ESA), there are additional responsibilities under the Migratory Bird Treaty Act (MBTA) and the Bald and Golden Eagle Protection Act (BGEPA) to protect native birds from project-related impacts. Any activity resulting in take of migratory birds, including eagles, is prohibited unless otherwise permitted by the U.S. Fish and Wildlife Service (50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)). For more information regarding these Acts, see https://www.fws.gov/program/migratory-bird-permit/what-we-do.

It is the responsibility of the project proponent to comply with these Acts by identifying potential impacts to migratory birds and eagles within applicable NEPA documents (when there is a federal nexus) or a Bird/Eagle Conservation Plan (when there is no federal nexus). Proponents should implement conservation measures to avoid or minimize the production of project-related stressors or minimize the exposure of birds and their resources to the project-related stressors. For more information on avian stressors and recommended conservation measures, see https://www.fws.gov/library/collections/threats-birds.

In addition to MBTA and BGEPA, Executive Order 13186: *Responsibilities of Federal Agencies to Protect Migratory Birds*, obligates all Federal agencies that engage in or authorize activities that might affect migratory birds, to minimize those effects and encourage conservation measures that will improve bird populations. Executive Order 13186 provides for the protection of both migratory birds and migratory bird habitat. For information regarding the implementation of Executive Order 13186, please visit https://www.fws.gov/partner/council-conservation-migratory-birds.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Code in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List

OFFICIAL SPECIES LIST

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

Carlsbad Fish And Wildlife Office
2177 Salk Avenue - Suite 250
Carlsbad, CA 92008-7385
(760) 431-9440

PROJECT SUMMARY

Project Code: 2024-0140450
Project Name: I-405 Aux Lane PAED from I-110 to Wilmington
Project Type: Road/Hwy - Maintenance/Modification
Project Description: The Los Angeles County Metropolitan Transportation Authority (Metro), in cooperation with the California Department of Transportation (Caltrans) and the South Bay Cities Council of Governments (SBCCOG), proposes to improve freeway operations and safety along both directions of Interstate 405 (I-405) from Wilmington Avenue (Postmile [PM] 9.6) and Main Street (PM 12.6) in the City of Carson, Los Angeles County, California. The regional location and project vicinity is shown in Figure 1-1.

The I-405 from Wilmington Avenue to Main Street Improvements Project (Project) proposes to add auxiliary lanes between on- and off-ramps between PM 9.6 and 12.6 to improve weaving, merging, and diverging operations and/or the implementation of Transportation System Management (TSM) and Transportation Demand Management (TDM) elements. The proposed Project Study Area, shown in Figure 1-2, would provide improvements to facilitate an integrated approach for all modes of transportation to enhance mobility, accessibility, and connectivity in a Complete Streets environment for all communities along the existing corridor.

The proposed Project is subject to both the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA). Caltrans is the Lead Agency under CEQA. Caltrans is also the Lead Agency under NEPA, as assigned by the Federal Highway Administration (FHWA), in accordance with NEPA (42 United States Code [USC] 4321 et seq.); and the Council on Environmental Quality (CEQ) Regulations implementing NEPA (40 Code of Federal Regulations [CFR] 1500–1508). Funding for the proposed Project is expected from a combination of local sales tax funding, and potentially Federal, State, and other funding sources being sought by Metro for future phases. However, funding for the Project Approval and Environmental Document (PA&ED) Phase is through Measure R.

The proposed Project is included in the Final Adopted 2023 Federal Transportation Improvement Program (FTIP) and the Southern California Association of Governments (SCAG) 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and the 2023 Federal Transportation Improvement Program (FTIP) with FTIP ID LA9918955. The Project description provided in the Final Adopted 2023 FTIP and Amendment #2 of the Adopted 2020-2045 RTP/SCS states the following: ADD AUXILIARY LANES BETWEEN INTERCHANGE ON- AND OFFRAMPS AT FIVE LOCATIONS ALONG NORTHBOUND AND

SOUTHBOUND I-405 BETWEEN WILMINGTON AVENUE (PM 9.6) AND MAIN STREET (PM 12.6).

Project Location:

The approximate location of the project can be viewed in Google Maps: https://www.google.com/maps/@33.83988925,-118.26441182565225,14z

Counties: Los Angeles County, California

ENDANGERED SPECIES ACT SPECIES

There is a total of 10 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries[1], as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

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1. NOAA Fisheries, also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

MAMMALS

NAME	STATUS
Pacific Pocket Mouse *Perognathus longimembris pacificus* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/8080	Endangered

BIRDS

NAME	STATUS
California Least Tern *Sternula antillarum browni* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/8104	Endangered
Coastal California Gnatcatcher *Polioptila californica californica* There is **final** critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/8178	Threatened
Least Bell's Vireo *Vireo bellii pusillus* There is **final** critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/5945	Endangered
Western Snowy Plover *Charadrius nivosus nivosus* Population: Pacific Coast population DPS-U.S.A. (CA, OR, WA), Mexico (within 50 miles of Pacific coast) There is **final** critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/8035	Threatened

REPTILES

NAME	STATUS
Southwestern Pond Turtle *Actinemys pallida* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/4768	Proposed Threatened

AMPHIBIANS

NAME	STATUS
Western Spadefoot *Spea hammondii* Population: Southern DPS No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/5425	Proposed Threatened

INSECTS

NAME	STATUS
Monarch Butterfly *Danaus plexippus* There is **proposed** critical habitat for this species. Your location does not overlap the critical habitat.	Proposed Threatened

NAME	STATUS

Species profile: https://ecos.fws.gov/ecp/species/9743

CRUSTACEANS

NAME	STATUS
Riverside Fairy Shrimp *Streptocephalus woottoni*	Endangered

There is **final** critical habitat for this species. Your location does not overlap the critical habitat.
Species profile: https://ecos.fws.gov/ecp/species/8148

FLOWERING PLANTS

NAME	STATUS
Nevin's Barberry *Berberis nevinii*	Endangered

There is **final** critical habitat for this species. Your location does not overlap the critical habitat.
Species profile: https://ecos.fws.gov/ecp/species/8025

CRITICAL HABITATS

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.

YOU ARE STILL REQUIRED TO DETERMINE IF YOUR PROJECT(S) MAY HAVE EFFECTS ON ALL ABOVE LISTED SPECIES.

IPAC USER CONTACT INFORMATION

Agency: Private Entity
Name: Jennifer Morrison
Address: 840 Apollo Street, Suite 312
City: El Segundo
State: CA
Zip: 90245
Email jennifer@gpaconsulting-us.com
Phone: 3107922690

LEAD AGENCY CONTACT INFORMATION

Lead Agency: Department of Transportation

From: Cheyenne Anderson
To: nmfs.wcrca.specieslist@noaa.gov
Cc: Jennifer Johnson; Kayla Fon
Subject: NMFS Request
Date: Friday, September 6, 2024 9:28:00 AM
Attachments: image001.png
image002.png
image003.png
image004.png
image005.png
image006.png

Point-of-Contact Name and Information
GPA Consulting
Attn: Jennifer Johnson
840 Apollo St suite 312, El Segundo, CA 90245
jennifer@gpaconsulting-us.com
(310) 792-2690 x 110

Quad Name **Torrance**

Quad Number **33118-G3**

ESA Anadromous Fish

SONCC Coho ESU (T) -

CCC Coho ESU (E) -

CC Chinook Salmon ESU (T) -

CVSR Chinook Salmon ESU (T) -

SRWR Chinook Salmon ESU (E) -

NC Steelhead DPS (T) -

CCC Steelhead DPS (T) -

SCCC Steelhead DPS (T) -

SC Steelhead DPS (E) - **X**

CCV Steelhead DPS (T) -

Eulachon (T) -

sDPS Green Sturgeon (T) -

ESA Anadromous Fish Critical Habitat

SONCC Coho Critical Habitat -

CCC Coho Critical Habitat -

CC Chinook Salmon Critical Habitat -

CVSR Chinook Salmon Critical Habitat -

SRWR Chinook Salmon Critical Habitat -

NC Steelhead Critical Habitat -

CCC Steelhead Critical Habitat -

SCCC Steelhead Critical Habitat -

SC Steelhead Critical Habitat -

CCV Steelhead Critical Habitat -

Eulachon Critical Habitat -

sDPS Green Sturgeon Critical Habitat -

ESA Marine Invertebrates

Range Black Abalone (E) -

Range White Abalone (E) -

ESA Marine Invertebrates Critical Habitat

Black Abalone Critical Habitat -

ESA Sea Turtles

East Pacific Green Sea Turtle (T) - **X**

Olive Ridley Sea Turtle (T/E) -

Leatherback Sea Turtle (E) -

North Pacific Loggerhead Sea Turtle (E) -

ESA Whales

Blue Whale (E) -

Fin Whale (E) -

Humpback Whale (E) -

Southern Resident Killer Whale (E) -

North Pacific Right Whale (E) -

Sei Whale (E) -

Sperm Whale (E) -

ESA Pinnipeds

Guadalupe Fur Seal (T) -

Steller Sea Lion Critical Habitat -

Essential Fish Habitat

Coho EFH -

Chinook Salmon EFH -

Groundfish EFH - **X**

Coastal Pelagics EFH - **X**

Highly Migratory Species EFH -

MMPA Species (See list at left)

ESA and MMPA Cetaceans/Pinnipeds

See list at left and consult the NMFS Long Beach office

562-980-4000

MMPA Cetaceans -

MMPA Pinnipeds - **X**

Quad Name **Long Beach (digital)**

Quad Number **33118-G2**

ESA Anadromous Fish

SONCC Coho ESU (T) -

CCC Coho ESU (E) -

CC Chinook Salmon ESU (T) -

CVSR Chinook Salmon ESU (T) -

SRWR Chinook Salmon ESU (E) -

NC Steelhead DPS (T) -

CCC Steelhead DPS (T) -

SCCC Steelhead DPS (T) -

SC Steelhead DPS (E) - **X**

CCV Steelhead DPS (T) -

Eulachon (T) -

sDPS Green Sturgeon (T) - **X**

ESA Anadromous Fish Critical Habitat

SONCC Coho Critical Habitat -

CCC Coho Critical Habitat -

CC Chinook Salmon Critical Habitat -

CVSR Chinook Salmon Critical Habitat -

SRWR Chinook Salmon Critical Habitat -

NC Steelhead Critical Habitat -

CCC Steelhead Critical Habitat -

SCCC Steelhead Critical Habitat -

SC Steelhead Critical Habitat -

CCV Steelhead Critical Habitat -

Eulachon Critical Habitat -

sDPS Green Sturgeon Critical Habitat -

ESA Marine Invertebrates

Range Black Abalone (E) - **X**

Range White Abalone (E) - **X**

ESA Marine Invertebrates Critical Habitat

Black Abalone Critical Habitat -

ESA Sea Turtles

East Pacific Green Sea Turtle (T) - **X**

Olive Ridley Sea Turtle (T/E) - **X**

Leatherback Sea Turtle (E) - **X**

North Pacific Loggerhead Sea Turtle (E) - **X**

ESA Whales

Blue Whale (E) - **X**

Fin Whale (E) - **X**

Humpback Whale (E) - **X**

Southern Resident Killer Whale (E) - **X**

North Pacific Right Whale (E) - **X**

Sei Whale (E) - **X**

Sperm Whale (E) - **X**

ESA Pinnipeds

Guadalupe Fur Seal (T) - **X**

Steller Sea Lion Critical Habitat -

Essential Fish Habitat

Coho EFH -

Chinook Salmon EFH -

Groundfish EFH - **X**

Coastal Pelagics EFH - **X**

Highly Migratory Species EFH - **X**

MMPA Species (See list at left)

ESA and MMPA Cetaceans/Pinnipeds

See list at left and consult the NMFS Long Beach office

562-980-4000

MMPA Cetaceans - **X**

MMPA Pinnipeds - **X**

CONSULTING GPA

CHEYENNE ANDERSON

Biologist | cheyenne@gpaconsulting-us.com

1610 R Street, Suite 300

Sacramento, CA 95811

(310) 792-2690 x130

www.gpaconsulting-us.com

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Appendix L Noise Study Report Data

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Receptor I.D.	Barrier I.D.	Land Use	Number of Dwelling Units	Address	Existing Noise Level $L_{eq}(h)$, dBA	I-405 Wilmington Avenue to Main Street Future Worst Hour Noise Levels - $L_{eq}(h)$, dBA																										
						Design Year Noise Level without Project Leq(h), dBA	Design Year Noise Level with Project Leq(h), dBA	Design Year Noise Level without Project minus Existing Conditions Leq(h), dBA	Design Year Noise Level with Project minus Existing Conditions Leq(h), dBA	Design Year Noise Level with Project Minus No Project Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type	8 feet			10 feet			12 feet			14 feet			16 feet			18 feet			20 feet		
													$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR
ST-1	-	Hotel (Pet Boarding)	1	22251 S Wilmington Ave	70	71	71	1	1	0	E (72)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
ST-9	-	Hotel (pool)	1	2 Civic Plaza Dr	58	59	59	1	1	0	E (72)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-1	-	Industrial	1	19603 S Figueroa St	64	63	63	-1	-1	0	F (None)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-2	-	Industrial	1	19646 S Figueroa St	67	66	66	-1	-1	0	F (None)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-3	-	Industrial	1	19700 S Figueroa St	66	66	66	0	0	0	F (None)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-4	-	Industrial	1	19700 S Figueroa St	65	65	65	0	0	0	F (None)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-5	-	Industrial	1	19803 Main St	64	64	64	0	0	0	F (None)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-6	-	Industrial	1	19800 Main St	71	71	71	0	0	0	F (None)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-7	-	Residential	1	285 E Del Amo Blvd	57	57	57	0	0	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-8*	-	Residential	1	305 E Del Amo Blvd	63	63	63	0	0	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-9*	-	Residential	1	305 E Del Amo Blvd	66	66	66	0	0	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-10*	-	Residential	1	305 E Del Amo Blvd	62	62	62	0	0	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-11*	-	Residential	1	305 E Del Amo Blvd	65	65	65	0	0	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-12*	-	Residential	1	305 E Del Amo Blvd	65	65	65	0	0	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-13*	-	Residential	1	305 E Del Amo Blvd	62	62	62	0	0	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-14*	-	Residential	1	305 E Del Amo Blvd	63	63	63	0	0	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-15*	-	Residential	1	305 E Del Amo Blvd	60	60	60	0	0	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-16*	-	Residential	1	315 E Del Amo Blvd	59	59	59	0	0	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-17*	-	Residential	1	315 E Del Amo Blvd	62	63	63	1	1	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-18*	-	Residential	1	315 E Del Amo Blvd	51	52	52	1	1	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-19*	-	Residential	1	315 E Del Amo Blvd	59	59	59	0	0	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-20*	-	Residential	1	315 E Del Amo Blvd	62	62	62	0	0	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-21*	-	Residential	1	315 E Del Amo Blvd	59	59	59	0	0	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-22*	-	Residential	1	315 E Del Amo Blvd	60	61	61	1	1	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-23*	-	Residential	1	315 E Del Amo Blvd	58	58	58	0	0	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-24*	-	Residential	1	325 E Del Amo Blvd	68	69	69	1	1	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-25*	-	Residential	1	325 E Del Amo Blvd	65	65	65	0	0	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-26*	-	Residential	1	325 E Del Amo Blvd	66	66	66	0	0	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-27*	-	Residential	1	325 E Del Amo Blvd	69	69	69	0	0	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-28*	-	Residential	1	325 E Del Amo Blvd	68	69	69	1	1	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-29*	-	Residential	1	325 E Del Amo Blvd	65	65	65	0	0	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-30*	-	Residential	1	335 E Del Amo Blvd	61	62	62	1	1	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-31*	-	Residential	1	335 E Del Amo Blvd	64	65	65	1	1	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-32*	-	Residential	1	325 E Del Amo Blvd	66	66	66	0	0	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-33*	-	Residential	1	325 E Del Amo Blvd	62	62	62	0	0	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-34*	-	Residential	1	335 E Del Amo Blvd	60	60	60	0	0	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

A/E= Future noise conditions approach or exceed the Noise Abatement Criteria
* = not located on the ground floor

Receptor I.D.	Barrier I.D.	Land Use	Number of Dwelling Units	Address	Existing Noise Level $L_{eq}(h)$, dBA	I-405 Wilmington Avenue to Main Street Future Worst Hour Noise Levels - $L_{eq}(h)$, dBA																																						
						Design Year Noise Level without Project Leq(h), dBA	Design Year Noise Level with Project Leq(h), dBA	Design Year Noise Level without Project minus Existing Conditions Leq(h), dBA	Design Year Noise Level with Project minus Existing Conditions Leq(h), dBA	Design Year Noise Level with Project Minus No Project Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type	8 feet			10 feet			12 feet			14 feet			16 feet			18 feet			20 feet														
													$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR														
NW-35*	-	Residential	1	335 E Del Amo Blvd	64	64	64	0	0	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-36*	-	Residential	1	335 E Del Amo Blvd	64	64	64	0	0	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-37*	-	Residential	1	335 E Del Amo Blvd	60	60	60	0	0	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-38*	-	Residential	1	335 E Del Amo Blvd	59	59	59	0	0	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-39*	-	Residential	1	335 E Del Amo Blvd	62	62	62	0	0	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-40*	-	Residential	1	345 E Del Amo Blvd	70	71	71	1	1	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-41*	-	Residential	1	345 E Del Amo Blvd	67	68	68	1	1	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-42*	-	Residential	1	345 E Del Amo Blvd	67	68	68	1	1	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-43*	-	Residential	1	345 E Del Amo Blvd	71	71	71	0	0	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-44*	-	Residential	1	355 E Del Amo Blvd	67	67	67	0	0	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-45*	-	Residential	1	355 E Del Amo Blvd	62	63	63	1	1	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-46*	-	Residential	1	345 E Del Amo Blvd	68	69	69	1	1	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-47*	-	Residential	1	345 E Del Amo Blvd	64	64	64	0	0	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-48*	-	Residential	1	345 E Del Amo Blvd	67	68	68	1	1	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-49*	-	Residential	1	345 E Del Amo Blvd	63	63	63	0	0	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-50*	-	Residential	1	355 E Del Amo Blvd	66	66	66	0	0	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-51*	-	Residential	1	355 E Del Amo Blvd	62	62	62	0	0	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-52	-	Residential	1	355 E Del Amo Blvd	60	60	60	0	0	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-53	-	Playground	1	355 E Del Amo Blvd	64	64	64	0	0	0	C (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-54	-	Office	1	Carson County Mart Project	57	57	57	0	0	0	E (72)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-55	-	Office	1	Carson County Mart Project	59	59	59	0	0	0	E (72)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-56	-	Office	1	Carson County Mart Project	59	60	60	1	1	0	E (72)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-57	-	Restaurant	1	Carson County Mart Project	61	61	61	0	0	0	E (72)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-58	-	Office	1	Carson County Mart Project	59	59	59	0	0	0	E (72)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-59	-	Restaurant	1	Carson County Mart Project	60	60	60	0	0	0	E (72)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-60	-	Park	1	Carson County Mart Project	60	61	61	1	1	0	C (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-61	-	Restaurant	1	Carson County Mart Project	61	61	61	0	0	0	E (72)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-62	-	Restaurant	1	Carson County Mart Project	63	63	63	0	0	0	E (72)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-63	-	Residential	1	Imperial Avalon Project	58	58	58	0	0	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-64	-	Residential	1	Imperial Avalon Project	58	58	58	0	0	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-65	-	Residential	1	Imperial Avalon Project	58	58	58	0	0	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-66	-	Residential	1	Imperial Avalon Project	58	58	58	0	0	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-67	-	Residential	1	Imperial Avalon Project	58	58	58	0	0	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-68	-	Residential	1	Imperial Avalon Project	58	58	58	0	0	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-69	-	Residential	1	Imperial Avalon Project	58	58	58	0	0	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-70	-	Residential	1	Imperial Avalon Project	58	58	58	0	0	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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Receptor I.D.	Barrier I.D.	Land Use	Number of Dwelling Units	Address	Existing Noise Level $L_{eq}(h)$, dBA	I-405 Wilmington Avenue to Main Street Future Worst Hour Noise Levels - $L_{eq}(h)$, dBA																										
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													$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR
NW-71	-	Residential	1	Imperial Avalon Project	59	59	59	0	0	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-72	-	Residential	1	Imperial Avalon Project	59	59	59	0	0	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-73	-	Residential	1	Imperial Avalon Project	59	59	59	0	0	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-74	-	Residential	1	Imperial Avalon Project	59	59	59	0	0	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-75	-	Residential	1	Imperial Avalon Project	59	59	59	0	0	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-76	-	Residential	1	Imperial Avalon Project	59	59	59	0	0	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-77	-	Residential	1	Imperial Avalon Project	59	59	59	0	0	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-78	-	Residential	1	Imperial Avalon Project	59	59	59	0	0	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-79	-	Residential	1	Imperial Avalon Project	59	59	59	0	0	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-80	-	Residential	1	Imperial Avalon Project	59	59	59	0	0	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-81	-	Residential	1	Imperial Avalon Project	60	60	60	0	0	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-82	-	Residential	1	Imperial Avalon Project	59	59	59	0	0	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-83	-	Residential	1	Imperial Avalon Project	60	60	60	0	0	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-84	-	Residential	1	Imperial Avalon Project	60	60	60	0	0	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-85	-	Residential	1	Imperial Avalon Project	60	60	60	0	0	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-86	-	Residential	1	Imperial Avalon Project	60	60	60	0	0	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-87	-	Residential	1	Imperial Avalon Project	60	60	60	0	0	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-88	-	Residential	1	Imperial Avalon Project	60	60	60	0	0	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-89	-	Residential	1	Imperial Avalon Project	61	60	60	-1	-1	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-90	-	Residential	1	Imperial Avalon Project	60	60	60	0	0	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-91	-	Residential	1	Imperial Avalon Project	61	61	61	0	0	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-92	-	Residential	1	Imperial Avalon Project	61	61	61	0	0	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-93	-	Residential	1	Imperial Avalon Project	61	61	61	0	0	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-94	-	Residential	1	Imperial Avalon Project	61	61	61	0	0	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-95	-	Residential	1	Imperial Avalon Project	61	61	61	0	0	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-96	-	Residential	1	Imperial Avalon Project	61	61	61	0	0	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-97	-	Residential	1	Imperial Avalon Project	61	61	61	0	0	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-98	-	Residential	1	Imperial Avalon Project	60	61	61	1	1	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-99*	-	Residential	1	Imperial Avalon Project	64	64	64	0	0	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-100*	-	Residential	1	Imperial Avalon Project	66	66	66	0	0	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-101*	-	Residential	1	Imperial Avalon Project	67	67	67	0	0	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-102	BA-6	Residential	1	Imperial Avalon Project	61	61	61	0	0	0	B (67)	-	59	2	0	59	2	0	59	2	0	59	2	0	59	2	0	59	2	0	59	2	0
NW-103*		Residential	1	Imperial Avalon Project	65	65	65	0	0	0	B (67)	-	62	3	0	62	3	0	62	3	0	62	3	0	62	3	0	62	3	0	62	3	0
NW-104*		Residential	1	Imperial Avalon Project	67	67	67	0	0	0	B (67)	-	67	0	0	67	0	0	65	2	0	64	3	0	63	4	0	63	4	0	63	4	0
NW-105*		Residential	1	Imperial Avalon Project	68	68	68	0	0	0	B (67)	-	68	0	0	68	0	0	68	0	0	68	0	0	68	0	0	68	0	0	68	0	0
NW-106		Residential	1	Imperial Avalon Project	51	51	51	0	0	0	B (67)	-	51	0	0	51	0	0	51	0	0	51	0	0	51	0	0	51	0	0	51	0	0

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Receptor I.D.	Barrier I.D.	Land Use	Number of Dwelling Units	Address	Existing Noise Level $L_{eq}(h)$, dBA	I-405 Wilmington Avenue to Main Street Future Worst Hour Noise Levels - $L_{eq}(h)$, dBA																										
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													$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR
NW-107		Residential	1	Imperial Avalon Project	62	62	62	0	0	0	B (67)	-	57	5	1	57	5	1	57	5	1	57	5	1	57	5	1	57	5	1	57	5	1
NW-108*		Residential	1	Imperial Avalon Project	67	68	68	1	1	0	B (67)	-	61	7	1	61	7	1	61	7	1	61	7	1	61	7	1	61	7	1	61	7	1
NW-109*		Residential	1	Imperial Avalon Project	69	70	70	1	1	0	B (67)	-	69	1	0	69	1	0	69	1	0	69	1	0	69	1	0	69	1	0	69	1	0
NW-110*		Residential	1	Imperial Avalon Project	70	70	70	0	0	0	B (67)	-	70	0	0	70	0	0	70	0	0	70	0	0	70	0	0	70	0	0	70	0	0
NW-111		Residential	1	Imperial Avalon Project	63	63	63	0	0	0	B (67)	-	57	6	1	57	6	1	57	6	1	57	6	1	57	6	1	57	6	1	57	6	1
NW-112*		Residential	1	Imperial Avalon Project	68	68	68	0	0	0	B (67)	-	61	7	1	61	7	1	61	7	1	61	7	1	61	7	1	61	7	1	61	7	1
NW-113*		Residential	1	Imperial Avalon Project	69	70	70	1	1	0	B (67)	-	69	1	0	69	1	0	69	1	0	69	1	0	69	1	0	69	1	0	69	1	0
NW-114*		Residential	1	Imperial Avalon Project	70	70	70	0	0	0	B (67)	-	70	0	0	70	0	0	70	0	0	70	0	0	70	0	0	70	0	0	70	0	0
NW-115		Residential	1	Imperial Avalon Project	63	63	63	0	0	0	B (67)	-	57	6	1	57	6	1	57	6	1	57	6	1	57	6	1	57	6	1	57	6	1
NW-116*		Residential	1	Imperial Avalon Project	68	68	68	0	0	0	B (67)	-	61	7	1	61	7	1	61	7	1	61	7	1	61	7	1	61	7	1	61	7	1
NW-117*		Residential	1	Imperial Avalon Project	69	70	70	1	1	0	B (67)	-	69	1	0	69	1	0	69	1	0	69	1	0	69	1	0	69	1	0	69	1	0
NW-118*		Residential	1	Imperial Avalon Project	70	70	70	0	0	0	B (67)	-	70	0	0	70	0	0	70	0	0	70	0	0	70	0	0	70	0	0	70	0	0
NW-119		Residential	1	Imperial Avalon Project	64	64	64	0	0	0	B (67)	-	58	6	1	58	6	1	58	6	1	58	6	1	58	6	1	58	6	1	58	6	1
NW-120*		Residential	1	Imperial Avalon Project	68	68	68	0	0	0	B (67)	-	61	7	1	61	7	1	61	7	1	61	7	1	61	7	1	61	7	1	61	7	1
NW-121*		Residential	1	Imperial Avalon Project	69	70	70	1	1	0	B (67)	-	69	1	0	69	1	0	69	1	0	69	1	0	69	1	0	69	1	0	69	1	0
NW-122*		Residential	1	Imperial Avalon Project	70	70	70	0	0	0	B (67)	-	70	0	0	70	0	0	70	0	0	70	0	0	70	0	0	70	0	0	70	0	0
NW-123		Residential	1	Imperial Avalon Project	65	65	65	0	0	0	B (67)	-	57	8	1	56	9	1	56	9	1	55	10	1	55	10	1	54	11	1	54	11	1
NW-124*	BA-6	Residential	1	Imperial Avalon Project	68	68	68	0	0	0	B (67)	-	61	7	1	61	7	1	61	7	1	61	7	1	61	7	1	61	7	1	61	7	1
NW-125*		Residential	1	Imperial Avalon Project	69	69	69	0	0	0	B (67)	-	69	0	0	69	0	0	69	0	0	69	0	0	69	0	0	69	0	0	69	0	0
NW-126*		Residential	1	Imperial Avalon Project	70	70	70	0	0	0	B (67)	-	70	0	0	70	0	0	70	0	0	70	0	0	70	0	0	70	0	0	70	0	0
NW-127		Residential	1	Imperial Avalon Project	65	65	65	0	0	0	B (67)	-	57	8	1	57	8	1	57	8	1	57	8	1	57	8	1	57	8	1	57	8	1
NW-128*		Residential	1	Imperial Avalon Project	68	69	69	1	1	0	B (67)	-	61	8	1	61	8	1	61	8	1	61	8	1	61	8	1	61	8	1	61	8	1
NW-129*		Residential	1	Imperial Avalon Project	70	70	70	0	0	0	B (67)	-	70	0	0	70	0	0	70	0	0	70	0	0	70	0	0	70	0	0	70	0	0
NW-130*		Residential	1	Imperial Avalon Project	70	71	71	1	1	0	B (67)	-	70	1	0	70	1	0	70	1	0	70	1	0	70	1	0	70	1	0	70	1	0
NW-131		Residential	1	Imperial Avalon Project	66	66	66	0	0	0	B (67)	A/E	57	9	1	57	9	1	57	9	1	57	9	1	57	9	1	57	9	1	57	9	1
NW-132*		Residential	1	Imperial Avalon Project	69	69	69	0	0	0	B (67)	-	61	8	1	61	8	1	61	8	1	61	8	1	61	8	1	61	8	1	61	8	1
NW-133*		Residential	1	Imperial Avalon Project	70	70	70	0	0	0	B (67)	-	70	0	0	70	0	0	70	0	0	70	0	0	70	0	0	70	0	0	70	0	0
NW-134*		Residential	1	Imperial Avalon Project	71	71	71	0	0	0	B (67)	-	71	0	0	71	0	0	71	0	0	71	0	0	71	0	0	71	0	0	71	0	0
NW-135		Residential	1	Imperial Avalon Project	66	66	66	0	0	0	B (67)	A/E	57	9	1	57	9	1	57	9	1	57	9	1	57	9	1	57	9	1	57	9	1
NW-136*		Residential	1	Imperial Avalon Project	69	69	69	0	0	0	B (67)	-	61	8	1	61	8	1	61	8	1	61	8	1	61	8	1	61	8	1	61	8	1
NW-137*		Residential	1	Imperial Avalon Project	70	70	70	0	0	0	B (67)	-	70	0	0	70	0	0	70	0	0	70	0	0	70	0	0	70	0	0	70	0	0
NW-138*		Residential	1	Imperial Avalon Project	71	71	71	0	0	0	B (67)	-	71	0	0	71	0	0	71	0	0	71	0	0	71	0	0	71	0	0	71	0	0
NW-139		Residential	1	Imperial Avalon Project	66	66	66	0	0	0	B (67)	A/E	57	9	1	57	9	1	57	9	1	57	9	1	57	9	1	57	9	1	57	9	1
NW-140*		Residential	1	Imperial Avalon Project	70	70	70	0	0	0	B (67)	-	61	9	1	61	9	1	61	9	1	61	9	1	61	9	1	61	9	1	61	9	1
NW-141*		Residential	1	Imperial Avalon Project	71	71	71	0	0	0	B (67)	-	71	0	0	71	0	0	71	0	0	71	0	0	71	0	0	71	0	0	71	0	0
NW-142*		Residential	1	Imperial Avalon Project	71	72	72	1	1	0	B (67)	-	72	0	0	72	0	0	72	0	0	72	0	0	72	0	0	72	0	0	72	0	0

A/E= Future noise conditions approach or exceed the Noise Abatement Criteria
* = not located on the ground floor

Receptor I.D.	Barrier I.D.	Land Use	Number of Dwelling Units	Address	Existing Noise Level $L_{eq}(h)$, dBA	I-405 Wilmington Avenue to Main Street Future Worst Hour Noise Levels - $L_{eq}(h)$, dBA																								
						Design Year Noise Level without Project Leq(h), dBA	Design Year Noise Level with Project Leq(h), dBA	Design Year Noise Level without Project minus Existing Conditions Leq(h), dBA	Design Year Noise Level with Project minus Existing Conditions Leq(h), dBA	Design Year Noise Level with Project Minus No Project Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type	8 feet			10 feet			12 feet			14 feet			16 feet			18 feet			20 feet		
													$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR
NW-143		Residential	1	Imperial Avalon Project	68	68	68	0	0	0	B (67)	A/E	61	7	1	61	7	1	61	7	1	61	7	1	61	7	1	61	7	1	61	7	1
NW-144*		Residential	1	Imperial Avalon Project	71	71	71	0	0	0	B (67)	-	66	5	1	66	5	1	66	5	1	66	5	1	66	5	1	66	5	1	66	5	1
NW-145*		Residential	1	Imperial Avalon Project	72	72	72	0	0	0	B (67)	-	72	0	0	72	0	0	72	0	0	72	0	0	72	0	0	72	0	0	72	0	0
NW-146*		Residential	1	Imperial Avalon Project	73	73	73	0	0	0	B (67)	-	73	0	0	73	0	0	73	0	0	73	0	0	73	0	0	73	0	0	72	1	0
NW-147		Residential	1	Imperial Avalon Project	67	67	67	0	0	0	B (67)	A/E	63	4	0	63	4	0	63	4	0	63	4	0	63	4	0	63	4	0	63	4	0
NW-148*		Residential	1	Imperial Avalon Project	70	70	70	0	0	0	B (67)	-	68	2	0	68	2	0	68	2	0	68	2	0	68	2	0	68	2	0	68	2	0
NW-149*		Residential	1	Imperial Avalon Project	71	71	71	0	0	0	B (67)	-	71	0	0	71	0	0	71	0	0	71	0	0	71	0	0	71	0	0	71	0	0
NW-150*		Residential	1	Imperial Avalon Project	71	71	71	0	0	0	B (67)	-	71	0	0	71	0	0	71	0	0	71	0	0	71	0	0	71	0	0	71	0	0
NW-151		Residential	1	Imperial Avalon Project	58	58	58	0	0	0	B (67)	-	58	0	0	58	0	0	58	0	0	58	0	0	58	0	0	58	0	0	58	0	0
NW-152*		Residential	1	Imperial Avalon Project	63	64	64	1	1	0	B (67)	-	64	0	0	64	0	0	64	0	0	64	0	0	64	0	0	64	0	0	64	0	0
NW-153*		Residential	1	Imperial Avalon Project	64	64	64	0	0	0	B (67)	-	64	0	0	64	0	0	64	0	0	64	0	0	64	0	0	64	0	0	64	0	0
NW-154*		Residential	1	Imperial Avalon Project	65	65	65	0	0	0	B (67)	-	65	0	0	65	0	0	65	0	0	65	0	0	65	0	0	65	0	0	65	0	0
NW-155		Residential	1	Imperial Avalon Project	63	63	63	0	0	0	B (67)	-	62	1	0	62	1	0	62	1	0	62	1	0	62	1	0	62	1	0	62	1	0
NW-156*		Residential	1	Imperial Avalon Project	66	66	66	0	0	0	B (67)	-	65	1	0	65	1	0	65	1	0	65	1	0	65	1	0	65	1	0	65	1	0
NW-157*		Residential	1	Imperial Avalon Project	66	67	67	1	1	0	B (67)	-	67	0	0	67	0	0	67	0	0	67	0	0	67	0	0	67	0	0	67	0	0
NW-158*		Residential	1	Imperial Avalon Project	67	67	67	0	0	0	B (67)	-	67	0	0	67	0	0	67	0	0	67	0	0	67	0	0	67	0	0	67	0	0
NW-159		Residential	1	Imperial Avalon Project	64	64	64	0	0	0	B (67)	-	63	1	0	63	1	0	63	1	0	63	1	0	63	1	0	63	1	0	63	1	0
NW-160	BA-6	Residential	1	Imperial Avalon Project	66	66	66	0	0	0	B (67)	-	64	2	0	64	2	0	64	2	0	64	2	0	64	2	0	64	2	0	64	2	0
NW-161*		Residential	1	Imperial Avalon Project	69	70	70	1	1	0	B (67)	-	68	2	0	68	2	0	68	2	0	68	2	0	68	2	0	68	2	0	68	2	0
NW-162*		Residential	1	Imperial Avalon Project	70	70	70	0	0	0	B (67)	-	70	0	0	70	0	0	70	0	0	70	0	0	70	0	0	70	0	0	70	0	0
NW-163*		Residential	1	Imperial Avalon Project	70	71	71	1	1	0	B (67)	-	71	0	0	71	0	0	71	0	0	71	0	0	71	0	0	71	0	0	71	0	0
NW-164		Residential	1	Imperial Avalon Project	65	65	65	0	0	0	B (67)	-	64	1	0	64	1	0	64	1	0	64	1	0	64	1	0	64	1	0	64	1	0
NW-165*		Residential	1	Imperial Avalon Project	69	69	69	0	0	0	B (67)	-	67	2	0	67	2	0	67	2	0	67	2	0	67	2	0	67	2	0	67	2	0
NW-166*		Residential	1	Imperial Avalon Project	69	69	69	0	0	0	B (67)	-	69	0	0	69	0	0	69	0	0	68	1	0	68	1	0	68	1	0	68	1	0
NW-167*		Residential	1	Imperial Avalon Project	70	70	70	0	0	0	B (67)	-	70	0	0	70	0	0	70	0	0	70	0	0	70	0	0	70	0	0	70	0	0
NW-168		Residential	1	Imperial Avalon Project	55	54	54	-1	-1	0	B (67)	-	54	0	0	54	0	0	54	0	0	54	0	0	54	0	0	54	0	0	54	0	0
NW-169*		Residential	1	Imperial Avalon Project	58	58	58	0	0	0	B (67)	-	58	0	0	58	0	0	58	0	0	58	0	0	58	0	0	58	0	0	58	0	0
NW-170*		Residential	1	Imperial Avalon Project	61	61	61	0	0	0	B (67)	-	61	0	0	61	0	0	61	0	0	61	0	0	61	0	0	61	0	0	61	0	0
NW-171*		Residential	1	Imperial Avalon Project	62	62	62	0	0	0	B (67)	-	62	0	0	62	0	0	62	0	0	62	0	0	62	0	0	62	0	0	62	0	0
NW-172		Residential	1	Imperial Avalon Project	61	61	61	0	0	0	B (67)	-	61	0	0	61	0	0	61	0	0	61	0	0	61	0	0	61	0	0	61	0	0
NW-173*		Residential	1	Imperial Avalon Project	64	65	65	1	1	0	B (67)	-	65	0	0	65	0	0	65	0	0	65	0	0	65	0	0	65	0	0	65	0	0
NW-174*		Residential	1	Imperial Avalon Project	65	66	66	1	1	0	B (67)	-	66	0	0	66	0	0	66	0	0	66	0	0	66	0	0	66	0	0	66	0	0
NW-175*		Residential	1	Imperial Avalon Project	66	66	66	0	0	0	B (67)	-	66	0	0	66	0	0	66	0	0	66	0	0	66	0	0	66	0	0	66	0	0
NW-176		Residential	1	Imperial Avalon Project	63	63	63	0	0	0	B (67)	-	63	0	0	63	0	0	63	0	0	63	0	0	63	0	0	63	0	0	63	0	0
NW-177		Residential	1	Imperial Avalon Project	65	65	65	0	0	0	B (67)	-	64	1	0	64	1	0	64	1	0	64	1	0	64	1	0	64	1	0	64	1	0
NW-178*		Residential	1	Imperial Avalon Project	68	68	68	0	0	0	B (67)	-	67	1	0	67	1	0	67	1	0	67	1	0	67	1	0	67	1	0	67	1	0

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* = not located on the ground floor

Receptor I.D.	Barrier I.D.	Land Use	Number of Dwelling Units	Address	Existing Noise Level $L_{eq}(h)$, dBA	I-405 Wilmington Avenue to Main Street Future Worst Hour Noise Levels - $L_{eq}(h)$, dBA																										
						Design Year Noise Level without Project Leq(h), dBA	Design Year Noise Level with Project Leq(h), dBA	Design Year Noise Level without Project minus Existing Conditions Leq(h), dBA	Design Year Noise Level with Project minus Existing Conditions Leq(h), dBA	Design Year Noise Level with Project Minus No Project Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type	8 feet			10 feet			12 feet			14 feet			16 feet			18 feet			20 feet		
													$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR
NW-179*	BA-6	Residential	1	Imperial Avalon Project	69	69	69	0	0	0	B (67)	-	69	0	0	69	0	0	69	0	0	69	0	0	69	0	0	69	0	0	69	0	0
NW-180*		Residential	1	Imperial Avalon Project	69	69	69	0	0	0	B (67)	-	69	0	0	69	0	0	69	0	0	69	0	0	69	0	0	69	0	0	69	0	0
NW-181		Residential	1	Imperial Avalon Project	64	64	64	0	0	0	B (67)	-	63	1	0	63	1	0	63	1	0	63	1	0	63	1	0	63	1	0	63	1	0
NW-182*		Residential	1	Imperial Avalon Project	67	67	67	0	0	0	B (67)	-	66	1	0	66	1	0	66	1	0	66	1	0	66	1	0	66	1	0	66	1	0
NW-183*		Residential	1	Imperial Avalon Project	68	68	68	0	0	0	B (67)	-	68	0	0	68	0	0	68	0	0	68	0	0	68	0	0	68	0	0	68	0	0
NW-184*		Residential	1	Imperial Avalon Project	68	68	68	0	0	0	B (67)	-	68	0	0	68	0	0	68	0	0	68	0	0	68	0	0	68	0	0	68	0	0
NW-185		Residential	1	Imperial Avalon Project	45	45	45	0	0	0	B (67)	-	45	0	0	45	0	0	45	0	0	45	0	0	45	0	0	45	0	0	45	0	0
NW-186*		Residential	1	Imperial Avalon Project	49	49	49	0	0	0	B (67)	-	49	0	0	49	0	0	49	0	0	49	0	0	49	0	0	49	0	0	49	0	0
NW-187*		Residential	1	Imperial Avalon Project	52	52	52	0	0	0	B (67)	-	52	0	0	52	0	0	52	0	0	52	0	0	52	0	0	52	0	0	52	0	0
NW-188*		Residential	1	Imperial Avalon Project	53	53	53	0	0	0	B (67)	-	53	0	0	53	0	0	53	0	0	53	0	0	53	0	0	53	0	0	53	0	0
NW-189		Residential	1	Imperial Avalon Project	56	56	56	0	0	0	B (67)	-	56	0	0	56	0	0	56	0	0	56	0	0	56	0	0	56	0	0	56	0	0
NW-190*		Residential	1	Imperial Avalon Project	61	61	61	0	0	0	B (67)	-	61	0	0	61	0	0	61	0	0	61	0	0	61	0	0	61	0	0	61	0	0
NW-191*		Residential	1	Imperial Avalon Project	61	62	62	1	1	0	B (67)	-	62	0	0	62	0	0	62	0	0	62	0	0	62	0	0	62	0	0	62	0	0
NW-192*		Residential	1	Imperial Avalon Project	62	62	62	0	0	0	B (67)	-	62	0	0	62	0	0	62	0	0	62	0	0	62	0	0	62	0	0	62	0	0
NW-193		Residential	1	Imperial Avalon Project	60	60	60	0	0	0	B (67)	-	60	0	0	60	0	0	60	0	0	60	0	0	60	0	0	60	0	0	60	0	0
NW-194*		Residential	1	Imperial Avalon Project	63	63	63	0	0	0	B (67)	-	63	0	0	63	0	0	63	0	0	63	0	0	63	0	0	63	0	0	63	0	0
NW-195*		Residential	1	Imperial Avalon Project	63	64	64	1	1	0	B (67)	-	64	0	0	64	0	0	64	0	0	64	0	0	64	0	0	64	0	0	64	0	0
NW-196*		Residential	1	Imperial Avalon Project	64	64	64	0	0	0	B (67)	-	64	0	0	64	0	0	64	0	0	64	0	0	64	0	0	64	0	0	64	0	0
NW-197		Residential	1	Imperial Avalon Project	62	62	62	0	0	0	B (67)	-	61	1	0	61	1	0	61	1	0	61	1	0	61	1	0	61	1	0	61	1	0
NW-198*		Residential	1	Imperial Avalon Project	64	64	64	0	0	0	B (67)	-	62	2	0	62	2	0	62	2	0	62	2	0	62	2	0	62	2	0	62	2	0
NW-199*		Residential	1	Imperial Avalon Project	65	65	65	0	0	0	B (67)	-	65	0	0	64	1	0	64	1	0	63	2	0	63	2	0	63	2	0	63	2	0
NW-200*		Residential	1	Imperial Avalon Project	65	65	65	0	0	0	B (67)	-	65	0	0	65	0	0	65	0	0	65	0	0	64	1	0	64	1	0	64	1	0
NW-201		Residential	1	Imperial Avalon Project	57	57	57	0	0	0	B (67)	-	54	3	0	54	3	0	54	3	0	54	3	0	54	3	0	53	4	0	53	4	0
NW-202*		Residential	1	Imperial Avalon Project	60	60	60	0	0	0	B (67)	-	54	6	1	53	7	1	53	7	1	52	8	1	52	8	1	51	9	1	51	9	1
NW-203*		Residential	1	Imperial Avalon Project	62	62	62	0	0	0	B (67)	-	62	0	0	60	2	0	59	3	0	58	4	0	58	4	0	57	5	1	57	5	1
NW-204*		Residential	1	Imperial Avalon Project	62	62	62	0	0	0	B (67)	-	62	0	0	62	0	0	62	0	0	62	0	0	60	2	0	59	3	0	58	4	0
NW-205		Residential	1	Imperial Avalon Project	64	64	64	0	0	0	B (67)	-	63	1	0	63	1	0	63	1	0	63	1	0	63	1	0	63	1	0	63	1	0
NW-206*		Residential	1	Imperial Avalon Project	68	68	68	0	0	0	B (67)	-	67	1	0	67	1	0	67	1	0	67	1	0	67	1	0	67	1	0	67	1	0
NW-207*		Residential	1	Imperial Avalon Project	69	69	69	0	0	0	B (67)	-	69	0	0	69	0	0	68	1	0	68	1	0	68	1	0	68	1	0	68	1	0
NW-208*		Residential	1	Imperial Avalon Project	69	69	69	0	0	0	B (67)	-	69	0	0	69	0	0	69	0	0	69	0	0	69	0	0	69	0	0	69	0	0
NW-209		Residential	1	Imperial Avalon Project	65	65	65	0	0	0	B (67)	-	65	0	0	65	0	0	65	0	0	65	0	0	65	0	0	65	0	0	65	0	0
NW-210*		Residential	1	Imperial Avalon Project	69	69	69	0	0	0	B (67)	-	68	1	0	68	1	0	68	1	0	68	1	0	68	1	0	68	1	0	68	1	0
NW-211*		Residential	1	Imperial Avalon Project	70	70	70	0	0	0	B (67)	-	70	0	0	70	0	0	70	0	0	70	0	0	70	0	0	70	0	0	70	0	0
NW-212*		Residential	1	Imperial Avalon Project	71	71	71	0	0	0	B (67)	-	71	0	0	71	0	0	71	0	0	71	0	0	71	0	0	71	0	0	71	0	0
NW-102	BA-7	Residential	1	Imperial Avalon Project	61	61	61	0	0	0	B (67)	-	59	2	0	59	2	0	59	2	0	59	2	0	59	2	0	59	2	0	59	2	0
NW-103*		Residential	1	Imperial Avalon Project	65	65	65	0	0	0	B (67)	-	62	3	0	62	3	0	62	3	0	62	3	0	62	3	0	62	3	0	62	3	0

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Receptor I.D.	Barrier I.D.	Land Use	Number of Dwelling Units	Address	Existing Noise Level $L_{eq}(h)$, dBA	I-405 Wilmington Avenue to Main Street Future Worst Hour Noise Levels - $L_{eq}(h)$, dBA																								
						Design Year Noise Level without Project Leq(h), dBA	Design Year Noise Level with Project Leq(h), dBA	Design Year Noise Level without Project minus Existing Conditions Leq(h), dBA	Design Year Noise Level with Project minus Existing Conditions Leq(h), dBA	Design Year Noise Level with Project Minus No Project Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type	8 feet			10 feet			12 feet			14 feet			16 feet			18 feet			20 feet		
													$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR
NW-104*	BA-7	Residential	1	Imperial Avalon Project	67	67	67	0	0	0	B (67)	-	66	1	0	65	2	0	65	2	0	65	2	0	64	3	0	64	3	0	64	3	0
NW-105*		Residential	1	Imperial Avalon Project	68	68	68	0	0	0	B (67)	-	68	0	0	68	0	0	68	0	0	68	0	0	68	0	0	68	0	0	68	0	0
NW-106		Residential	1	Imperial Avalon Project	51	51	51	0	0	0	B (67)	-	51	0	0	51	0	0	51	0	0	51	0	0	51	0	0	51	0	0	51	0	0
NW-107		Residential	1	Imperial Avalon Project	62	62	62	0	0	0	B (67)	-	57	5	1	57	5	1	57	5	1	57	5	1	57	5	1	57	5	1	57	5	1
NW-108*		Residential	1	Imperial Avalon Project	67	68	68	1	1	0	B (67)	-	61	7	1	61	7	1	61	7	1	61	7	1	61	7	1	61	7	1	61	7	1
NW-109*		Residential	1	Imperial Avalon Project	69	70	70	1	1	0	B (67)	-	69	1	0	69	1	0	69	1	0	69	1	0	69	1	0	69	1	0	69	1	0
NW-110*		Residential	1	Imperial Avalon Project	70	70	70	0	0	0	B (67)	-	70	0	0	70	0	0	70	0	0	70	0	0	70	0	0	70	0	0	70	0	0
NW-111		Residential	1	Imperial Avalon Project	63	63	63	0	0	0	B (67)	-	57	6	1	57	6	1	57	6	1	57	6	1	57	6	1	57	6	1	57	6	1
NW-112*		Residential	1	Imperial Avalon Project	68	68	68	0	0	0	B (67)	-	61	7	1	61	7	1	61	7	1	61	7	1	61	7	1	61	7	1	61	7	1
NW-113*		Residential	1	Imperial Avalon Project	69	70	70	1	1	0	B (67)	-	69	1	0	69	1	0	69	1	0	69	1	0	69	1	0	69	1	0	69	1	0
NW-114*		Residential	1	Imperial Avalon Project	70	70	70	0	0	0	B (67)	-	70	0	0	70	0	0	70	0	0	70	0	0	70	0	0	70	0	0	70	0	0
NW-115		Residential	1	Imperial Avalon Project	63	63	63	0	0	0	B (67)	-	57	6	1	57	6	1	57	6	1	57	6	1	57	6	1	57	6	1	57	6	1
NW-116*		Residential	1	Imperial Avalon Project	68	68	68	0	0	0	B (67)	-	61	7	1	61	7	1	61	7	1	61	7	1	61	7	1	61	7	1	61	7	1
NW-117*		Residential	1	Imperial Avalon Project	69	70	70	1	1	0	B (67)	-	69	1	0	69	1	0	69	1	0	69	1	0	69	1	0	69	1	0	69	1	0
NW-118*		Residential	1	Imperial Avalon Project	70	70	70	0	0	0	B (67)	-	70	0	0	70	0	0	70	0	0	70	0	0	70	0	0	70	0	0	70	0	0
NW-119		Residential	1	Imperial Avalon Project	64	64	64	0	0	0	B (67)	-	58	6	1	58	6	1	58	6	1	58	6	1	58	6	1	58	6	1	58	6	1
NW-120*		Residential	1	Imperial Avalon Project	68	68	68	0	0	0	B (67)	-	61	7	1	61	7	1	61	7	1	61	7	1	61	7	1	61	7	1	61	7	1
NW-121*		Residential	1	Imperial Avalon Project	69	70	70	1	1	0	B (67)	-	69	1	0	69	1	0	69	1	0	69	1	0	69	1	0	69	1	0	69	1	0
NW-122*		Residential	1	Imperial Avalon Project	70	70	70	0	0	0	B (67)	-	70	0	0	70	0	0	70	0	0	70	0	0	70	0	0	70	0	0	70	0	0
NW-123		Residential	1	Imperial Avalon Project	65	65	65	0	0	0	B (67)	-	57	8	1	57	8	1	56	9	1	55	10	1	55	10	1	55	10	1	54	11	1
NW-124*		Residential	1	Imperial Avalon Project	68	68	68	0	0	0	B (67)	-	64	4	0	64	4	0	64	4	0	64	4	0	64	4	0	64	4	0	64	4	0
NW-125*		Residential	1	Imperial Avalon Project	69	69	69	0	0	0	B (67)	-	69	0	0	69	0	0	69	0	0	69	0	0	69	0	0	69	0	0	69	0	0
NW-126*		Residential	1	Imperial Avalon Project	70	70	70	0	0	0	B (67)	-	70	0	0	70	0	0	70	0	0	70	0	0	70	0	0	70	0	0	70	0	0
NW-127		Residential	1	Imperial Avalon Project	65	65	65	0	0	0	B (67)	-	57	8	1	57	8	1	57	8	1	57	8	1	57	8	1	57	8	1	57	8	1
NW-128*		Residential	1	Imperial Avalon Project	68	69	69	1	1	0	B (67)	-	64	5	1	64	5	1	64	5	1	64	5	1	64	5	1	64	5	1	64	5	1
NW-129*		Residential	1	Imperial Avalon Project	70	70	70	0	0	0	B (67)	-	67	3	0	67	3	0	67	3	0	67	3	0	67	3	0	67	3	0	67	3	0
NW-130*		Residential	1	Imperial Avalon Project	70	71	71	1	1	0	B (67)	-	68	3	0	68	3	0	68	3	0	68	3	0	68	3	0	68	3	0	68	3	0
NW-131		Residential	1	Imperial Avalon Project	66	66	66	0	0	0	B (67)	A/E	57	9	1	57	9	1	57	9	1	57	9	1	57	9	1	57	9	1	57	9	1
NW-132*		Residential	1	Imperial Avalon Project	69	69	69	0	0	0	B (67)	-	65	4	0	65	4	0	65	4	0	65	4	0	65	4	0	65	4	0	65	4	0
NW-133*		Residential	1	Imperial Avalon Project	70	70	70	0	0	0	B (67)	-	67	3	0	67	3	0	67	3	0	67	3	0	67	3	0	67	3	0	67	3	0
NW-134*		Residential	1	Imperial Avalon Project	71	71	71	0	0	0	B (67)	-	69	2	0	69	2	0	69	2	0	69	2	0	69	2	0	69	2	0	69	2	0
NW-135		Residential	1	Imperial Avalon Project	66	66	66	0	0	0	B (67)	A/E	56	10	1	56	10	1	56	10	1	56	10	1	56	10	1	56	10	1	56	10	1
NW-136*		Residential	1	Imperial Avalon Project	69	69	69	0	0	0	B (67)	-	65	4	0	65	4	0	65	4	0	65	4	0	65	4	0	65	4	0	65	4	0
NW-137*		Residential	1	Imperial Avalon Project	70	70	70	0	0	0	B (67)	-	67	3	0	67	3	0	67	3	0	67	3	0	67	3	0	67	3	0	67	3	0
NW-138*		Residential	1	Imperial Avalon Project	71	71	71	0	0	0	B (67)	-	68	3	0	68	3	0	68	3	0	68	3	0	68	3	0	68	3	0	68	3	0
NW-139		Residential	1	Imperial Avalon Project	66	66	66	0	0	0	B (67)	A/E	56	10	1	56	10	1	56	10	1	56	10	1	56	10	1	56	10	1	56	10	1

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						Design Year Noise Level without Project Leq(h), dBA	Design Year Noise Level with Project Leq(h), dBA	Design Year Noise Level without Project minus Existing Conditions Leq(h), dBA	Design Year Noise Level with Project minus Existing Conditions Leq(h), dBA	Design Year Noise Level with Project Minus No Project Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type	8 feet			10 feet			12 feet			14 feet			16 feet			18 feet			20 feet		
													$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR
NW-140*		Residential	1	Imperial Avalon Project	70	70	70	0	0	0	B (67)	-	65	5	1	65	5	1	65	5	1	65	5	1	65	5	1	65	5	1	65	5	1
NW-141*		Residential	1	Imperial Avalon Project	71	71	71	0	0	0	B (67)	-	67	4	0	67	4	0	67	4	0	67	4	0	67	4	0	67	4	0	67	4	0
NW-142*		Residential	1	Imperial Avalon Project	71	72	72	1	1	0	B (67)	-	69	3	0	69	3	0	69	3	0	69	3	0	69	3	0	69	3	0	69	3	0
NW-143		Residential	1	Imperial Avalon Project	68	68	68	0	0	0	B (67)	A/E	59	9	1	59	9	1	59	9	1	59	9	1	59	9	1	59	9	1	59	9	1
NW-144*		Residential	1	Imperial Avalon Project	71	71	71	0	0	0	B (67)	-	66	5	1	66	5	1	66	5	1	66	5	1	66	5	1	66	5	1	66	5	1
NW-145*		Residential	1	Imperial Avalon Project	72	72	72	0	0	0	B (67)	-	69	3	0	69	3	0	69	3	0	69	3	0	69	3	0	69	3	0	69	3	0
NW-146*		Residential	1	Imperial Avalon Project	73	73	73	0	0	0	B (67)	-	70	3	0	69	4	0	69	4	0	68	5	1	68	5	1	68	5	1	68	5	1
NW-147		Residential	1	Imperial Avalon Project	67	67	67	0	0	0	B (67)	A/E	60	7	1	60	7	1	60	7	1	60	7	1	60	7	1	60	7	1	60	7	1
NW-148*		Residential	1	Imperial Avalon Project	70	70	70	0	0	0	B (67)	-	64	6	1	64	6	1	64	6	1	64	6	1	64	6	1	64	6	1	64	6	1
NW-149*		Residential	1	Imperial Avalon Project	71	71	71	0	0	0	B (67)	-	66	5	1	66	5	1	66	5	1	66	5	1	66	5	1	66	5	1	66	5	1
NW-150*		Residential	1	Imperial Avalon Project	71	71	71	0	0	0	B (67)	-	68	3	0	68	3	0	68	3	0	68	3	0	68	3	0	68	3	0	68	3	0
NW-151		Residential	1	Imperial Avalon Project	58	58	58	0	0	0	B (67)	-	56	2	0	56	2	0	56	2	0	56	2	0	56	2	0	56	2	0	56	2	0
NW-152*		Residential	1	Imperial Avalon Project	63	64	64	1	1	0	B (67)	-	60	4	0	60	4	0	60	4	0	60	4	0	60	4	0	60	4	0	60	4	0
NW-153*		Residential	1	Imperial Avalon Project	64	64	64	0	0	0	B (67)	-	61	3	0	61	3	0	61	3	0	61	3	0	61	3	0	61	3	0	61	3	0
NW-154*		Residential	1	Imperial Avalon Project	65	65	65	0	0	0	B (67)	-	62	3	0	62	3	0	62	3	0	62	3	0	62	3	0	62	3	0	62	3	0
NW-155		Residential	1	Imperial Avalon Project	63	63	63	0	0	0	B (67)	-	58	5	1	58	5	1	58	5	1	58	5	1	58	5	1	58	5	1	58	5	1
NW-156*		Residential	1	Imperial Avalon Project	66	66	66	0	0	0	B (67)	-	58	8	1	58	8	1	58	8	1	58	8	1	58	8	1	58	8	1	58	8	1
NW-157*	BA-7	Residential	1	Imperial Avalon Project	66	67	67	1	1	0	B (67)	-	59	8	1	59	8	1	59	8	1	59	8	1	59	8	1	59	8	1	59	8	1
NW-158*		Residential	1	Imperial Avalon Project	67	67	67	0	0	0	B (67)	-	61	6	1	61	6	1	61	6	1	61	6	1	61	6	1	61	6	1	61	6	1
NW-159		Residential	1	Imperial Avalon Project	64	64	64	0	0	0	B (67)	-	59	5	1	59	5	1	59	5	1	59	5	1	59	5	1	59	5	1	59	5	1
NW-160		Residential	1	Imperial Avalon Project	66	66	66	0	0	0	B (67)	A/E	60	6	1	60	6	1	60	6	1	60	6	1	60	6	1	60	6	1	60	6	1
NW-161*		Residential	1	Imperial Avalon Project	69	70	70	1	1	0	B (67)	-	64	6	1	64	6	1	64	6	1	64	6	1	64	6	1	64	6	1	64	6	1
NW-162*		Residential	1	Imperial Avalon Project	70	70	70	0	0	0	B (67)	-	65	5	1	65	5	1	65	5	1	65	5	1	65	5	1	65	5	1	65	5	1
NW-163*		Residential	1	Imperial Avalon Project	70	71	71	1	1	0	B (67)	-	67	4	0	67	4	0	67	4	0	67	4	0	67	4	0	67	4	0	67	4	0
NW-164		Residential	1	Imperial Avalon Project	65	65	65	0	0	0	B (67)	-	60	5	1	60	5	1	60	5	1	60	5	1	60	5	1	60	5	1	60	5	1
NW-165*		Residential	1	Imperial Avalon Project	69	69	69	0	0	0	B (67)	-	63	6	1	63	6	1	63	6	1	63	6	1	63	6	1	63	6	1	63	6	1
NW-166*		Residential	1	Imperial Avalon Project	69	69	69	0	0	0	B (67)	-	64	5	1	64	5	1	63	6	1	62	7	1	62	7	1	62	7	1	61	8	1
NW-167*		Residential	1	Imperial Avalon Project	70	70	70	0	0	0	B (67)	-	66	4	0	66	4	0	66	4	0	66	4	0	66	4	0	66	4	0	66	4	0
NW-168		Residential	1	Imperial Avalon Project	55	54	54	-1	-1	0	B (67)	-	53	1	0	53	1	0	53	1	0	53	1	0	53	1	0	53	1	0	53	1	0
NW-169*		Residential	1	Imperial Avalon Project	58	58	58	0	0	0	B (67)	-	57	1	0	57	1	0	57	1	0	57	1	0	57	1	0	57	1	0	57	1	0
NW-170*		Residential	1	Imperial Avalon Project	61	61	61	0	0	0	B (67)	-	59	2	0	59	2	0	59	2	0	59	2	0	59	2	0	59	2	0	59	2	0
NW-171*		Residential	1	Imperial Avalon Project	62	62	62	0	0	0	B (67)	-	61	1	0	61	1	0	61	1	0	61	1	0	61	1	0	61	1	0	61	1	0
NW-172		Residential	1	Imperial Avalon Project	61	61	61	0	0	0	B (67)	-	57	4	0	57	4	0	57	4	0	57	4	0	57	4	0	57	4	0	57	4	0
NW-173*		Residential	1	Imperial Avalon Project	64	65	65	1	1	0	B (67)	-	59	6	1	59	6	1	59	6	1	59	6	1	59	6	1	59	6	1	59	6	1
NW-174*		Residential	1	Imperial Avalon Project	65	66	66	1	1	0	B (67)	-	60	6	1	60	6	1	60	6	1	60	6	1	60	6	1	60	6	1	60	6	1
NW-175*		Residential	1	Imperial Avalon Project	66	66	66	0	0	0	B (67)	-	61	5	1	61	5	1	61	5	1	61	5	1	61	5	1	61	5	1	61	5	1

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						Design Year Noise Level without Project Leq(h), dBA	Design Year Noise Level with Project Leq(h), dBA	Design Year Noise Level without Project minus Existing Conditions Leq(h), dBA	Design Year Noise Level with Project minus Existing Conditions Leq(h), dBA	Design Year Noise Level with Project Minus No Project Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type	8 feet			10 feet			12 feet			14 feet			16 feet			18 feet			20 feet		
													$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR
NW-176		Residential	1	Imperial Avalon Project	63	63	63	0	0	0	B (67)	-	58	5	1	58	5	1	58	5	1	58	5	1	58	5	1	58	5	1	58	5	1
NW-177		Residential	1	Imperial Avalon Project	65	65	65	0	0	0	B (67)	-	60	5	1	60	5	1	60	5	1	60	5	1	60	5	1	60	5	1	60	5	1
NW-178*		Residential	1	Imperial Avalon Project	68	68	68	0	0	0	B (67)	-	63	5	1	63	5	1	63	5	1	63	5	1	63	5	1	63	5	1	63	5	1
NW-179*		Residential	1	Imperial Avalon Project	69	69	69	0	0	0	B (67)	-	64	5	1	64	5	1	64	5	1	64	5	1	64	5	1	64	5	1	64	5	1
NW-180*		Residential	1	Imperial Avalon Project	69	69	69	0	0	0	B (67)	-	65	4	0	65	4	0	65	4	0	65	4	0	65	4	0	65	4	0	65	4	0
NW-181		Residential	1	Imperial Avalon Project	64	64	64	0	0	0	B (67)	-	59	5	1	59	5	1	59	5	1	59	5	1	59	5	1	59	5	1	59	5	1
NW-182*		Residential	1	Imperial Avalon Project	67	67	67	0	0	0	B (67)	-	61	6	1	61	6	1	61	6	1	61	6	1	61	6	1	61	6	1	61	6	1
NW-183*		Residential	1	Imperial Avalon Project	68	68	68	0	0	0	B (67)	-	63	5	1	63	5	1	63	5	1	63	5	1	63	5	1	63	5	1	63	5	1
NW-184*		Residential	1	Imperial Avalon Project	68	68	68	0	0	0	B (67)	-	64	4	0	64	4	0	64	4	0	64	4	0	64	4	0	64	4	0	64	4	0
NW-185		Residential	1	Imperial Avalon Project	45	45	45	0	0	0	B (67)	-	45	0	0	45	0	0	45	0	0	44	1	0	44	1	0	44	1	0	44	1	0
NW-186*		Residential	1	Imperial Avalon Project	49	49	49	0	0	0	B (67)	-	49	0	0	49	0	0	48	1	0	48	1	0	48	1	0	48	1	0	48	1	0
NW-187*		Residential	1	Imperial Avalon Project	52	52	52	0	0	0	B (67)	-	52	0	0	52	0	0	52	0	0	52	0	0	52	0	0	52	0	0	52	0	0
NW-188*		Residential	1	Imperial Avalon Project	53	53	53	0	0	0	B (67)	-	53	0	0	53	0	0	53	0	0	53	0	0	53	0	0	52	1	0	52	1	0
NW-189		Residential	1	Imperial Avalon Project	56	56	56	0	0	0	B (67)	-	53	3	0	52	4	0	51	5	1	50	6	1	49	7	1	48	8	1	48	8	1
NW-190*		Residential	1	Imperial Avalon Project	61	61	61	0	0	0	B (67)	-	54	7	1	53	8	1	51	10	1	50	11	1	50	11	1	49	12	1	48	13	1
NW-191*		Residential	1	Imperial Avalon Project	61	62	62	1	1	0	B (67)	-	55	7	1	54	8	1	53	9	1	51	11	1	51	11	1	50	12	1	50	12	1
NW-192*		Residential	1	Imperial Avalon Project	62	62	62	0	0	0	B (67)	-	57	5	1	57	5	1	56	6	1	55	7	1	55	7	1	54	8	1	54	8	1
NW-193	BA-7	Residential	1	Imperial Avalon Project	60	60	60	0	0	0	B (67)	-	55	5	1	55	5	1	53	7	1	52	8	1	51	9	1	50	10	1	50	10	1
NW-194*		Residential	1	Imperial Avalon Project	63	63	63	0	0	0	B (67)	-	57	6	1	55	8	1	54	9	1	53	10	1	52	11	1	52	11	1	51	12	1
NW-195*		Residential	1	Imperial Avalon Project	63	64	64	1	1	0	B (67)	-	57	7	1	56	8	1	55	9	1	53	11	1	53	11	1	52	12	1	52	12	1
NW-196*		Residential	1	Imperial Avalon Project	64	64	64	0	0	0	B (67)	-	59	5	1	58	6	1	57	7	1	56	8	1	55	9	1	55	9	1	55	9	1
NW-197		Residential	1	Imperial Avalon Project	62	62	62	0	0	0	B (67)	-	57	5	1	56	6	1	54	8	1	53	9	1	53	9	1	52	10	1	52	10	1
NW-198*		Residential	1	Imperial Avalon Project	64	64	64	0	0	0	B (67)	-	59	5	1	58	6	1	57	7	1	56	8	1	55	9	1	55	9	1	55	9	1
NW-199*		Residential	1	Imperial Avalon Project	65	65	65	0	0	0	B (67)	-	60	5	1	59	6	1	58	7	1	57	8	1	56	9	1	56	9	1	56	9	1
NW-200*		Residential	1	Imperial Avalon Project	65	65	65	0	0	0	B (67)	-	62	3	0	61	4	0	59	6	1	59	6	1	58	7	1	57	8	1	57	8	1
NW-201		Residential	1	Imperial Avalon Project	57	57	57	0	0	0	B (67)	-	53	4	0	53	4	0	52	5	1	51	6	1	50	7	1	50	7	1	50	7	1
NW-202*		Residential	1	Imperial Avalon Project	60	60	60	0	0	0	B (67)	-	56	4	0	56	4	0	55	5	1	55	5	1	54	6	1	54	6	1	54	6	1
NW-203*		Residential	1	Imperial Avalon Project	62	62	62	0	0	0	B (67)	-	59	3	0	58	4	0	57	5	1	57	5	1	56	6	1	56	6	1	56	6	1
NW-204*		Residential	1	Imperial Avalon Project	62	62	62	0	0	0	B (67)	-	60	2	0	59	3	0	58	4	0	58	4	0	57	5	1	57	5	1	57	5	1
NW-205		Residential	1	Imperial Avalon Project	64	64	64	0	0	0	B (67)	-	60	4	0	60	4	0	58	6	1	58	6	1	58	6	1	58	6	1	57	7	1
NW-206*		Residential	1	Imperial Avalon Project	68	68	68	0	0	0	B (67)	-	63	5	1	63	5	1	62	6	1	61	7	1	61	7	1	61	7	1	60	8	1
NW-207*		Residential	1	Imperial Avalon Project	69	69	69	0	0	0	B (67)	-	64	5	1	64	5	1	63	6	1	62	7	1	62	7	1	62	7	1	62	7	1
NW-208*		Residential	1	Imperial Avalon Project	69	69	69	0	0	0	B (67)	-	65	4	0	65	4	0	64	5	1	63	6	1	63	6	1	63	6	1	62	7	1
NW-209		Residential	1	Imperial Avalon Project	65	65	65	0	0	0	B (67)	-	63	2	0	63	2	0	62	3	0	62	3	0	62	3	0	62	3	0	62	3	0
NW-210*		Residential	1	Imperial Avalon Project	69	69	69	0	0	0	B (67)	-	65	4	0	65	4	0	64	5	1	64	5	1	63	6	1	63	6	1	63	6	1
NW-211*		Residential	1	Imperial Avalon Project	70	70	70	0	0	0	B (67)	-	66	4	0	66	4	0	66	4	0	65	5	1	65	5	1	65	5	1	65	5	1

A/E= Future noise conditions approach or exceed the Noise Abatement Criteria
* = not located on the ground floor

Receptor I.D.	Barrier I.D.	Land Use	Number of Dwelling Units	Address	Existing Noise Level $L_{eq}(h)$, dBA	I-405 Wilmington Avenue to Main Street Future Worst Hour Noise Levels - $L_{eq}(h)$, dBA																										
						Design Year Noise Level without Project Leq(h), dBA	Design Year Noise Level with Project Leq(h), dBA	Design Year Noise Level without Project minus Existing Conditions Leq(h), dBA	Design Year Noise Level with Project minus Existing Conditions Leq(h), dBA	Design Year Noise Level with Project Minus No Project Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type	8 feet			10 feet			12 feet			14 feet			16 feet			18 feet			20 feet		
													$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR
NW-212*		Residential	1	Imperial Avalon Project	71	71	71	0	0	0	B (67)	-	68	3	0	67	4	0	67	4	0	66	5	1	66	5	1	66	5	1	66	5	1
NW-253		Residential	1	Carson Triangle Project	75	76	76	1	1	0	B (67)	A/E	69	7	1	68	8	1	67	9	1	67	9	1	66	10	1	66	10	1	66	10	1
NW-254		Residential	1	Carson Triangle Project	76	76	76	0	0	0	B (67)	A/E	69	7	1	68	8	1	67	9	1	67	9	1	67	9	1	66	10	1	66	10	1
NW-255		Residential	1	Carson Triangle Project	75	75	75	0	0	0	B (67)	A/E	68	7	1	67	8	1	66	9	1	66	9	1	66	9	1	66	9	1	65	10	1
NW-256		Residential	1	Carson Triangle Project	74	74	74	0	0	0	B (67)	A/E	67	7	1	67	7	1	66	8	1	65	9	1	65	9	1	65	9	1	64	10	1
NW-257		Residential	1	Carson Triangle Project	73	73	73	0	0	0	B (67)	A/E	67	6	1	66	7	1	65	8	1	64	9	1	64	9	1	64	9	1	64	9	1
NW-258		Residential	1	Carson Triangle Project	72	72	72	0	0	0	B (67)	A/E	67	5	1	66	6	1	65	7	1	64	8	1	64	8	1	64	8	1	64	8	1
NW-259		Residential	1	Carson Triangle Project	72	72	72	0	0	0	B (67)	A/E	67	5	1	66	6	1	65	7	1	64	8	1	64	8	1	64	8	1	63	9	1
NW-260		Residential	1	Carson Triangle Project	72	72	72	0	0	0	B (67)	A/E	67	5	1	66	6	1	65	7	1	64	8	1	64	8	1	64	8	1	63	9	1
NW-261		Residential	1	Carson Triangle Project	71	72	72	1	1	0	B (67)	A/E	66	6	1	65	7	1	64	8	1	63	9	1	63	9	1	62	10	1	62	10	1
NW-262		Residential	1	Carson Triangle Project	74	75	75	1	1	0	B (67)	A/E	68	7	1	67	8	1	66	9	1	65	10	1	65	10	1	65	10	1	64	11	1
NW-263		Residential	1	Carson Triangle Project	77	77	77	0	0	0	B (67)	A/E	71	6	1	71	6	1	70	7	1	70	7	1	70	7	1	70	7	1	70	7	1
NW-264	BA-7	Residential	1	Carson Triangle Project	77	77	77	0	0	0	B (67)	A/E	72	5	1	71	6	1	71	6	1	71	6	1	70	7	1	70	7	1	70	7	1
NW-265		Residential	1	Carson Triangle Project	71	71	71	0	0	0	B (67)	A/E	66	5	1	66	5	1	65	6	1	64	7	1	64	7	1	64	7	1	63	8	1
NW-266		Residential	1	Carson Triangle Project	70	70	70	0	0	0	B (67)	A/E	66	4	0	66	4	0	65	5	1	64	6	1	64	6	1	64	6	1	64	6	1
NW-267		Residential	1	Carson Triangle Project	77	77	77	0	0	0	B (67)	A/E	73	4	0	72	5	1	72	5	1	72	5	1	72	5	1	72	5	1	72	5	1
NW-268		Residential	1	Carson Triangle Project	68	68	68	0	0	0	B (67)	A/E	64	4	0	64	4	0	63	5	1	63	5	1	63	5	1	63	5	1	63	5	1
NW-269		Residential	1	Carson Triangle Project	75	76	76	1	1	0	B (67)	A/E	70	6	1	70	6	1	69	7	1	69	7	1	69	7	1	69	7	1	69	7	1
NW-270		Residential	1	Carson Triangle Project	73	73	73	0	0	0	B (67)	A/E	66	7	1	65	8	1	64	9	1	64	9	1	64	9	1	64	9	1	63	10	1
NW-271		Residential	1	Carson Triangle Project	67	66	66	-1	-1	0	B (67)	A/E	65	1	0	65	1	0	65	1	0	65	1	0	65	1	0	65	1	0	65	1	0
NW-272		Residential	1	Carson Triangle Project	73	73	73	0	0	0	B (67)	A/E	69	4	0	69	4	0	68	5	1	68	5	1	68	5	1	68	5	1	68	5	1
NW-273*		Residential	1	Carson Triangle Project	77	77	77	0	0	0	B (67)	-	76	1	0	76	1	0	76	1	0	76	1	0	76	1	0	76	1	0	76	1	0
NW-274*		Residential	1	Carson Triangle Project	72	72	72	0	0	0	B (67)	-	71	1	0	71	1	0	71	1	0	71	1	0	71	1	0	71	1	0	71	1	0
NW-275*		Residential	1	Carson Triangle Project	67	67	67	0	0	0	B (67)	-	67	0	0	67	0	0	67	0	0	67	0	0	67	0	0	67	0	0	67	0	0
NW-276*		Residential	1	Carson Triangle Project	52	53	53	1	1	0	B (67)	-	52	1	0	52	1	0	52	1	0	52	1	0	52	1	0	52	1	0	52	1	0
NW-213	-	Residential	1	Imperial Avalon Project	65	65	65	0	0	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-214*	-	Residential	1	Imperial Avalon Project	68	68	68	0	0	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-215*	-	Residential	1	Imperial Avalon Project	69	70	70	1	1	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-216*	-	Residential	1	Imperial Avalon Project	70	70	70	0	0	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-217	-	Residential	1	Imperial Avalon Project	64	64	64	0	0	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-218*	-	Residential	1	Imperial Avalon Project	67	67	67	0	0	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-219*	-	Residential	1	Imperial Avalon Project	68	69	69	1	1	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-220*	-	Residential	1	Imperial Avalon Project	69	69	69	0	0	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-221	-	Residential	1	Imperial Avalon Project	61	61	61	0	0	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-222*	-	Residential	1	Imperial Avalon Project	65	66	66	1	1	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-223*	-	Residential	1	Imperial Avalon Project	66	67	67	1	1	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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Receptor I.D.	Barrier I.D.	Land Use	Number of Dwelling Units	Address	Existing Noise Level $L_{eq}(h)$, dBA	I-405 Wilmington Avenue to Main Street Future Worst Hour Noise Levels - $L_{eq}(h)$, dBA																												
						Design Year Noise Level without Project Leq(h), dBA	Design Year Noise Level with Project Leq(h), dBA	Design Year Noise Level without Project minus Existing Conditions Leq(h), dBA	Design Year Noise Level with Project minus Existing Conditions Leq(h), dBA	Design Year Noise Level with Project Minus No Project Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type	8 feet			10 feet			12 feet			14 feet			16 feet			18 feet			20 feet		
													$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR
NW-224*	-	Residential	1	Imperial Avalon Project	68	68	68	0	0	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-225	-	Residential	1	Imperial Avalon Project	49	50	50	1	1	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-226*	-	Residential	1	Imperial Avalon Project	51	51	51	0	0	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-227*	-	Residential	1	Imperial Avalon Project	52	53	53	1	1	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-228*	-	Residential	1	Imperial Avalon Project	59	59	59	0	0	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-229	-	Office	1	Imperial Avalon Project	49	49	49	0	0	0	E (72)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-230*	-	Residential	1	Imperial Avalon Project	50	51	51	1	1	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-231*	-	Residential	1	Imperial Avalon Project	52	52	52	0	0	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-232*	-	Residential	1	Imperial Avalon Project	58	58	58	0	0	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-233	-	Restaurant		Imperial Avalon Project	56	56	56	0	0	0	E (72)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-234*	-	Residential	1	Imperial Avalon Project	61	61	61	0	0	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-235*	-	Residential	1	Imperial Avalon Project	62	62	62	0	0	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-236*	-	Residential	1	Imperial Avalon Project	64	64	64	0	0	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-237	-	Residential	1	Imperial Avalon Project	57	57	57	0	0	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-238*	-	Residential	1	Imperial Avalon Project	60	61	61	1	1	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-239*	-	Residential	1	Imperial Avalon Project	61	61	61	0	0	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-240*	-	Residential	1	Imperial Avalon Project	63	64	64	1	1	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-241	-	Residential	1	Imperial Avalon Project	56	56	56	0	0	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-242*	-	Residential	1	Imperial Avalon Project	60	60	60	0	0	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-243*	-	Residential	1	Imperial Avalon Project	61	61	61	0	0	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-244*	-	Residential	1	Imperial Avalon Project	63	63	63	0	0	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-245	-	Residential	1	Imperial Avalon Project	57	57	57	0	0	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-246*	-	Residential	1	Imperial Avalon Project	60	60	60	0	0	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-247*	-	Residential	1	Imperial Avalon Project	61	61	61	0	0	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-248*	-	Residential	1	Imperial Avalon Project	63	64	64	1	1	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-249	-	Residential	1	Imperial Avalon Project	47	47	47	0	0	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-250*	-	Residential	1	Imperial Avalon Project	48	48	48	0	0	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-251*	-	Residential	1	Imperial Avalon Project	50	50	50	0	0	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-252*	-	Residential	1	Imperial Avalon Project	56	56	56	0	0	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-253	BA-8	Residential	1	Carson Triangle Project	75	76	76	1	1	0	B (67)	A/E	75	1	0	75	1	0	75	1	0	75	1	0	74	2	0	74	2	0	73	3	0
NW-254		Residential	1	Carson Triangle Project	76	76	76	0	0	0	B (67)	A/E	75	1	0	75	1	0	75	1	0	75	1	0	75	1	0	73	3	0	72	4	0
NW-255		Residential	1	Carson Triangle Project	75	75	75	0	0	0	B (67)	A/E	74	1	0	74	1	0	74	1	0	74	1	0	74	1	0	73	2	0	71	4	0
NW-256		Residential	1	Carson Triangle Project	74	74	74	0	0	0	B (67)	A/E	73	1	0	73	1	0	73	1	0	73	1	0	73	1	0	72	2	0	70	4	0
NW-257		Residential	1	Carson Triangle Project	73	73	73	0	0	0	B (67)	A/E	72	1	0	72	1	0	72	1	0	72	1	0	72	1	0	71	2	0	70	3	0
NW-258		Residential	1	Carson Triangle Project	72	72	72	0	0	0	B (67)	A/E	71	1	0	71	1	0	71	1	0	71	1	0	71	1	0	70	2	0	69	3	0
NW-259		Residential	1	Carson Triangle Project	72	72	72	0	0	0	B (67)	A/E	71	1	0	71	1	0	71	1	0	70	2	0	70	2	0	70	2	0	69	3	0

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													$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR
NW-260	BA-8	Residential	1	Carson Triangle Project	72	72	72	0	0	0	B (67)	A/E	71	1	0	71	1	0	71	1	0	71	1	0	70	2	0	70	2	0	69	3	0
NW-261		Residential	1	Carson Triangle Project	71	72	72	1	1	0	B (67)	A/E	71	1	0	71	1	0	71	1	0	71	1	0	70	2	0	70	2	0	69	3	0
NW-262		Residential	1	Carson Triangle Project	74	75	75	1	1	0	B (67)	A/E	73	2	0	73	2	0	73	2	0	73	2	0	73	2	0	72	3	0	70	5	1
NW-263		Residential	1	Carson Triangle Project	77	77	77	0	0	0	B (67)	A/E	76	1	0	76	1	0	76	1	0	76	1	0	74	3	0	70	7	1	67	10	1
NW-264		Residential	1	Carson Triangle Project	77	77	77	0	0	0	B (67)	A/E	77	0	0	77	0	0	76	1	0	74	3	0	71	6	1	68	9	1	66	11	1
NW-265		Residential	1	Carson Triangle Project	71	71	71	0	0	0	B (67)	A/E	70	1	0	70	1	0	70	1	0	70	1	0	70	1	0	68	3	0	68	3	0
NW-266		Residential	1	Carson Triangle Project	70	70	70	0	0	0	B (67)	A/E	69	1	0	69	1	0	69	1	0	69	1	0	68	2	0	67	3	0	67	3	0
NW-267		Residential	1	Carson Triangle Project	77	77	77	0	0	0	B (67)	A/E	77	0	0	77	0	0	73	4	0	70	7	1	68	9	1	66	11	1	65	12	1
NW-268		Residential	1	Carson Triangle Project	68	68	68	0	0	0	B (67)	A/E	67	1	0	67	1	0	67	1	0	66	2	0	65	3	0	64	4	0	63	5	1
NW-269		Residential	1	Carson Triangle Project	75	76	76	1	1	0	B (67)	A/E	76	0	0	76	0	0	76	0	0	76	0	0	76	0	0	76	0	0	76	0	0
NW-270		Residential	1	Carson Triangle Project	73	73	73	0	0	0	B (67)	A/E	73	0	0	73	0	0	73	0	0	73	0	0	73	0	0	73	0	0	73	0	0
NW-271		Residential	1	Carson Triangle Project	67	66	66	-1	-1	0	B (67)	A/E	63	3	0	63	3	0	63	3	0	63	3	0	63	3	0	63	3	0	63	3	0
NW-272		Residential	1	Carson Triangle Project	73	73	73	0	0	0	B (67)	A/E	73	0	0	73	0	0	73	0	0	73	0	0	73	0	0	73	0	0	73	0	0
NW-273*		Residential	1	Carson Triangle Project	77	77	77	0	0	0	B (67)	-	72	5	1	72	5	1	72	5	1	72	5	1	72	5	1	72	5	1	72	5	1
NW-274*		Residential	1	Carson Triangle Project	72	72	72	0	0	0	B (67)	-	68	4	0	68	4	0	68	4	0	68	4	0	68	4	0	68	4	0	68	4	0
NW-275*		Residential	1	Carson Triangle Project	67	67	67	0	0	0	B (67)	-	64	3	0	64	3	0	64	3	0	64	3	0	64	3	0	64	3	0	64	3	0
NW-276*		Residential	1	Carson Triangle Project	52	53	53	1	1	0	B (67)	-	53	0	0	53	0	0	53	0	0	53	0	0	53	0	0	53	0	0	53	0	0
NW-277*		Residential	1	Carson Triangle Project	52	53	53	1	1	0	B (67)	-	52	1	0	52	1	0	52	1	0	52	1	0	52	1	0	52	1	0	52	1	0
NW-359*	-	Residential	1	Carson Triangle Project	73	73	73	0	0	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-360*	-	Residential	1	Carson Triangle Project	68	68	68	0	0	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-361*	-	Residential	1	Carson Triangle Project	65	65	65	0	0	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-362*	-	Residential	1	Carson Triangle Project	63	63	63	0	0	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-363*	-	Residential	1	Carson Triangle Project	62	62	62	0	0	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-364*	-	Residential	1	Carson Triangle Project	52	52	52	0	0	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-365*	-	Residential	1	Carson Triangle Project	51	52	52	1	1	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-366*	-	Residential	1	Carson Triangle Project	67	67	67	0	0	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-367*	-	Residential	1	Carson Triangle Project	68	68	68	0	0	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-368*	-	Residential	1	Carson Triangle Project	69	69	69	0	0	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-369*	-	Residential	1	Carson Triangle Project	69	70	69	1	0	-1	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-370*	-	Residential	1	Carson Triangle Project	73	73	73	0	0	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-371*	-	Residential	1	Carson Triangle Project	71	71	71	0	0	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-372*	-	Residential	1	Carson Triangle Project	70	70	70	0	0	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-373*	-	Residential	1	Carson Triangle Project	64	64	64	0	0	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-374*	-	Residential	1	Carson Triangle Project	64	64	64	0	0	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-375*	-	Residential	1	Carson Triangle Project	68	68	68	0	0	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-376*	-	Residential	1	Carson Triangle Project	51	52	52	1	1	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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													$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR
NW-377*	-	Residential	1	Carson Triangle Project	50	50	50	0	0	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-378*	-	Residential	1	Carson Triangle Project	50	50	50	0	0	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-379*	-	Residential	1	Carson Triangle Project	51	51	51	0	0	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-380*	-	Residential	1	Carson Triangle Project	50	51	51	1	1	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-381*	-	Residential	1	Carson Triangle Project	59	59	59	0	0	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-382*	-	Residential	1	Carson Triangle Project	65	65	65	0	0	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-383*	-	Residential	1	Carson Triangle Project	61	62	61	1	0	-1	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-384*	-	Residential	1	Carson Triangle Project	51	51	51	0	0	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-385*	-	Residential	1	Carson Triangle Project	50	50	50	0	0	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-386*	-	Residential	1	Carson Triangle Project	49	50	49	1	0	-1	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-387*	-	Residential	1	Carson Triangle Project	56	57	57	1	1	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-388*	-	Residential	1	Carson Triangle Project	50	50	50	0	0	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-389*	-	Residential	1	Carson Triangle Project	50	50	50	0	0	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-390*	-	Residential	1	Carson Triangle Project	57	58	58	1	1	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-391*	-	Residential	1	Carson Triangle Project	50	50	50	0	0	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-392*	-	Residential	1	Carson Triangle Project	49	49	49	0	0	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-393*	-	Residential	1	Carson Triangle Project	50	51	51	1	1	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-394*	-	Residential	1	Carson Triangle Project	53	53	53	0	0	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-395*	-	Residential	1	Carson Triangle Project	53	53	53	0	0	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-396*	-	Residential	1	Carson Triangle Project	57	57	57	0	0	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-397*	-	Residential	1	Carson Triangle Project	56	56	56	0	0	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-398*	-	Residential	1	Carson Triangle Project	50	50	50	0	0	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-399*	-	Residential	1	Carson Triangle Project	50	50	50	0	0	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-400*	-	Residential	1	Carson Triangle Project	49	49	49	0	0	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-401*	-	Residential	1	Carson Triangle Project	49	49	49	0	0	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-402*	-	Residential	1	Carson Triangle Project	50	50	50	0	0	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-403*	-	Residential	1	Carson Triangle Project	50	50	50	0	0	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-404*	-	Residential	1	Carson Triangle Project	49	49	49	0	0	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-405*	-	Residential	1	Carson Triangle Project	50	50	50	0	0	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-406*	-	Residential	1	Carson Triangle Project	49	49	49	0	0	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-407*	-	Residential	1	Carson Triangle Project	56	56	56	0	0	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-408*	-	Residential	1	Carson Triangle Project	55	56	56	1	1	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-409*	-	Residential	1	Carson Triangle Project	55	55	55	0	0	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-410*	-	Residential	1	Carson Triangle Project	56	57	57	1	1	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-411*	-	Residential	1	Carson Triangle Project	55	55	55	0	0	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-412*	-	Residential	1	Carson Triangle Project	54	54	54	0	0	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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													$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR
NW-413*	-	Residential	1	Carson Triangle Project	54	54	54	0	0	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-414*	-	Residential	1	Carson Triangle Project	57	57	57	0	0	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-415*	-	Residential	1	Carson Triangle Project	53	53	53	0	0	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-416*	-	Residential	1	Carson Triangle Project	52	52	52	0	0	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-417*	-	Residential	1	Carson Triangle Project	52	52	52	0	0	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-418*	-	Residential	1	Carson Triangle Project	52	52	52	0	0	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-419*	-	Residential	1	Carson Triangle Project	55	55	55	0	0	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-420*	-	Residential	1	Carson Triangle Project	52	52	52	0	0	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-421*	-	Residential	1	Carson Triangle Project	52	52	52	0	0	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-422*	-	Residential	1	Carson Triangle Project	52	53	53	1	1	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-423*	-	Residential	1	Carson Triangle Project	54	54	54	0	0	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-424*	-	Residential	1	Carson Triangle Project	58	58	58	0	0	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-425*	-	Residential	1	Carson Triangle Project	50	50	50	0	0	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-426*	-	Residential	1	Carson Triangle Project	50	51	51	1	1	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-427*	-	Residential	1	Carson Triangle Project	50	51	51	1	1	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-428	-	Office		21350 Avalon Blvd	56	56	56	0	0	0	E (72)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-429	BA-9	Residential	1	21311 Garston Ave	60	60	60	0	0	0	B (67)	-	59	1	0	59	1	0	58	2	0	57	3	0	57	3	0	57	3	0	57	3	0
NW-430		Residential	1	802 E 213th St	59	59	59	0	0	0	B (67)	-	58	1	0	57	2	0	56	3	0	55	4	0	55	4	0	54	5	1	54	5	1
NW-431		Residential	1	21303 Selwyn Ave	65	65	65	0	0	0	B (67)	-	66	-1	0	65	0	0	65	0	0	65	0	0	65	0	0	65	0	0	64	1	0
NW-432		Residential	1	21309 Selwyn Ave	64	64	64	0	0	0	B (67)	-	65	-1	0	65	-1	0	64	0	0	64	0	0	64	0	0	64	0	0	64	0	0
NW-433		Residential	1	21302 Selwyn Ave	68	68	69	0	1	1	B (67)	A/E	67	2	0	66	3	0	65	4	0	65	4	0	65	4	0	64	5	1	64	5	1
NW-434		Residential	1	865 E 214th St	66	66	66	0	0	0	B (67)	A/E	66	0	0	65	1	0	65	1	0	64	2	0	64	2	0	63	3	0	63	3	0
NW-435		Residential	1	859 E Desford St	66	66	65	0	-1	-1	B (67)	-	65	0	0	64	1	0	63	2	0	62	3	0	62	3	0	62	3	0	62	3	0
NW-436		Residential	1	863 E Desford St	65	65	64	0	-1	-1	B (67)	-	65	-1	0	63	1	0	62	2	0	62	2	0	61	3	0	61	3	0	61	3	0
NW-437		Residential	1	854 E Desford St	65	65	64	0	-1	-1	B (67)	-	63	1	0	63	1	0	62	2	0	62	2	0	61	3	0	61	3	0	61	3	0
NW-438		Residential	1	860 E Desford St	66	66	65	0	-1	-1	B (67)	-	64	1	0	64	1	0	63	2	0	63	2	0	63	2	0	63	2	0	63	2	0
NW-439	-	Office	1	1 Civic Plaza Dr	69	70	69	1	0	-1	E (72)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-440	-	Restaurant	1	939 E Carson St	64	65	65	1	1	0	E (72)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-441	-	Retail	1	1000 Block Carson St	73	72	71	-1	-2	-1	F (None)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-442	-	Retail	1	1025 Carson St	71	71	71	0	0	0	F (None)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-443	-	Residential	1	Carson Triangle Project	59	59	59	0	0	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-444	-	Residential	1	Carson Triangle Project	58	58	58	0	0	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW-445	-	Residential	1	Carson Triangle Project	54	54	54	0	0	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NE-1	BA-4	Residential	1	1152 E 215th Pl	64	64	64	0	0	0	B (67)	-	64	0	0	64	0	0	64	0	0	64	0	0	64	0	0	64	0	0	64	0	0
NE-2		Residential	1	1146 E 215th Pl	59	60	60	1	1	0	B (67)	-	59	1	0	59	1	0	59	1	0	59	1	0	58	2	0	58	2	0	58	2	0
NE-3		Residential	1	1142 E 215th Pl	60	60	60	0	0	0	B (67)	-	59	1	0	59	1	0	59	1	0	59	1	0	59	1	0	59	1	0	59	1	0

A/E= Future noise conditions approach or exceed the Noise Abatement Criteria

* = not located on the ground floor

Receptor I.D.	Barrier I.D.	Land Use	Number of Dwelling Units	Address	Existing Noise Level $L_{eq}(h)$, dBA	I-405 Wilmington Avenue to Main Street Future Worst Hour Noise Levels - $L_{eq}(h)$, dBA																										
						Design Year Noise Level without Project Leq(h), dBA	Design Year Noise Level with Project Leq(h), dBA	Design Year Noise Level without Project minus Existing Conditions Leq(h), dBA	Design Year Noise Level with Project minus Existing Conditions Leq(h), dBA	Design Year Noise Level with Project Minus No Project Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type	8 feet			10 feet			12 feet			14 feet			16 feet			18 feet			20 feet		
													$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR
NE-4	BA-4	Residential	1	1136 E 215th Pl	60	61	61	1	1	0	B (67)	-	60	1	0	60	1	0	60	1	0	60	1	0	60	1	0	60	1	0	60	1	0
NE-5		Residential	1	1132 E 215th Pl	61	61	61	0	0	0	B (67)	-	60	1	0	60	1	0	60	1	0	60	1	0	60	1	0	60	1	0	60	1	0
NE-6		Residential	1	1126 E 215th Pl	61	62	62	1	1	0	B (67)	-	60	2	0	60	2	0	60	2	0	60	2	0	60	2	0	60	2	0	60	2	0
NE-7		Residential	1	1122 E 215th Pl	62	62	62	0	0	0	B (67)	-	61	1	0	61	1	0	61	1	0	60	2	0	60	2	0	60	2	0	60	2	0
NE-8		Residential	1	1116 E 215th Pl	62	62	62	0	0	0	B (67)	-	61	1	0	61	1	0	60	2	0	60	2	0	60	2	0	60	2	0	60	2	0
NE-9		Residential	3	1112 E 215th Pl	68	69	68	1	0	-1	B (67)	A/E	68	0	0	68	0	0	68	0	0	68	0	0	68	0	0	68	0	0	68	0	0
NE-10		Residential	2	1111 E 215th Pl	62	62	62	0	0	0	B (67)	-	61	1	0	61	1	0	61	1	0	61	1	0	60	2	0	60	2	0	60	2	0
NE-11		Residential	2	1107 E 215th Pl	62	62	62	0	0	0	B (67)	-	60	2	0	60	2	0	60	2	0	59	3	0	59	3	0	59	3	0	59	3	0
NE-12		Residential	2	1101 E 215th Pl	64	64	64	0	0	0	B (67)	-	63	1	0	62	2	0	62	2	0	62	2	0	62	2	0	62	2	0	62	2	0
NE-13		Residential	1	21417 S Troyton Ln	67	68	67	1	0	-1	B (67)	A/E	66	1	0	66	1	0	66	1	0	66	1	0	66	1	0	66	1	0	66	1	0
NE-14		Residential	4	21411 S Troyton Ln	67	68	68	1	1	0	B (67)	A/E	66	2	0	66	2	0	65	3	0	65	3	0	65	3	0	65	3	0	65	3	0
NE-15		Residential	6	21406 S Troyton Ln	62	64	64	2	2	0	B (67)	-	61	3	0	61	3	0	60	4	0	60	4	0	60	4	0	60	4	0	60	4	0
NE-16		Residential	5	21403 S Troyton Ln	67	68	68	1	1	0	B (67)	A/E	65	3	0	64	4	0	64	4	0	63	5	5	63	5	5	63	5	5	63	5	5
NE-17		Residential	3	21309 S Troyton Ln	68	68	68	0	0	0	B (67)	A/E	64	4	0	63	5	3	62	6	3	62	6	3	61	7	3	61	7	3	61	7	3
NE-18		Residential	1	21301 S Troyton Ln	62	62	62	0	0	0	B (67)	-	59	3	0	58	4	0	58	4	0	57	5	1	57	5	1	57	5	1	57	5	1
NE-19	-	Retail	1	21107 Chico St	70	70	70	0	0	0	F (None)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NE-20	-	Retail	1	20925 Bonita St	67	67	67	0	0	0	F (None)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NE-21	-	Restaurant	1	888 B E Dominguez St	63	63	63	0	0	0	E (72)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NE-22	-	Motel	1	888 E Dominguez St	67	68	68	1	1	0	E (72)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NE-23	-	Retail	1	810 E Dominguez St	66	66	66	0	0	0	F (None)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NE-24	-	Retail	1	744 E Dominguez St	65	65	65	0	0	0	F (None)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NE-25	-	Restaurant	1	20820 Avalon Blvd	66	67	67	1	1	0	E (72)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NE-26	-	Restaurant	1	20810 Avalon Blvd	63	63	63	0	0	0	E (72)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NE-27	-	Retail	1	20769 Avalon Blvd	68	68	68	0	0	0	F (None)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NE-28	-	Retail	1	20741 S Avalon Blvd	63	64	64	1	1	0	F (None)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NE-29	-	Office	1	550 Carson Plaza Dr	64	64	64	0	0	0	E (72)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NE-30	-	Office	1	460 Carson Plaza Dr	65	65	65	0	0	0	E (72)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NE-31	-	Office	1	454 Carson Plaza Dr	65	65	65	0	0	0	E (72)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NE-32	BA-5	Sports Area	1	340 M.L.K. Jr. St	67	67	67	0	0	0	C (67)	A/E	64	3	0	63	4	0	62	5	1	62	5	1	61	6	1	61	6	1	61	6	1
NE-33		Sports Area	2	340 M.L.K. Jr. St	66	66	66	0	0	0	C (67)	A/E	63	3	0	63	3	0	62	4	0	61	5	2	60	6	2	60	6	2	60	6	2
NE-34	-	Retail	1	19401 Main St	70	70	70	0	0	0	F (None)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SE-1	-	Industrial	1	1920 E 220th St	68	69	69	1	1	0	E (72)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SE-2	BA-1	Residential	1	1731 E Abri St	62	63	63	1	1	0	B (67)	-	61	2	0	61	2	0	60	3	0	60	3	0	60	3	0	60	3	0	60	3	0
SE-3		Residential	1	1725 E Abri St	61	62	62	1	1	0	B (67)	-	60	2	0	60	2	0	59	3	0	59	3	0	59	3	0	59	3	0	59	3	0
SE-4		Residential	1	1726 E Abri St	65	65	65	0	0	0	B (67)	-	63	2	0	63	2	0	62	3	0	62	3	0	62	3	0	62	3	0	62	3	0
SE-5		Residential	1	1727 E Bach St	64	65	65	1	1	0	B (67)	-	62	3	0	62	3	0	61	4	0	61	4	0	61	4	0	61	4	0	61	4	0

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													$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR
SE-6	BA-1	Residential	1	1721 E Bach St	59	59	59	0	0	0	B (67)	-	59	0	0	59	0	0	59	0	0	59	0	0	59	0	0	59	0	0	59	0	0
SE-7		Residential	1	1724 E Bach St	68	69	69	1	1	0	B (67)	A/E	67	2	0	67	2	0	67	2	0	67	2	0	67	2	0	67	2	0	67	2	0
SE-8		Residential	1	1718 E Bach St	61	62	62	1	1	0	B (67)	-	60	2	0	59	3	0	59	3	0	59	3	0	59	3	0	59	3	0	59	3	0
SE-9		Residential	1	1714 E Bach St	61	61	61	0	0	0	B (67)	-	59	2	0	59	2	0	59	2	0	59	2	0	59	2	0	59	2	0	59	2	0
SE-10		Residential	2	1708 E Bach St	63	63	63	0	0	0	B (67)	-	62	1	0	62	1	0	62	1	0	62	1	0	62	1	0	62	1	0	62	1	0
SE-2	BA-2	Residential	1	1731 E Abri St	62	63	63	1	1	0	B (67)	-	61	2	0	60	3	0	59	4	0	59	4	0	58	5	1	58	5	1	58	5	1
SE-3		Residential	1	1725 E Abri St	61	62	62	1	1	0	B (67)	-	61	1	0	60	2	0	59	3	0	59	3	0	58	4	0	58	4	0	57	5	1
SE-4		Residential	1	1726 E Abri St	65	65	65	0	0	0	B (67)	-	63	2	0	62	3	0	61	4	0	60	5	1	59	6	1	58	7	1	58	7	1
SE-5		Residential	1	1727 E Bach St	64	65	65	1	1	0	B (67)	-	63	2	0	61	4	0	60	5	1	59	6	1	58	7	1	57	8	1	57	8	1
SE-6		Residential	1	1721 E Bach St	59	59	59	0	0	0	B (67)	-	59	0	0	59	0	0	59	0	0	59	0	0	59	0	0	59	0	0	59	0	0
SE-7		Residential	1	1724 E Bach St	68	69	69	1	1	0	B (67)	A/E	67	2	0	65	4	0	64	5	1	63	6	1	63	6	1	63	6	1	63	6	1
SE-8		Residential	1	1718 E Bach St	61	62	62	1	1	0	B (67)	-	62	0	0	61	1	0	61	1	0	61	1	0	61	1	0	61	1	0	61	1	0
SE-9		Residential	1	1714 E Bach St	61	61	61	0	0	0	B (67)	-	61	0	0	61	0	0	61	0	0	61	0	0	61	0	0	61	0	0	61	0	0
SE-10		Residential	2	1708 E Bach St	63	63	63	0	0	0	B (67)	-	63	0	0	63	0	0	63	0	0	63	0	0	63	0	0	63	0	0	63	0	0
SE-11	-	Residential	1	1703 E Bach St	63	63	63	0	0	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SE-12	-	Residential	1	1628 E Bach St	60	61	61	1	1	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SE-13	-	Residential	1	1618 E Bach St	60	61	61	1	1	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SE-14	-	Residential	1	22038 Pontine Ave	61	62	62	1	1	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SE-15	-	Residential	1	1612 E Bach St	61	62	62	1	1	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SE-16	-	Residential	1	1600 E Bach St	63	64	64	1	1	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SE-17	-	Residential	1	22045 Pontine Ave	64	64	64	0	0	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SE-18	-	Residential	1	22041 Pontine Ave	63	64	64	1	1	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SE-19	-	Residential	1	1544 E Bach St	64	65	65	1	1	0	B (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SE-20	BA-3	Residential	1	1534 E Bach St	65	66	66	1	1	0	B (67)	-	65	1	0	65	1	0	65	1	0	65	1	0	65	1	0	65	1	0	65	1	0
SE-21		Residential	1	1525 E Bach St	64	64	64	0	0	0	B (67)	-	63	1	0	63	1	0	63	1	0	63	1	0	63	1	0	63	1	0	63	1	0
SE-22		Residential	1	1518 E Bach St	65	65	65	0	0	0	B (67)	-	65	0	0	65	0	0	65	0	0	65	0	0	65	0	0	65	0	0	65	0	0
SE-23		Residential	1	22047 Lostine Ave	64	65	64	1	0	-1	B (67)	-	64	0	0	63	1	0	63	1	0	63	1	0	63	1	0	63	1	0	63	1	0
SE-24		Residential	1	22041 Lostine Ave	62	63	63	1	1	0	B (67)	-	63	0	0	62	1	0	62	1	0	62	1	0	62	1	0	62	1	0	62	1	0
SE-25		Residential	1	22035 Lostine Ave	66	67	66	1	0	-1	B (67)	A/E	64	2	0	63	3	0	63	3	0	62	4	0	62	4	0	62	4	0	62	4	0
SE-26		Residential	1	1480 E Bach St	70	70	70	0	0	0	B (67)	A/E	66	4	0	66	4	0	65	5	1	64	6	1	64	6	1	64	6	1	63	7	1
SE-27		Residential	1	1474 E Bach St	70	71	70	1	0	-1	B (67)	A/E	66	4	0	66	4	0	65	5	1	64	6	1	63	7	1	63	7	1	63	7	1
SE-28		Residential	1	1468 E Bach St	70	71	70	1	0	-1	B (67)	A/E	66	4	0	66	4	0	64	6	1	64	6	1	63	7	1	63	7	1	63	7	1
SE-29		Residential	1	1462 E Bach St	70	71	71	1	1	0	B (67)	A/E	66	5	1	66	5	1	64	7	1	63	8	1	63	8	1	63	8	1	62	9	1
SE-30		Residential	1	1456 E Bach St	70	70	70	0	0	0	B (67)	A/E	66	4	0	66	4	0	64	6	1	63	7	1	63	7	1	62	8	1	62	8	1
SE-31		Residential	1	1450 E Bach St	69	70	70	1	1	0	B (67)	A/E	66	4	0	66	4	0	64	6	1	63	7	1	62	8	1	62	8	1	62	8	1
SE-32		Residential	1	1442 E Bach St	69	70	70	1	1	0	B (67)	A/E	66	4	0	65	5	1	64	6	1	63	7	1	62	8	1	61	9	1	61	9	1

A/E= Future noise conditions approach or exceed the Noise Abatement Criteria

* = not located on the ground floor

Receptor I.D.	Barrier I.D.	Land Use	Number of Dwelling Units	Address	Existing Noise Level $L_{eq}(h)$, dBA	I-405 Wilmington Avenue to Main Street Future Worst Hour Noise Levels - $L_{eq}(h)$, dBA																										
						Design Year Noise Level without Project Leq(h), dBA	Design Year Noise Level with Project Leq(h), dBA	Design Year Noise Level without Project minus Existing Conditions Leq(h), dBA	Design Year Noise Level with Project minus Existing Conditions Leq(h), dBA	Design Year Noise Level with Project Minus No Project Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type	8 feet			10 feet			12 feet			14 feet			16 feet			18 feet			20 feet		
													$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR
SE-33		Residential	1	1440 E Bach St	69	69	69	0	0	0	B (67)	A/E	66	3	0	65	4	0	64	5	1	63	6	1	62	7	1	61	8	1	61	8	1
SE-34		Residential	1	1432 E Bach St	68	68	68	0	0	0	B (67)	A/E	65	3	0	64	4	0	63	5	1	62	6	1	61	7	1	60	8	1	60	8	1
SE-35		Residential	1	1436 E Bach St	69	70	70	1	1	0	B (67)	A/E	66	4	0	65	5	1	64	6	1	62	8	1	61	9	1	61	9	1	60	10	1
SE-36		Residential	2	1404 E 220th St	68	68	68	0	0	0	B (67)	A/E	64	4	0	64	4	0	62	6	2	61	7	2	60	8	2	60	8	2	59	9	2
SE-37		Residential	1	1352 E 220th St	67	67	67	0	0	0	B (67)	A/E	64	3	0	63	4	0	62	5	1	61	6	1	60	7	1	59	8	1	59	8	1
SE-38		Residential	3	1346 E 220th St	66	66	66	0	0	0	B (67)	A/E	63	3	0	62	4	0	61	5	3	61	5	3	60	6	3	59	7	3	59	7	3
SE-39		Residential	3	21986 Acarus Ave	64	65	65	1	1	0	B (67)	A/E	62	3	0	61	4	0	60	5	3	59	6	3	58	7	3	58	7	3	57	8	3
SE-40		Residential	5	21979 Acarus Ave	66	67	66	1	0	-1	B (67)	A/E	63	3	0	63	3	0	62	4	0	61	5	5	60	6	5	59	7	5	59	7	5
SE-41	BA-3	Residential	5	21958 Acarus Ave	64	65	65	1	1	0	B (67)	A/E	62	3	0	61	4	0	60	5	5	59	6	5	58	7	5	57	8	5	57	8	5
SE-42		Residential	6	21935 Acarus Ave	69	69	69	0	0	0	B (67)	A/E	65	4	0	64	5	6	63	6	6	62	7	6	61	8	6	60	9	6	59	10	6
SE-43		Residential	5	21916 Acarus Ave	68	69	68	1	0	-1	B (67)	A/E	65	3	0	64	4	0	63	5	5	61	7	5	60	8	5	60	8	5	59	9	5
SE-44		Residential	3	21905 Acarus Ave	65	66	65	1	0	-1	B (67)	A/E	63	2	0	62	3	0	61	4	0	60	5	3	60	5	3	60	5	3	59	6	3
SE-45		Residential	1	1232 E 218th St	69	69	69	0	0	0	B (67)	-	65	4	0	64	5	1	62	7	1	61	8	1	60	9	1	60	9	1	59	10	1
SE-46		Residential	4	1227 E 218th St	69	69	69	0	0	0	B (67)	-	65	4	0	64	5	4	62	7	4	61	8	4	61	8	4	60	9	4	60	9	4
SE-47		Residential	1	1222 Cloverbrook St	69	70	69	1	0	-1	B (67)	-	64	5	1	63	6	1	62	7	1	61	8	1	60	9	1	60	9	1	59	10	1
SE-48		Residential	2	1219 Cloverbrook St	58	59	58	1	0	-1	B (67)	-	56	2	0	55	3	0	54	4	0	53	5	2	53	5	2	52	6	2	52	6	2
SE-49		Residential	1	1211 Ashmill St	59	59	59	0	0	0	B (67)	-	58	1	0	58	1	0	58	1	0	57	2	0	57	2	0	57	2	0	57	2	0
SE-50	-	Retail	1	1202 Carson St	67	67	67	0	0	0	F (None)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SW-1	-	School	1	21820 Bonita St	37	37	37	0	0	0	D (52)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SW-2	-	School	1	21820 Bonita St	43	44	44	1	1	0	D (52)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SW-3	-	School	1	21820 Bonita St	45	45	45	0	0	0	D (52)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SW-4	-	Undeveloped	1	900 Block Carson St	66	67	67	1	1	0	G (None)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SW-5	-	Retail	1	1000 Carson St	70	70	70	0	0	0	F (None)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SW-6	-	Industrial	1	1010 Carson St	66	67	67	1	1	0	F (None)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SW-7	-	School	1	21820 Bonita St	62	63	63	1	1	0	C (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SW-8	-	School	1	21820 Bonita St	60	61	61	1	1	0	C (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SW-9	-	School	1	21820 Bonita St	63	64	64	1	1	0	C (67)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SW-10		School	1	21820 Bonita St	61	62	62	1	1	0	C (67)	-	60	2	0	60	2	0	60	2	0	60	2	0	60	2	0	60	2	0	60	2	0
SW-11		Residential	1	21807 Foley Ave	63	63	63	0	0	0	B (67)	-	61	2	0	61	2	0	61	2	0	61	2	0	61	2	0	61	2	0	61	2	0
SW-12		Residential	1	21809 Foley Ave	63	64	64	1	1	0	B (67)	-	61	3	0	61	3	0	61	3	0	61	3	0	61	3	0	61	3	0	61	3	0
SW-13		Residential	1	21800 Foley Ave	65	66	66	1	1	0	B (67)	A/E	60	6	1	60	6	1	60	6	1	60	6	1	60	6	1	60	6	1	60	6	1
SW-14	BA-10	Residential	1	21809 S Edgar St	67	67	67	0	0	0	B (67)	A/E	62	5	1	60	7	1	60	7	1	59	8	1	59	8	1	58	9	1	58	9	1
SW-15		Residential	1	21814 S Edgar St	70	71	71	1	1	0	B (67)	A/E	64	7	1	63	8	1	62	9	1	61	10	1	60	11	1	60	11	1	59	12	1
SW-16		Residential	1	1113 E 219th St	71	71	71	0	0	0	B (67)	A/E	65	6	1	64	7	1	63	8	1	62	9	1	61	10	1	61	10	1	60	11	1
SW-17		Residential	1	1105 E 219th St	69	70	70	1	1	0	B (67)	A/E	63	7	1	62	8	1	61	9	1	61	9	1	60	10	1	59	11	1	59	11	1
SW-18		Residential	2	1105 E Lauder St	69	70	70	1	1	0	B (67)	A/E	64	6	2	63	7	2	62	8	2	61	9	2	60	10	2	60	10	2	59	11	2

A/E= Future noise conditions approach or exceed the Noise Abatement Criteria

* = not located on the ground floor

Receptor I.D.	Barrier I.D.	Land Use	Number of Dwelling Units	Address	Existing Noise Level $L_{eq}(h)$, dBA	I-405 Wilmington Avenue to Main Street Future Worst Hour Noise Levels - $L_{eq}(h)$, dBA																										
						Design Year Noise Level without Project Leq(h), dBA	Design Year Noise Level with Project Leq(h), dBA	Design Year Noise Level without Project minus Existing Conditions Leq(h), dBA	Design Year Noise Level with Project minus Existing Conditions Leq(h), dBA	Design Year Noise Level with Project Minus No Project Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type	8 feet			10 feet			12 feet			14 feet			16 feet			18 feet			20 feet		
													$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR
SW-19	BA-10	Residential	3	1111 E Lauder St	70	71	71	1	1	0	B (67)	A/E	65	6	3	63	8	3	62	9	3	61	10	3	61	10	3	60	11	3	59	12	3
SW-20		Residential	2	1117 E Lauder St	71	72	72	1	1	0	B (67)	A/E	66	6	2	64	8	2	63	9	2	62	10	2	61	11	2	61	11	2	60	12	2
SW-21		Residential	2	1121 E Lauder St	72	73	73	1	1	0	B (67)	A/E	66	7	2	65	8	2	64	9	2	63	10	2	62	11	2	62	11	2	61	12	2
SW-22		Residential	2	1125 E Lauder St	72	73	73	1	1	0	B (67)	A/E	66	7	2	65	8	2	64	9	2	63	10	2	63	10	2	62	11	2	61	12	2
SW-23		Residential	1	1128 E Lauder St	70	70	70	0	0	0	B (67)	A/E	65	5	1	63	7	1	62	8	1	61	9	1	61	9	1	60	10	1	60	10	1
SW-24		Residential	1	1132 E Lauder St	70	71	70	1	0	-1	B (67)	A/E	65	5	1	63	7	1	63	7	1	62	8	1	61	9	1	61	9	1	60	10	1
SW-25		Residential	1	1136 E Lauder St	71	72	72	1	1	0	B (67)	A/E	66	6	1	65	7	1	64	8	1	63	9	1	62	10	1	62	10	1	61	11	1
SW-26		Residential	1	1147 E 220th St	71	72	72	1	1	0	B (67)	A/E	66	6	1	65	7	1	64	8	1	63	9	1	62	10	1	62	10	1	61	11	1
SW-27		Residential	1	1151 E 220th St	72	72	72	0	0	0	B (67)	A/E	66	6	1	65	7	1	64	8	1	63	9	1	63	9	1	62	10	1	62	10	1
SW-28		Residential	1	1160 E 220th St	69	70	69	1	0	-1	B (67)	A/E	64	5	1	62	7	1	61	8	1	60	9	1	60	9	1	59	10	1	59	10	1
SW-29		Office	1	1200 E 220th St	70	71	71	1	1	0	E (72)	A/E	67	4	0	65	6	1	64	7	1	63	8	1	63	8	1	62	9	1	61	10	1
SW-30		Residential	1	1219 E Jay St	65	66	66	1	1	0	B (67)	A/E	64	2	0	62	4	0	62	4	0	61	5	1	60	6	1	60	6	1	59	7	1
SW-31		Residential	1	1225 E Jay St	65	66	66	1	1	0	B (67)	A/E	63	3	0	62	4	0	62	4	0	62	4	0	61	5	1	61	5	1	60	6	1
SW-32		Residential	1	1234 E Jay St	68	68	68	0	0	0	B (67)	A/E	65	3	0	63	5	1	62	6	1	62	6	1	61	7	1	60	8	1	60	8	1
SW-33		Residential	1	1240 E Jay St	70	71	71	1	1	0	B (67)	A/E	67	4	0	65	6	1	64	7	1	63	8	1	63	8	1	62	9	1	61	10	1
SW-34		Residential	1	1245 E Renton St	63	64	64	1	1	0	B (67)	A/E	62	2	0	61	3	0	60	4	0	60	4	0	59	5	1	59	5	1	58	6	1
SW-35		Residential	1	1256 E 220th St	66	67	67	1	1	0	B (67)	A/E	65	2	0	63	4	0	62	5	1	61	6	1	61	6	1	60	7	1	60	7	1
SW-36		Residential	1	1259 E 222nd St	64	65	65	1	1	0	B (67)	-	63	2	0	62	3	0	62	3	0	61	4	0	61	4	0	61	4	0	61	4	0
SW-37		Residential	1	1263 E 222nd St	65	65	66	0	1	1	B (67)	-	64	2	0	63	3	0	63	3	0	62	4	0	62	4	0	62	4	0	61	5	1
SW-38	-	Retail	1	1333 E 223rd St	67	68	68	1	1	0	F (None)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SW-39	-	Retail	1	1435 E 223rd St	71	72	72	1	1	0	F (None)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SW-40	-	Retail	1	1505 E 223rd St	74	74	74	0	0	0	F (None)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SW-41	-	Retail	1	22232 S Wilmington Ave	68	69	69	1	1	0	F (None)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SW-42	-	Retail	1	22222 S Wilmington Ave	68	69	69	1	1	0	F (None)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SW-43	-	Retail	1	1945 E 223rd St	72	72	72	0	0	0	F (None)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

A/E= Future noise conditions approach or exceed the Noise Abatement Criteria
* = not located on the ground floor

Analysis of Noise Barrier BA-1

	SE-2	SE-3	SE-4	SE-5	SE-6	SE-7	SE-8	SE-9	SE-10	Total Benefited
Number of Units Represented	1	1	1	1	1	1	1	1	2	
Existing Traffic Noise Level (dBA Leq[h])	62	61	65	64	59	68	61	61	63	
Design Year (2050) with Project Traffic Noise Level (dBA Leq[h])	63	62	65	65	59	69	62	61	63	
Design Year (2050) with Project minus Existing Traffic Noise Level (dBA Leq[h])	1	1	0	1	0	1	1	0	0	
8-Foot Barrier	61	60	63	62	59	67	60	59	62	
Predicted Noise Reduction (dB)	2	2	2	3	0	2	2	2	1	
Total Number of Benefited Receptors	0	0	0	0	0	0	0	0	0	0
10-Foot Barrier	61	60	63	62	59	67	59	59	62	
Predicted Noise Reduction (dB)	2	2	2	3	0	2	3	2	1	
Total Number of Benefited Receptors	0	0	0	0	0	0	0	0	0	0
12-Foot Barrier	60	59	62	61	59	67	59	59	62	
Predicted Noise Reduction (dB)	3	3	3	4	0	2	3	2	1	
Total Number of Benefited Receptors	0	0	0	0	0	0	0	0	0	0
14-Foot Barrier	60	59	62	61	59	67	59	59	62	
Predicted Noise Reduction (dB)	3	3	3	4	0	2	3	2	1	
Total Number of Benefited Receptors	0	0	0	0	0	0	0	0	0	0
16-Foot Barrier	60	59	62	61	59	67	59	59	62	
Predicted Noise Reduction (dB)	3	3	3	4	0	2	3	2	1	
Total Number of Benefited Receptors	0	0	0	0	0	0	0	0	0	0
18-Foot Barrier	60	59	62	61	59	67	59	59	62	
Predicted Noise Reduction (dB)	3	3	3	4	0	2	3	2	1	
Total Number of Benefited Receptors	0	0	0	0	0	0	0	0	0	0
20-Foot Barrier	60	59	62	61	59	67	59	59	62	
Predicted Noise Reduction (dB)	3	3	3	4	0	2	3	2	1	
Total Number of Benefited Receptors	0	0	0	0	0	0	0	0	0	0

Analysis of Noise Barrier BA-2

	SE-2	SE-3	SE-4	SE-5	SE-6	SE-7	SE-8	SE-9	SE-10	Total Benefited
Number of Units Represented	1	1	1	1	1	1	1	1	2	
Existing Traffic Noise Level (dBA Leq[h])	62	61	65	64	59	68	61	61	63	
Design Year (2050) with Project Traffic Noise Level (dBA Leq[h])	63	62	65	65	59	69	62	61	63	
Design Year (2050) with Project minus Existing Traffic Noise Level (dBA Leq[h])	1	1	0	1	0	1	1	0	0	
8-Foot Barrier	61	61	63	63	59	67	62	61	63	
Predicted Noise Reduction (dB)	2	1	2	2	0	2	0	0	0	
Total Number of Benefited Receptors	0	0	0	0	0	0	0	0	0	0
10-Foot Barrier	60	60	62	61	59	65	61	61	63	
Predicted Noise Reduction (dB)	3	2	3	4	0	4	1	0	0	
Total Number of Benefited Receptors	0	0	0	0	0	0	0	0	0	0
12-Foot Barrier	59	59	61	60	59	64	61	61	63	
Predicted Noise Reduction (dB)	4	3	4	5	0	5	1	0	0	
Total Number of Benefited Receptors	0	0	0	1	0	1	0	0	0	2
14-Foot Barrier	59	59	60	59	59	63	61	61	63	
Predicted Noise Reduction (dB)	4	3	5	6	0	6	1	0	0	
Total Number of Benefited Receptors	0	0	1	1	0	1	0	0	0	3
16-Foot Barrier	58	58	59	58	59	63	61	61	63	
Predicted Noise Reduction (dB)	5	4	6	7	0	6	1	0	0	
Total Number of Benefited Receptors	1	0	1	1	0	1	0	0	0	4
18-Foot Barrier	58	58	58	57	59	63	61	61	63	
Predicted Noise Reduction (dB)	5	4	7	8	0	6	1	0	0	
Total Number of Benefited Receptors	1	0	1	1	0	1	0	0	0	4
20-Foot Barrier	58	57	58	57	59	63	61	61	63	
Predicted Noise Reduction (dB)	5	5	7	8	0	6	1	0	0	
Total Number of Benefited Receptors	1	1	1	1	0	1	0	0	0	5

Analysis of Noise Barrier BA-3

	SE-20	SE-21	SE-22	SE-23	SE-24	SE-25	SE-26	SE-27	SE-28	SE-29	SE-30	SE-31	SE-32	SE-33	SE-34
Number of Units Represented	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Existing Traffic Noise Level (dBA Leq[h])	65	64	65	64	62	66	70	70	70	70	70	69	69	69	68
Design Year (2050) with Project Traffic Noise Level (dBA Leq[h])	66	64	65	64	63	66	70	70	70	71	70	70	70	69	68
Design Year (2050) with Project minus Existing Traffic Noise Level (dBA Leq[h])	1	0	0	0	1	0	0	0	0	1	0	1	1	0	0
8-Foot Barrier	65	63	65	64	63	64	66	66	66	66	66	66	66	66	65
Predicted Noise Reduction (dB)	1	1	0	0	0	2	4	4	4	5	4	4	4	3	3
Total Number of Benefited Receptors	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
10-Foot Barrier	65	63	65	63	62	63	66	66	66	66	66	66	65	65	64
Predicted Noise Reduction (dB)	1	1	0	1	1	3	4	4	4	5	4	4	5	4	4
Total Number of Benefited Receptors	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0
12-Foot Barrier	65	63	65	63	62	63	65	65	64	64	64	64	64	64	63
Predicted Noise Reduction (dB)	1	1	0	1	1	3	5	5	6	7	6	6	6	5	5
Total Number of Benefited Receptors	0	0	0	0	0	0	1	1	1	1	1	1	1	1	1
14-Foot Barrier	65	63	65	63	62	62	64	64	64	63	63	63	63	63	62
Predicted Noise Reduction (dB)	1	1	0	1	1	4	6	6	6	8	7	7	7	6	6
Total Number of Benefited Receptors	0	0	0	0	0	0	1	1	1	1	1	1	1	1	1
16-Foot Barrier	65	63	65	63	62	62	64	63	63	63	63	62	62	62	61
Predicted Noise Reduction (dB)	1	1	0	1	1	4	6	7	7	8	7	8	8	7	7
Total Number of Benefited Receptors	0	0	0	0	0	0	1	1	1	1	1	1	1	1	1
18-Foot Barrier	65	63	65	63	62	62	64	63	63	63	62	62	61	61	60
Predicted Noise Reduction (dB)	1	1	0	1	1	4	6	7	7	8	8	8	9	8	8
Total Number of Benefited Receptors	0	0	0	0	0	0	1	1	1	1	1	1	1	1	1
20-Foot Barrier	65	63	65	63	62	62	63	63	63	62	62	62	61	61	60
Predicted Noise Reduction (dB)	1	1	0	1	1	4	7	7	7	9	8	8	9	8	8
Total Number of Benefited Receptors	0	0	0	0	0	0	1	1	1	1	1	1	1	1	1

	SE-35	SE-36	SE-37	SE-38	SE-39	SE-40	SE-41	SE-42	SE-43	SE-44	SE-45	SE-46	SE-47	SE-48	SE-49
Number of Units Represented	1	2	1	3	3	5	5	6	5	3	1	4	1	2	1
Existing Traffic Noise Level (dBA Leq[h])	69	68	67	66	64	66	64	69	68	65	69	69	69	58	59
Design Year (2050) with Project Traffic Noise Level (dBA Leq[h])	70	68	67	66	65	66	65	69	68	65	69	69	69	58	59
Design Year (2050) with Project minus Existing Traffic Noise Level (dBA Leq[h])	1	0	0	0	1	0	1	0	0	0	0	0	0	0	0
8-Foot Barrier	66	64	64	63	62	63	62	65	65	63	65	65	64	56	58
Predicted Noise Reduction (dB)	4	4	3	3	3	3	3	4	3	2	4	4	5	2	1
Total Number of Benefited Receptors	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
10-Foot Barrier	65	64	63	62	61	63	61	64	64	62	64	64	63	55	58
Predicted Noise Reduction (dB)	5	4	4	4	4	3	4	5	4	3	5	5	6	3	1
Total Number of Benefited Receptors	1	0	0	0	0	0	0	6	0	0	1	4	1	0	0
12-Foot Barrier	64	62	62	61	60	62	60	63	63	61	62	62	62	54	58
Predicted Noise Reduction (dB)	6	6	5	5	5	4	5	6	5	4	7	7	7	4	1
Total Number of Benefited Receptors	1	2	1	3	3	0	5	6	5	0	1	4	1	0	0
14-Foot Barrier	62	61	61	61	59	61	59	62	61	60	61	61	61	53	57
Predicted Noise Reduction (dB)	8	7	6	5	6	5	6	7	7	5	8	8	8	5	2
Total Number of Benefited Receptors	1	2	1	3	3	5	5	6	5	3	1	4	1	2	0
16-Foot Barrier	61	60	60	60	58	60	58	61	60	60	60	61	60	53	57
Predicted Noise Reduction (dB)	9	8	7	6	7	6	7	8	8	5	9	8	9	5	2
Total Number of Benefited Receptors	1	2	1	3	3	5	5	6	5	3	1	4	1	2	0
18-Foot Barrier	61	60	59	59	58	59	57	60	60	60	60	60	60	52	57
Predicted Noise Reduction (dB)	9	8	8	7	7	7	8	9	8	5	9	9	9	6	2
Total Number of Benefited Receptors	1	2	1	3	3	5	5	6	5	3	1	4	1	2	0
20-Foot Barrier	60	59	59	59	57	59	57	59	59	59	59	60	59	52	57
Predicted Noise Reduction (dB)	10	9	8	7	8	7	8	10	9	6	10	9	10	6	2
Total Number of Benefited Receptors	1	2	1	3	3	5	5	6	5	3	1	4	1	2	0

	Total Benefited
Number of Units Represented	
Existing Traffic Noise Level (dBA Leq[h])	
Design Year (2050) with Project Traffic Noise Level (dBA Leq[h])	
Design Year (2050) with Project minus Existing Traffic Noise Level (dBA Leq[h])	
8-Foot Barrier	
Predicted Noise Reduction (dB)	
Total Number of Benefited Receptors	2
10-Foot Barrier	
Predicted Noise Reduction (dB)	
Total Number of Benefited Receptors	15
12-Foot Barrier	
Predicted Noise Reduction (dB)	
Total Number of Benefited Receptors	41
14-Foot Barrier	
Predicted Noise Reduction (dB)	
Total Number of Benefited Receptors	51
16-Foot Barrier	
Predicted Noise Reduction (dB)	
Total Number of Benefited Receptors	51
18-Foot Barrier	
Predicted Noise Reduction (dB)	
Total Number of Benefited Receptors	51
20-Foot Barrier	
Predicted Noise Reduction (dB)	
Total Number of Benefited Receptors	51

Analysis of Noise Barrier BA-4

	NE-1	NE-2	NE-3	NE-4	NE-5	NE-6	NE-7	NE-8	NE-9	NE-10	NE-11	NE-12	NE-13	NE-14	NE-15
Number of Units Represented	1	1	1	1	1	1	1	1	3	2	2	2	1	4	6
Existing Traffic Noise Level (dBA Leq[h])	64	59	60	60	60	60	60	60	58	63	64	66	67	67	66
Design Year (2050) with Project Traffic Noise Level (dBA Leq[h])	64	60	60	61	61	61	61	60	59	64	64	66	68	68	66
Design Year (2050) with Project minus Existing Traffic Noise Level (dBA Leq[h])	0	1	0	1	1	1	1	0	1	1	0	0	1	1	0
8-Foot Barrier	64	58	59	60	60	60	60	60	58	63	62	65	66	66	64
Predicted Noise Reduction (dB)	0	2	1	1	1	1	1	0	1	1	2	1	2	2	2
Total Number of Benefited Receptors	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10-Foot Barrier	64	58	59	60	60	60	60	60	58	63	62	65	66	66	63
Predicted Noise Reduction (dB)	0	2	1	1	1	1	1	0	1	1	2	1	2	2	3
Total Number of Benefited Receptors	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12-Foot Barrier	64	58	59	60	60	60	60	60	58	63	62	65	66	65	63
Predicted Noise Reduction (dB)	0	2	1	1	1	1	1	0	1	1	2	1	2	3	3
Total Number of Benefited Receptors	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14-Foot Barrier	64	58	59	60	60	60	60	59	58	63	62	65	66	65	63
Predicted Noise Reduction (dB)	0	2	1	1	1	1	1	1	1	1	2	1	2	3	3
Total Number of Benefited Receptors	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16-Foot Barrier	64	58	59	59	60	60	60	59	58	63	62	65	66	65	62
Predicted Noise Reduction (dB)	0	2	1	2	1	1	1	1	1	1	2	1	2	3	4
Total Number of Benefited Receptors	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-Foot Barrier	64	58	59	59	60	60	60	59	58	63	62	65	66	65	62
Predicted Noise Reduction (dB)	0	2	1	2	1	1	1	1	1	1	2	1	2	3	4
Total Number of Benefited Receptors	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20-Foot Barrier	64	58	59	59	60	60	60	59	58	63	62	65	66	65	62
Predicted Noise Reduction (dB)	0	2	1	2	1	1	1	1	1	1	2	1	2	3	4
Total Number of Benefited Receptors	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	NE-16	NE-17	NE-18	Total Benefited
Number of Units Represented	5	3	1	
Existing Traffic Noise Level (dBA Leq[h])	68	68	62	
Design Year (2050) with Project Traffic Noise Level (dBA Leq[h])	68	68	62	
Design Year (2050) with Project minus Existing Traffic Noise Level (dBA Leq[h])	0	0	0	
8-Foot Barrier	65	64	59	
Predicted Noise Reduction (dB)	3	4	3	
Total Number of Benefited Receptors	0	0	0	0
10-Foot Barrier	64	63	59	
Predicted Noise Reduction (dB)	4	5	3	
Total Number of Benefited Receptors	0	3	0	3
12-Foot Barrier	63	62	58	
Predicted Noise Reduction (dB)	5	6	4	
Total Number of Benefited Receptors	5	3	0	8
14-Foot Barrier	63	62	58	
Predicted Noise Reduction (dB)	5	6	4	
Total Number of Benefited Receptors	5	3	0	8
16-Foot Barrier	63	61	57	
Predicted Noise Reduction (dB)	5	7	5	
Total Number of Benefited Receptors	5	3	1	9
18-Foot Barrier	63	61	57	
Predicted Noise Reduction (dB)	5	7	5	
Total Number of Benefited Receptors	5	3	1	9
20-Foot Barrier	63	61	57	
Predicted Noise Reduction (dB)	5	7	5	
Total Number of Benefited Receptors	5	3	1	9

Analysis of Noise Barrier BA-5

	NE-32	NE-33	Total Benefited
Number of Units Represented	1	2	
Existing Traffic Noise Level (dBA Leq[h])	67	66	
Design Year (2050) with Project Traffic Noise Level (dBA Leq[h])	67	66	
Design Year (2050) with Project minus Existing Traffic Noise Level (dBA Leq[h])	0	0	
8-Foot Barrier	64	63	
Predicted Noise Reduction (dB)	3	3	
Total Number of Benefited Receptors	0	0	0
10-Foot Barrier	63	63	
Predicted Noise Reduction (dB)	4	3	
Total Number of Benefited Receptors	0	0	0
12-Foot Barrier	62	62	
Predicted Noise Reduction (dB)	5	4	
Total Number of Benefited Receptors	1	0	1
14-Foot Barrier	62	61	
Predicted Noise Reduction (dB)	5	5	
Total Number of Benefited Receptors	1	2	3
16-Foot Barrier	61	60	
Predicted Noise Reduction (dB)	6	6	
Total Number of Benefited Receptors	1	2	3
18-Foot Barrier	61	60	
Predicted Noise Reduction (dB)	6	6	
Total Number of Benefited Receptors	1	2	3
20-Foot Barrier	61	60	
Predicted Noise Reduction (dB)	6	6	
Total Number of Benefited Receptors	1	2	3

Analysis of Noise Barrier BA-6

	NW-102	NW-103	NW-104	NW-105	NW-106	NW-107	NW-108	NW-109	NW-110	NW-111	NW-112	NW-113	NW-114	NW-115	NW-116
Number of Units Represented	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Existing Traffic Noise Level (dBA Leq[h])	61	65	67	68	51	62	67	69	70	63	68	69	70	63	68
Design Year (2050) with Project Traffic Noise Level (dBA Leq[h])	61	65	67	68	51	62	68	70	70	63	68	70	70	63	68
Design Year (2050) with Project minus Existing Traffic Noise Level (dBA Leq[h])	0	0	0	0	0	0	1	1	0	0	0	1	0	0	0
8-Foot Barrier	59	62	67	68	51	57	61	69	70	57	61	69	70	57	61
Predicted Noise Reduction (dB)	2	3	0	0	0	5	7	1	0	6	7	1	0	6	7
Total Number of Benefited Receptors	0	0	0	0	0	1	1	0	0	1	1	0	0	1	1
10-Foot Barrier	59	62	67	68	51	57	61	69	70	57	61	69	70	57	61
Predicted Noise Reduction (dB)	2	3	0	0	0	5	7	1	0	6	7	1	0	6	7
Total Number of Benefited Receptors	0	0	0	0	0	1	1	0	0	1	1	0	0	1	1
12-Foot Barrier	59	62	65	68	51	57	61	69	70	57	61	69	70	57	61
Predicted Noise Reduction (dB)	2	3	2	0	0	5	7	1	0	6	7	1	0	6	7
Total Number of Benefited Receptors	0	0	0	0	0	1	1	0	0	1	1	0	0	1	1
14-Foot Barrier	59	62	64	68	51	57	61	69	70	57	61	69	70	57	61
Predicted Noise Reduction (dB)	2	3	3	0	0	5	7	1	0	6	7	1	0	6	7
Total Number of Benefited Receptors	0	0	0	0	0	1	1	0	0	1	1	0	0	1	1
16-Foot Barrier	59	62	63	68	51	57	61	69	70	57	61	69	70	57	61
Predicted Noise Reduction (dB)	2	3	4	0	0	5	7	1	0	6	7	1	0	6	7
Total Number of Benefited Receptors	0	0	0	0	0	1	1	0	0	1	1	0	0	1	1
18-Foot Barrier	59	62	63	68	51	57	61	69	70	57	61	69	70	57	61
Predicted Noise Reduction (dB)	2	3	4	0	0	5	7	1	0	6	7	1	0	6	7
Total Number of Benefited Receptors	0	0	0	0	0	1	1	0	0	1	1	0	0	1	1
20-Foot Barrier	59	62	63	68	51	57	61	69	70	57	61	69	70	57	61
Predicted Noise Reduction (dB)	2	3	4	0	0	5	7	1	0	6	7	1	0	6	7
Total Number of Benefited Receptors	0	0	0	0	0	1	1	0	0	1	1	0	0	1	1

	NW-117	NW-118	NW-119	NW-120	NW-121	NW-122	NW-123	NW-124	NW-125	NW-126	NW-127	NW-128	NW-129	NW-130	NW-131
Number of Units Represented	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Existing Traffic Noise Level (dBA Leq[h])	69	70	64	68	69	70	65	68	69	70	65	68	70	70	66
Design Year (2050) with Project Traffic Noise Level (dBA Leq[h])	70	70	64	68	70	70	65	68	69	70	65	69	70	71	66
Design Year (2050) with Project minus Existing Traffic Noise Level (dBA Leq[h])	1	0	0	0	1	0	0	0	0	0	0	1	0	1	0
8-Foot Barrier	69	70	58	61	69	70	57	61	69	70	57	61	70	70	57
Predicted Noise Reduction (dB)	1	0	6	7	1	0	8	7	0	0	8	8	0	1	9
Total Number of Benefited Receptors	0	0	1	1	0	0	1	1	0	0	1	1	0	0	1
10-Foot Barrier	69	70	58	61	69	70	56	61	69	70	57	61	70	70	57
Predicted Noise Reduction (dB)	1	0	6	7	1	0	9	7	0	0	8	8	0	1	9
Total Number of Benefited Receptors	0	0	1	1	0	0	1	1	0	0	1	1	0	0	1
12-Foot Barrier	69	70	58	61	69	70	56	61	69	70	57	61	70	70	57
Predicted Noise Reduction (dB)	1	0	6	7	1	0	9	7	0	0	8	8	0	1	9
Total Number of Benefited Receptors	0	0	1	1	0	0	1	1	0	0	1	1	0	0	1
14-Foot Barrier	69	70	58	61	69	70	55	61	69	70	57	61	70	70	57
Predicted Noise Reduction (dB)	1	0	6	7	1	0	10	7	0	0	8	8	0	1	9
Total Number of Benefited Receptors	0	0	1	1	0	0	1	1	0	0	1	1	0	0	1
16-Foot Barrier	69	70	58	61	69	70	55	61	69	70	57	61	70	70	57
Predicted Noise Reduction (dB)	1	0	6	7	1	0	10	7	0	0	8	8	0	1	9
Total Number of Benefited Receptors	0	0	1	1	0	0	1	1	0	0	1	1	0	0	1
18-Foot Barrier	69	70	58	61	69	70	54	61	69	70	57	61	70	70	57
Predicted Noise Reduction (dB)	1	0	6	7	1	0	11	7	0	0	8	8	0	1	9
Total Number of Benefited Receptors	0	0	1	1	0	0	1	1	0	0	1	1	0	0	1
20-Foot Barrier	69	70	58	61	69	70	54	61	69	70	57	61	70	70	57
Predicted Noise Reduction (dB)	1	0	6	7	1	0	11	7	0	0	8	8	0	1	9
Total Number of Benefited Receptors	0	0	1	1	0	0	1	1	0	0	1	1	0	0	1

	NW-132	NW-133	NW-134	NW-135	NW-136	NW-137	NW-138	NW-139	NW-140	NW-141	NW-142	NW-143	NW-144	NW-145	NW-146
Number of Units Represented	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Existing Traffic Noise Level (dBA Leq[h])	69	70	71	66	69	70	71	66	70	71	71	68	71	72	73
Design Year (2050) with Project Traffic Noise Level (dBA Leq[h])	69	70	71	66	69	70	71	66	70	71	72	68	71	72	73
Design Year (2050) with Project minus Existing Traffic Noise Level (dBA Leq[h])	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
8-Foot Barrier	61	70	71	57	61	70	71	57	61	71	72	61	66	72	73
Predicted Noise Reduction (dB)	8	0	0	9	8	0	0	9	9	0	0	7	5	0	0
Total Number of Benefited Receptors	1	0	0	1	1	0	0	1	1	0	0	1	1	0	0
10-Foot Barrier	61	70	71	57	61	70	71	57	61	71	72	61	66	72	73
Predicted Noise Reduction (dB)	8	0	0	9	8	0	0	9	9	0	0	7	5	0	0
Total Number of Benefited Receptors	1	0	0	1	1	0	0	1	1	0	0	1	1	0	0
12-Foot Barrier	61	70	71	57	61	70	71	57	61	71	72	61	66	72	73
Predicted Noise Reduction (dB)	8	0	0	9	8	0	0	9	9	0	0	7	5	0	0
Total Number of Benefited Receptors	1	0	0	1	1	0	0	1	1	0	0	1	1	0	0
14-Foot Barrier	61	70	71	57	61	70	71	57	61	71	72	61	66	72	73
Predicted Noise Reduction (dB)	8	0	0	9	8	0	0	9	9	0	0	7	5	0	0
Total Number of Benefited Receptors	1	0	0	1	1	0	0	1	1	0	0	1	1	0	0
16-Foot Barrier	61	70	71	57	61	70	71	57	61	71	72	61	66	72	73
Predicted Noise Reduction (dB)	8	0	0	9	8	0	0	9	9	0	0	7	5	0	0
Total Number of Benefited Receptors	1	0	0	1	1	0	0	1	1	0	0	1	1	0	0
18-Foot Barrier	61	70	71	57	61	70	71	57	61	71	72	61	66	72	73
Predicted Noise Reduction (dB)	8	0	0	9	8	0	0	9	9	0	0	7	5	0	0
Total Number of Benefited Receptors	1	0	0	1	1	0	0	1	1	0	0	1	1	0	0
20-Foot Barrier	61	70	71	57	61	70	71	57	61	71	72	61	66	72	72
Predicted Noise Reduction (dB)	8	0	0	9	8	0	0	9	9	0	0	7	5	0	1
Total Number of Benefited Receptors	1	0	0	1	1	0	0	1	1	0	0	1	1	0	0

	NW-147	NW-148	NW-149	NW-150	NW-151	NW-152	NW-153	NW-154	NW-155	NW-156	NW-157	NW-158	NW-159	NW-160	NW-161
Number of Units Represented	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Existing Traffic Noise Level (dBA Leq[h])	67	70	71	71	58	63	64	65	63	66	66	67	64	66	69
Design Year (2050) with Project Traffic Noise Level (dBA Leq[h])	67	70	71	71	58	64	64	65	63	66	67	67	64	66	70
Design Year (2050) with Project minus Existing Traffic Noise Level (dBA Leq[h])	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1
8-Foot Barrier	63	68	71	71	58	64	64	65	62	65	67	67	63	64	68
Predicted Noise Reduction (dB)	4	2	0	0	0	0	0	0	1	1	0	0	1	2	2
Total Number of Benefited Receptors	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10-Foot Barrier	63	68	71	71	58	64	64	65	62	65	67	67	63	64	68
Predicted Noise Reduction (dB)	4	2	0	0	0	0	0	0	1	1	0	0	1	2	2
Total Number of Benefited Receptors	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12-Foot Barrier	63	68	71	71	58	64	64	65	62	65	67	67	63	64	68
Predicted Noise Reduction (dB)	4	2	0	0	0	0	0	0	1	1	0	0	1	2	2
Total Number of Benefited Receptors	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14-Foot Barrier	63	68	71	71	58	64	64	65	62	65	67	67	63	64	68
Predicted Noise Reduction (dB)	4	2	0	0	0	0	0	0	1	1	0	0	1	2	2
Total Number of Benefited Receptors	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16-Foot Barrier	63	68	71	71	58	64	64	65	62	65	67	67	63	64	68
Predicted Noise Reduction (dB)	4	2	0	0	0	0	0	0	1	1	0	0	1	2	2
Total Number of Benefited Receptors	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-Foot Barrier	63	68	71	71	58	64	64	65	62	65	67	67	63	64	68
Predicted Noise Reduction (dB)	4	2	0	0	0	0	0	0	1	1	0	0	1	2	2
Total Number of Benefited Receptors	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20-Foot Barrier	63	68	71	71	58	64	64	65	62	65	67	67	63	64	68
Predicted Noise Reduction (dB)	4	2	0	0	0	0	0	0	1	1	0	0	1	2	2
Total Number of Benefited Receptors	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	NW-162	NW-163	NW-164	NW-165	NW-166	NW-167	NW-168	NW-169	NW-170	NW-171	NW-172	NW-173	NW-174	NW-175	NW-176
Number of Units Represented	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Existing Traffic Noise Level (dBA Leq[h])	70	70	65	69	69	70	55	58	61	62	61	64	65	66	63
Design Year (2050) with Project Traffic Noise Level (dBA Leq[h])	70	71	65	69	69	70	54	58	61	62	61	65	66	66	63
Design Year (2050) with Project minus Existing Traffic Noise Level (dBA Leq[h])	0	1	0	0	0	0	-1	0	0	0	0	1	1	0	0
8-Foot Barrier	70	71	64	67	69	70	54	58	61	62	61	65	66	66	63
Predicted Noise Reduction (dB)	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0
Total Number of Benefited Receptors	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10-Foot Barrier	70	71	64	67	69	70	54	58	61	62	61	65	66	66	63
Predicted Noise Reduction (dB)	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0
Total Number of Benefited Receptors	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12-Foot Barrier	70	71	64	67	69	70	54	58	61	62	61	65	66	66	63
Predicted Noise Reduction (dB)	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0
Total Number of Benefited Receptors	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14-Foot Barrier	70	71	64	67	68	70	54	58	61	62	61	65	66	66	63
Predicted Noise Reduction (dB)	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0
Total Number of Benefited Receptors	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16-Foot Barrier	70	71	64	67	68	70	54	58	61	62	61	65	66	66	63
Predicted Noise Reduction (dB)	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0
Total Number of Benefited Receptors	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-Foot Barrier	70	71	64	67	68	70	54	58	61	62	61	65	66	66	63
Predicted Noise Reduction (dB)	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0
Total Number of Benefited Receptors	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20-Foot Barrier	70	71	64	67	68	70	54	58	61	62	61	65	66	66	63
Predicted Noise Reduction (dB)	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0
Total Number of Benefited Receptors	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	NW-177	NW-178	NW-179	NW-180	NW-181	NW-182	NW-183	NW-184	NW-185	NW-186	NW-187	NW-188	NW-189	NW-190	NW-191
Number of Units Represented	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Existing Traffic Noise Level (dBA Leq[h])	65	68	69	69	64	67	68	68	45	49	52	53	56	61	61
Design Year (2050) with Project Traffic Noise Level (dBA Leq[h])	65	68	69	69	64	67	68	68	45	49	52	53	56	61	62
Design Year (2050) with Project minus Existing Traffic Noise Level (dBA Leq[h])	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8-Foot Barrier	64	67	69	69	63	66	68	68	45	49	52	53	56	61	62
Predicted Noise Reduction (dB)	1	1	0	0	1	1	0	0	0	0	0	0	0	0	0
Total Number of Benefited Receptors	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10-Foot Barrier	64	67	69	69	63	66	68	68	45	49	52	53	56	61	62
Predicted Noise Reduction (dB)	1	1	0	0	1	1	0	0	0	0	0	0	0	0	0
Total Number of Benefited Receptors	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12-Foot Barrier	64	67	69	69	63	66	68	68	45	49	52	53	56	61	62
Predicted Noise Reduction (dB)	1	1	0	0	1	1	0	0	0	0	0	0	0	0	0
Total Number of Benefited Receptors	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14-Foot Barrier	64	67	69	69	63	66	68	68	45	49	52	53	56	61	62
Predicted Noise Reduction (dB)	1	1	0	0	1	1	0	0	0	0	0	0	0	0	0
Total Number of Benefited Receptors	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16-Foot Barrier	64	67	69	69	63	66	68	68	45	49	52	53	56	61	62
Predicted Noise Reduction (dB)	1	1	0	0	1	1	0	0	0	0	0	0	0	0	0
Total Number of Benefited Receptors	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-Foot Barrier	64	67	69	69	63	66	68	68	45	49	52	53	56	61	62
Predicted Noise Reduction (dB)	1	1	0	0	1	1	0	0	0	0	0	0	0	0	0
Total Number of Benefited Receptors	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20-Foot Barrier	64	67	69	69	63	66	68	68	45	49	52	53	56	61	62
Predicted Noise Reduction (dB)	1	1	0	0	1	1	0	0	0	0	0	0	0	0	0
Total Number of Benefited Receptors	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	NW-192	NW-193	NW-194	NW-195	NW-196	NW-197	NW-198	NW-199	NW-200	NW-201	NW-202	NW-203	NW-204	NW-205	NW-206
Number of Units Represented	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Existing Traffic Noise Level (dBA Leq[h])	62	60	63	63	64	62	64	65	65	57	60	62	62	64	68
Design Year (2050) with Project Traffic Noise Level (dBA Leq[h])	62	60	63	64	64	62	64	65	65	57	60	62	62	64	68
Design Year (2050) with Project minus Existing Traffic Noise Level (dBA Leq[h])	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
8-Foot Barrier	62	60	63	64	64	61	62	65	65	54	54	62	62	63	67
Predicted Noise Reduction (dB)	0	0	0	0	0	1	2	0	0	3	6	0	0	1	1
Total Number of Benefited Receptors	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
10-Foot Barrier	62	60	63	64	64	61	62	64	65	54	53	60	62	63	67
Predicted Noise Reduction (dB)	0	0	0	0	0	1	2	1	0	3	7	2	0	1	1
Total Number of Benefited Receptors	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
12-Foot Barrier	62	60	63	64	64	61	62	64	65	54	53	59	62	63	67
Predicted Noise Reduction (dB)	0	0	0	0	0	1	2	1	0	3	7	3	0	1	1
Total Number of Benefited Receptors	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
14-Foot Barrier	62	60	63	64	64	61	62	63	65	54	52	58	62	63	67
Predicted Noise Reduction (dB)	0	0	0	0	0	1	2	2	0	3	8	4	0	1	1
Total Number of Benefited Receptors	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
16-Foot Barrier	62	60	63	64	64	61	62	63	64	54	52	58	60	63	67
Predicted Noise Reduction (dB)	0	0	0	0	0	1	2	2	1	3	8	4	2	1	1
Total Number of Benefited Receptors	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
18-Foot Barrier	62	60	63	64	64	61	62	63	64	53	51	57	59	63	67
Predicted Noise Reduction (dB)	0	0	0	0	0	1	2	2	1	4	9	5	3	1	1
Total Number of Benefited Receptors	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0
20-Foot Barrier	62	60	63	64	64	61	62	63	64	53	51	57	58	63	67
Predicted Noise Reduction (dB)	0	0	0	0	0	1	2	2	1	4	9	5	4	1	1
Total Number of Benefited Receptors	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0

	NW-207	NW-208	NW-209	NW-210	NW-211	NW-212	Total Benefited
Number of Units Represented	1	1	1	1	1	1	
Existing Traffic Noise Level (dBA Leq[h])	69	69	65	69	70	71	
Design Year (2050) with Project Traffic Noise Level (dBA Leq[h])	69	69	65	69	70	71	
Design Year (2050) with Project minus Existing Traffic Noise Level (dBA Leq[h])	0	0	0	0	0	0	
8-Foot Barrier	69	69	65	68	70	71	
Predicted Noise Reduction (dB)	0	0	0	1	0	0	
Total Number of Benefited Receptors	0	0	0	0	0	0	21
10-Foot Barrier	69	69	65	68	70	71	
Predicted Noise Reduction (dB)	0	0	0	1	0	0	
Total Number of Benefited Receptors	0	0	0	0	0	0	21
12-Foot Barrier	68	69	65	68	70	71	
Predicted Noise Reduction (dB)	1	0	0	1	0	0	
Total Number of Benefited Receptors	0	0	0	0	0	0	21
14-Foot Barrier	68	69	65	68	70	71	
Predicted Noise Reduction (dB)	1	0	0	1	0	0	
Total Number of Benefited Receptors	0	0	0	0	0	0	21
16-Foot Barrier	68	69	65	68	70	71	
Predicted Noise Reduction (dB)	1	0	0	1	0	0	
Total Number of Benefited Receptors	0	0	0	0	0	0	21
18-Foot Barrier	68	69	65	68	70	71	
Predicted Noise Reduction (dB)	1	0	0	1	0	0	
Total Number of Benefited Receptors	0	0	0	0	0	0	22
20-Foot Barrier	68	69	65	68	70	71	
Predicted Noise Reduction (dB)	1	0	0	1	0	0	
Total Number of Benefited Receptors	0	0	0	0	0	0	22

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	NW-102	NW-103	NW-104	NW-105	NW-106	NW-107	NW-108	NW-109	NW-110	NW-111	NW-112	NW-113	NW-114	NW-115	NW-116
Number of Units Represented	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Existing Traffic Noise Level (dBA Leq[h])	61	65	67	68	51	62	67	69	70	63	68	69	70	63	68
Design Year (2050) with Project Traffic Noise Level (dBA Leq[h])	61	65	67	68	51	62	68	70	70	63	68	70	70	63	68
Design Year (2050) with Project minus Existing Traffic Noise Level (dBA Leq[h])	0	0	0	0	0	0	1	1	0	0	0	1	0	0	0
8-Foot Barrier	59	62	66	68	51	57	61	69	70	57	61	69	70	57	61
Predicted Noise Reduction (dB)	2	3	1	0	0	5	7	1	0	6	7	1	0	6	7
Total Number of Benefited Receptors	0	0	0	0	0	1	1	0	0	1	1	0	0	1	1
10-Foot Barrier	59	62	65	68	51	57	61	69	70	57	61	69	70	57	61
Predicted Noise Reduction (dB)	2	3	2	0	0	5	7	1	0	6	7	1	0	6	7
Total Number of Benefited Receptors	0	0	0	0	0	1	1	0	0	1	1	0	0	1	1
12-Foot Barrier	59	62	65	68	51	57	61	69	70	57	61	69	70	57	61
Predicted Noise Reduction (dB)	2	3	2	0	0	5	7	1	0	6	7	1	0	6	7
Total Number of Benefited Receptors	0	0	0	0	0	1	1	0	0	1	1	0	0	1	1
14-Foot Barrier	59	62	65	68	51	57	61	69	70	57	61	69	70	57	61
Predicted Noise Reduction (dB)	2	3	2	0	0	5	7	1	0	6	7	1	0	6	7
Total Number of Benefited Receptors	0	0	0	0	0	1	1	0	0	1	1	0	0	1	1
16-Foot Barrier	59	62	64	68	51	57	61	69	70	57	61	69	70	57	61
Predicted Noise Reduction (dB)	2	3	3	0	0	5	7	1	0	6	7	1	0	6	7
Total Number of Benefited Receptors	0	0	0	0	0	1	1	0	0	1	1	0	0	1	1
18-Foot Barrier	59	62	64	68	51	57	61	69	70	57	61	69	70	57	61
Predicted Noise Reduction (dB)	2	3	3	0	0	5	7	1	0	6	7	1	0	6	7
Total Number of Benefited Receptors	0	0	0	0	0	1	1	0	0	1	1	0	0	1	1
20-Foot Barrier	59	62	64	68	51	57	61	69	70	57	61	69	70	57	61
Predicted Noise Reduction (dB)	2	3	3	0	0	5	7	1	0	6	7	1	0	6	7
Total Number of Benefited Receptors	0	0	0	0	0	1	1	0	0	1	1	0	0	1	1

	NW-117	NW-118	NW-119	NW-120	NW-121	NW-122	NW-123	NW-124	NW-125	NW-126	NW-127	NW-128	NW-129	NW-130	NW-131
Number of Units Represented	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Existing Traffic Noise Level (dBA Leq[h])	69	70	64	68	69	70	65	68	69	70	65	68	70	70	66
Design Year (2050) with Project Traffic Noise Level (dBA Leq[h])	70	70	64	68	70	70	65	68	69	70	65	69	70	71	66
Design Year (2050) with Project minus Existing Traffic Noise Level (dBA Leq[h])	1	0	0	0	1	0	0	0	0	0	0	1	0	1	0
8-Foot Barrier	69	70	58	61	69	70	57	64	69	70	57	64	67	68	57
Predicted Noise Reduction (dB)	1	0	6	7	1	0	8	4	0	0	8	5	3	3	9
Total Number of Benefited Receptors	0	0	1	1	0	0	1	0	0	0	1	1	0	0	1
10-Foot Barrier	69	70	58	61	69	70	57	64	69	70	57	64	67	68	57
Predicted Noise Reduction (dB)	1	0	6	7	1	0	8	4	0	0	8	5	3	3	9
Total Number of Benefited Receptors	0	0	1	1	0	0	1	0	0	0	1	1	0	0	1
12-Foot Barrier	69	70	58	61	69	70	56	64	69	70	57	64	67	68	57
Predicted Noise Reduction (dB)	1	0	6	7	1	0	9	4	0	0	8	5	3	3	9
Total Number of Benefited Receptors	0	0	1	1	0	0	1	0	0	0	1	1	0	0	1
14-Foot Barrier	69	70	58	61	69	70	55	64	69	70	57	64	67	68	57
Predicted Noise Reduction (dB)	1	0	6	7	1	0	10	4	0	0	8	5	3	3	9
Total Number of Benefited Receptors	0	0	1	1	0	0	1	0	0	0	1	1	0	0	1
16-Foot Barrier	69	70	58	61	69	70	55	64	69	70	57	64	67	68	57
Predicted Noise Reduction (dB)	1	0	6	7	1	0	10	4	0	0	8	5	3	3	9
Total Number of Benefited Receptors	0	0	1	1	0	0	1	0	0	0	1	1	0	0	1
18-Foot Barrier	69	70	58	61	69	70	55	64	69	70	57	64	67	68	57
Predicted Noise Reduction (dB)	1	0	6	7	1	0	10	4	0	0	8	5	3	3	9
Total Number of Benefited Receptors	0	0	1	1	0	0	1	0	0	0	1	1	0	0	1
20-Foot Barrier	69	70	58	61	69	70	54	64	69	70	57	64	67	68	57
Predicted Noise Reduction (dB)	1	0	6	7	1	0	11	4	0	0	8	5	3	3	9
Total Number of Benefited Receptors	0	0	1	1	0	0	1	0	0	0	1	1	0	0	1

	NW-132	NW-133	NW-134	NW-135	NW-136	NW-137	NW-138	NW-139	NW-140	NW-141	NW-142	NW-143	NW-144	NW-145	NW-146
Number of Units Represented	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Existing Traffic Noise Level (dBA Leq[h])	69	70	71	66	69	70	71	66	70	71	71	68	71	72	73
Design Year (2050) with Project Traffic Noise Level (dBA Leq[h])	69	70	71	66	69	70	71	66	70	71	72	68	71	72	73
Design Year (2050) with Project minus Existing Traffic Noise Level (dBA Leq[h])	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
8-Foot Barrier	65	67	69	56	65	67	68	56	65	67	69	59	66	69	70
Predicted Noise Reduction (dB)	4	3	2	10	4	3	3	10	5	4	3	9	5	3	3
Total Number of Benefited Receptors	0	0	0	1	0	0	0	1	1	0	0	1	1	0	0
10-Foot Barrier	65	67	69	56	65	67	68	56	65	67	69	59	66	69	69
Predicted Noise Reduction (dB)	4	3	2	10	4	3	3	10	5	4	3	9	5	3	4
Total Number of Benefited Receptors	0	0	0	1	0	0	0	1	1	0	0	1	1	0	0
12-Foot Barrier	65	67	69	56	65	67	68	56	65	67	69	59	66	69	69
Predicted Noise Reduction (dB)	4	3	2	10	4	3	3	10	5	4	3	9	5	3	4
Total Number of Benefited Receptors	0	0	0	1	0	0	0	1	1	0	0	1	1	0	0
14-Foot Barrier	65	67	69	56	65	67	68	56	65	67	69	59	66	69	68
Predicted Noise Reduction (dB)	4	3	2	10	4	3	3	10	5	4	3	9	5	3	5
Total Number of Benefited Receptors	0	0	0	1	0	0	0	1	1	0	0	1	1	0	1
16-Foot Barrier	65	67	69	56	65	67	68	56	65	67	69	59	66	69	68
Predicted Noise Reduction (dB)	4	3	2	10	4	3	3	10	5	4	3	9	5	3	5
Total Number of Benefited Receptors	0	0	0	1	0	0	0	1	1	0	0	1	1	0	1
18-Foot Barrier	65	67	69	56	65	67	68	56	65	67	69	59	66	69	68
Predicted Noise Reduction (dB)	4	3	2	10	4	3	3	10	5	4	3	9	5	3	5
Total Number of Benefited Receptors	0	0	0	1	0	0	0	1	1	0	0	1	1	0	1
20-Foot Barrier	65	67	69	56	65	67	68	56	65	67	69	59	66	69	68
Predicted Noise Reduction (dB)	4	3	2	10	4	3	3	10	5	4	3	9	5	3	5
Total Number of Benefited Receptors	0	0	0	1	0	0	0	1	1	0	0	1	1	0	1

	NW-147	NW-148	NW-149	NW-150	NW-151	NW-152	NW-153	NW-154	NW-155	NW-156	NW-157	NW-158	NW-159	NW-160	NW-161
Number of Units Represented	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Existing Traffic Noise Level (dBA Leq[h])	67	70	71	71	58	63	64	65	63	66	66	67	64	66	69
Design Year (2050) with Project Traffic Noise Level (dBA Leq[h])	67	70	71	71	58	64	64	65	63	66	67	67	64	66	70
Design Year (2050) with Project minus Existing Traffic Noise Level (dBA Leq[h])	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1
8-Foot Barrier	60	64	66	68	56	60	61	62	58	58	59	61	59	60	64
Predicted Noise Reduction (dB)	7	6	5	3	2	4	3	3	5	8	8	6	5	6	6
Total Number of Benefited Receptors	1	1	1	0	0	0	0	0	1	1	1	1	1	1	1
10-Foot Barrier	60	64	66	68	56	60	61	62	58	58	59	61	59	60	64
Predicted Noise Reduction (dB)	7	6	5	3	2	4	3	3	5	8	8	6	5	6	6
Total Number of Benefited Receptors	1	1	1	0	0	0	0	0	1	1	1	1	1	1	1
12-Foot Barrier	60	64	66	68	56	60	61	62	58	58	59	61	59	60	64
Predicted Noise Reduction (dB)	7	6	5	3	2	4	3	3	5	8	8	6	5	6	6
Total Number of Benefited Receptors	1	1	1	0	0	0	0	0	1	1	1	1	1	1	1
14-Foot Barrier	60	64	66	68	56	60	61	62	58	58	59	61	59	60	64
Predicted Noise Reduction (dB)	7	6	5	3	2	4	3	3	5	8	8	6	5	6	6
Total Number of Benefited Receptors	1	1	1	0	0	0	0	0	1	1	1	1	1	1	1
16-Foot Barrier	60	64	66	68	56	60	61	62	58	58	59	61	59	60	64
Predicted Noise Reduction (dB)	7	6	5	3	2	4	3	3	5	8	8	6	5	6	6
Total Number of Benefited Receptors	1	1	1	0	0	0	0	0	1	1	1	1	1	1	1
18-Foot Barrier	60	64	66	68	56	60	61	62	58	58	59	61	59	60	64
Predicted Noise Reduction (dB)	7	6	5	3	2	4	3	3	5	8	8	6	5	6	6
Total Number of Benefited Receptors	1	1	1	0	0	0	0	0	1	1	1	1	1	1	1
20-Foot Barrier	60	64	66	68	56	60	61	62	58	58	59	61	59	60	64
Predicted Noise Reduction (dB)	7	6	5	3	2	4	3	3	5	8	8	6	5	6	6
Total Number of Benefited Receptors	1	1	1	0	0	0	0	0	1	1	1	1	1	1	1

	NW-162	NW-163	NW-164	NW-165	NW-166	NW-167	NW-168	NW-169	NW-170	NW-171	NW-172	NW-173	NW-174	NW-175	NW-176
Number of Units Represented	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Existing Traffic Noise Level (dBA Leq[h])	70	70	65	69	69	70	55	58	61	62	61	64	65	66	63
Design Year (2050) with Project Traffic Noise Level (dBA Leq[h])	70	71	65	69	69	70	54	58	61	62	61	65	66	66	63
Design Year (2050) with Project minus Existing Traffic Noise Level (dBA Leq[h])	0	1	0	0	0	0	-1	0	0	0	0	1	1	0	0
8-Foot Barrier	65	67	60	63	64	66	53	57	59	61	57	59	60	61	58
Predicted Noise Reduction (dB)	5	4	5	6	5	4	1	1	2	1	4	6	6	5	5
Total Number of Benefited Receptors	1	0	1	1	1	0	0	0	0	0	0	1	1	1	1
10-Foot Barrier	65	67	60	63	64	66	53	57	59	61	57	59	60	61	58
Predicted Noise Reduction (dB)	5	4	5	6	5	4	1	1	2	1	4	6	6	5	5
Total Number of Benefited Receptors	1	0	1	1	1	0	0	0	0	0	0	1	1	1	1
12-Foot Barrier	65	67	60	63	63	66	53	57	59	61	57	59	60	61	58
Predicted Noise Reduction (dB)	5	4	5	6	6	4	1	1	2	1	4	6	6	5	5
Total Number of Benefited Receptors	1	0	1	1	1	0	0	0	0	0	0	1	1	1	1
14-Foot Barrier	65	67	60	63	62	66	53	57	59	61	57	59	60	61	58
Predicted Noise Reduction (dB)	5	4	5	6	7	4	1	1	2	1	4	6	6	5	5
Total Number of Benefited Receptors	1	0	1	1	1	0	0	0	0	0	0	1	1	1	1
16-Foot Barrier	65	67	60	63	62	66	53	57	59	61	57	59	60	61	58
Predicted Noise Reduction (dB)	5	4	5	6	7	4	1	1	2	1	4	6	6	5	5
Total Number of Benefited Receptors	1	0	1	1	1	0	0	0	0	0	0	1	1	1	1
18-Foot Barrier	65	67	60	63	62	66	53	57	59	61	57	59	60	61	58
Predicted Noise Reduction (dB)	5	4	5	6	7	4	1	1	2	1	4	6	6	5	5
Total Number of Benefited Receptors	1	0	1	1	1	0	0	0	0	0	0	1	1	1	1
20-Foot Barrier	65	67	60	63	61	66	53	57	59	61	57	59	60	61	58
Predicted Noise Reduction (dB)	5	4	5	6	8	4	1	1	2	1	4	6	6	5	5
Total Number of Benefited Receptors	1	0	1	1	1	0	0	0	0	0	0	1	1	1	1

	NW-177	NW-178	NW-179	NW-180	NW-181	NW-182	NW-183	NW-184	NW-185	NW-186	NW-187	NW-188	NW-189	NW-190	NW-191
Number of Units Represented	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Existing Traffic Noise Level (dBA Leq[h])	65	68	69	69	64	67	68	68	45	49	52	53	56	61	61
Design Year (2050) with Project Traffic Noise Level (dBA Leq[h])	65	68	69	69	64	67	68	68	45	49	52	53	56	61	62
Design Year (2050) with Project minus Existing Traffic Noise Level (dBA Leq[h])	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8-Foot Barrier	60	63	64	65	59	61	63	64	45	49	52	53	53	54	55
Predicted Noise Reduction (dB)	5	5	5	4	5	6	5	4	0	0	0	0	3	7	7
Total Number of Benefited Receptors	1	1	1	0	1	1	1	0	0	0	0	0	0	1	1
10-Foot Barrier	60	63	64	65	59	61	63	64	45	49	52	53	52	53	54
Predicted Noise Reduction (dB)	5	5	5	4	5	6	5	4	0	0	0	0	4	8	8
Total Number of Benefited Receptors	1	1	1	0	1	1	1	0	0	0	0	0	0	1	1
12-Foot Barrier	60	63	64	65	59	61	63	64	45	48	52	53	51	51	53
Predicted Noise Reduction (dB)	5	5	5	4	5	6	5	4	0	1	0	0	5	10	9
Total Number of Benefited Receptors	1	1	1	0	1	1	1	0	0	0	0	0	1	1	1
14-Foot Barrier	60	63	64	65	59	61	63	64	44	48	52	53	50	50	51
Predicted Noise Reduction (dB)	5	5	5	4	5	6	5	4	1	1	0	0	6	11	11
Total Number of Benefited Receptors	1	1	1	0	1	1	1	0	0	0	0	0	1	1	1
16-Foot Barrier	60	63	64	65	59	61	63	64	44	48	52	53	49	50	51
Predicted Noise Reduction (dB)	5	5	5	4	5	6	5	4	1	1	0	0	7	11	11
Total Number of Benefited Receptors	1	1	1	0	1	1	1	0	0	0	0	0	1	1	1
18-Foot Barrier	60	63	64	65	59	61	63	64	44	48	52	52	48	49	50
Predicted Noise Reduction (dB)	5	5	5	4	5	6	5	4	1	1	0	1	8	12	12
Total Number of Benefited Receptors	1	1	1	0	1	1	1	0	0	0	0	0	1	1	1
20-Foot Barrier	60	63	64	65	59	61	63	64	44	48	52	52	48	48	50
Predicted Noise Reduction (dB)	5	5	5	4	5	6	5	4	1	1	0	1	8	13	12
Total Number of Benefited Receptors	1	1	1	0	1	1	1	0	0	0	0	0	1	1	1

	NW-192	NW-193	NW-194	NW-195	NW-196	NW-197	NW-198	NW-199	NW-200	NW-201	NW-202	NW-203	NW-204	NW-205	NW-206
Number of Units Represented	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Existing Traffic Noise Level (dBA Leq[h])	62	60	63	63	64	62	64	65	65	57	60	62	62	64	68
Design Year (2050) with Project Traffic Noise Level (dBA Leq[h])	62	60	63	64	64	62	64	65	65	57	60	62	62	64	68
Design Year (2050) with Project minus Existing Traffic Noise Level (dBA Leq[h])	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
8-Foot Barrier	57	55	57	57	59	57	59	60	62	53	56	59	60	60	63
Predicted Noise Reduction (dB)	5	5	6	7	5	5	5	5	3	4	4	3	2	4	5
Total Number of Benefited Receptors	1	1	1	1	1	1	1	1	0	0	0	0	0	0	1
10-Foot Barrier	57	55	55	56	58	56	58	59	61	53	56	58	59	60	63
Predicted Noise Reduction (dB)	5	5	8	8	6	6	6	6	4	4	4	4	3	4	5
Total Number of Benefited Receptors	1	1	1	1	1	1	1	1	0	0	0	0	0	0	1
12-Foot Barrier	56	53	54	55	57	54	57	58	59	52	55	57	58	58	62
Predicted Noise Reduction (dB)	6	7	9	9	7	8	7	7	6	5	5	5	4	6	6
Total Number of Benefited Receptors	1	1	1	1	1	1	1	1	1	1	1	1	0	1	1
14-Foot Barrier	55	52	53	53	56	53	56	57	59	51	55	57	58	58	61
Predicted Noise Reduction (dB)	7	8	10	11	8	9	8	8	6	6	5	5	4	6	7
Total Number of Benefited Receptors	1	1	1	1	1	1	1	1	1	1	1	1	0	1	1
16-Foot Barrier	55	51	52	53	55	53	55	56	58	50	54	56	57	58	61
Predicted Noise Reduction (dB)	7	9	11	11	9	9	9	9	7	7	6	6	5	6	7
Total Number of Benefited Receptors	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
18-Foot Barrier	54	50	52	52	55	52	55	56	57	50	54	56	57	58	61
Predicted Noise Reduction (dB)	8	10	11	12	9	10	9	9	8	7	6	6	5	6	7
Total Number of Benefited Receptors	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
20-Foot Barrier	54	50	51	52	55	52	55	56	57	50	54	56	57	57	60
Predicted Noise Reduction (dB)	8	10	12	12	9	10	9	9	8	7	6	6	5	7	8
Total Number of Benefited Receptors	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1

	NW-207	NW-208	NW-209	NW-210	NW-211	NW-212	NW-253	NW-254	NW-255	NW-256	NW-257	NW-258	NW-259	NW-260	NW-261
Number of Units Represented	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Existing Traffic Noise Level (dBA Leq[h])	69	69	65	69	70	71	75	76	75	74	73	72	72	72	71
Design Year (2050) with Project Traffic Noise Level (dBA Leq[h])	69	69	65	69	70	71	76	76	75	74	73	72	72	72	72
Design Year (2050) with Project minus Existing Traffic Noise Level (dBA Leq[h])	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
8-Foot Barrier	64	65	63	65	66	68	69	69	68	67	67	67	67	67	66
Predicted Noise Reduction (dB)	5	4	2	4	4	3	7	7	7	7	6	5	5	5	6
Total Number of Benefited Receptors	1	0	0	0	0	0	1	1	1	1	1	1	1	1	1
10-Foot Barrier	64	65	63	65	66	67	68	68	67	67	66	66	66	66	65
Predicted Noise Reduction (dB)	5	4	2	4	4	4	8	8	8	7	7	6	6	6	7
Total Number of Benefited Receptors	1	0	0	0	0	0	1	1	1	1	1	1	1	1	1
12-Foot Barrier	63	64	62	64	66	67	67	67	66	66	65	65	65	65	64
Predicted Noise Reduction (dB)	6	5	3	5	4	4	9	9	9	8	8	7	7	7	8
Total Number of Benefited Receptors	1	1	0	1	0	0	1	1	1	1	1	1	1	1	1
14-Foot Barrier	62	63	62	64	65	66	67	67	66	65	64	64	64	64	63
Predicted Noise Reduction (dB)	7	6	3	5	5	5	9	9	9	9	9	8	8	8	9
Total Number of Benefited Receptors	1	1	0	1	1	1	1	1	1	1	1	1	1	1	1
16-Foot Barrier	62	63	62	63	65	66	66	67	66	65	64	64	64	64	63
Predicted Noise Reduction (dB)	7	6	3	6	5	5	10	9	9	9	9	8	8	8	9
Total Number of Benefited Receptors	1	1	0	1	1	1	1	1	1	1	1	1	1	1	1
18-Foot Barrier	62	63	62	63	65	66	66	66	66	65	64	64	64	64	62
Predicted Noise Reduction (dB)	7	6	3	6	5	5	10	10	9	9	9	8	8	8	10
Total Number of Benefited Receptors	1	1	0	1	1	1	1	1	1	1	1	1	1	1	1
20-Foot Barrier	62	62	62	63	65	66	66	66	65	64	64	64	63	63	62
Predicted Noise Reduction (dB)	7	7	3	6	5	5	10	10	10	10	9	8	9	9	10
Total Number of Benefited Receptors	1	1	0	1	1	1	1	1	1	1	1	1	1	1	1

	NW-262	NW-263	NW-264	NW-265	NW-266	NW-267	NW-268	NW-269	NW-270	NW-271	NW-272	NW-273	NW-274	NW-275	NW-276
Number of Units Represented	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Existing Traffic Noise Level (dBA Leq[h])	74	77	77	71	70	77	68	75	73	67	73	77	72	67	52
Design Year (2050) with Project Traffic Noise Level (dBA Leq[h])	75	77	77	71	70	77	68	76	73	66	73	77	72	67	53
Design Year (2050) with Project minus Existing Traffic Noise Level (dBA Leq[h])	1	0	0	0	0	0	0	1	0	-1	0	0	0	0	1
8-Foot Barrier	68	71	72	66	66	73	64	70	66	65	69	76	71	67	52
Predicted Noise Reduction (dB)	7	6	5	5	4	4	4	6	7	1	4	1	1	0	1
Total Number of Benefited Receptors	1	1	1	1	0	0	0	1	1	0	0	0	0	0	0
10-Foot Barrier	67	71	71	66	66	72	64	70	65	65	69	76	71	67	52
Predicted Noise Reduction (dB)	8	6	6	5	4	5	4	6	8	1	4	1	1	0	1
Total Number of Benefited Receptors	1	1	1	1	0	1	0	1	1	0	0	0	0	0	0
12-Foot Barrier	66	70	71	65	65	72	63	69	64	65	68	76	71	67	52
Predicted Noise Reduction (dB)	9	7	6	6	5	5	5	7	9	1	5	1	1	0	1
Total Number of Benefited Receptors	1	1	1	1	1	1	1	1	1	0	1	0	0	0	0
14-Foot Barrier	65	70	71	64	64	72	63	69	64	65	68	76	71	67	52
Predicted Noise Reduction (dB)	10	7	6	7	6	5	5	7	9	1	5	1	1	0	1
Total Number of Benefited Receptors	1	1	1	1	1	1	1	1	1	0	1	0	0	0	0
16-Foot Barrier	65	70	70	64	64	72	63	69	64	65	68	76	71	67	52
Predicted Noise Reduction (dB)	10	7	7	7	6	5	5	7	9	1	5	1	1	0	1
Total Number of Benefited Receptors	1	1	1	1	1	1	1	1	1	0	1	0	0	0	0
18-Foot Barrier	65	70	70	64	64	72	63	69	64	65	68	76	71	67	52
Predicted Noise Reduction (dB)	10	7	7	7	6	5	5	7	9	1	5	1	1	0	1
Total Number of Benefited Receptors	1	1	1	1	1	1	1	1	1	0	1	0	0	0	0
20-Foot Barrier	64	70	70	63	64	72	63	69	63	65	68	76	71	67	52
Predicted Noise Reduction (dB)	11	7	7	8	6	5	5	7	10	1	5	1	1	0	1
Total Number of Benefited Receptors	1	1	1	1	1	1	1	1	1	0	1	0	0	0	0

	Total Benefited
Number of Units Represented	
Existing Traffic Noise Level (dBA Leq[h])	
Design Year (2050) with Project Traffic Noise Level (dBA Leq[h])	
Design Year (2050) with Project minus Existing Traffic Noise Level (dBA Leq[h])	
8-Foot Barrier	
Predicted Noise Reduction (dB)	
Total Number of Benefited Receptors	68
10-Foot Barrier	
Predicted Noise Reduction (dB)	
Total Number of Benefited Receptors	69
12-Foot Barrier	
Predicted Noise Reduction (dB)	
Total Number of Benefited Receptors	80
14-Foot Barrier	
Predicted Noise Reduction (dB)	
Total Number of Benefited Receptors	83
16-Foot Barrier	
Predicted Noise Reduction (dB)	
Total Number of Benefited Receptors	84
18-Foot Barrier	
Predicted Noise Reduction (dB)	
Total Number of Benefited Receptors	84
20-Foot Barrier	
Predicted Noise Reduction (dB)	
Total Number of Benefited Receptors	84

Analysis of Noise Barrier BA-8

	NW-253	NW-254	NW-255	NW-256	NW-257	NW-258	NW-259	NW-260	NW-261	NW-262	NW-263	NW-264	NW-265	NW-266	NW-267
Number of Units Represented	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Existing Traffic Noise Level (dBA Leq[h])	75	76	75	74	73	72	72	72	71	74	77	77	71	70	77
Design Year (2050) with Project Traffic Noise Level (dBA Leq[h])	76	76	75	74	73	72	72	72	72	75	77	77	71	70	77
Design Year (2050) with Project minus Existing Traffic Noise Level (dBA Leq[h])	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0
8-Foot Barrier	75	75	74	73	72	71	71	71	71	73	76	77	70	69	77
Predicted Noise Reduction (dB)	1	1	1	1	1	1	1	1	1	2	1	0	1	1	0
Total Number of Benefited Receptors	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10-Foot Barrier	75	75	74	73	72	71	71	71	71	73	76	77	70	69	77
Predicted Noise Reduction (dB)	1	1	1	1	1	1	1	1	1	2	1	0	1	1	0
Total Number of Benefited Receptors	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12-Foot Barrier	75	75	74	73	72	71	71	71	71	73	76	76	70	69	73
Predicted Noise Reduction (dB)	1	1	1	1	1	1	1	1	1	2	1	1	1	1	4
Total Number of Benefited Receptors	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14-Foot Barrier	75	75	74	73	72	71	70	71	71	73	76	74	70	69	70
Predicted Noise Reduction (dB)	1	1	1	1	1	1	2	1	1	2	1	3	1	1	7
Total Number of Benefited Receptors	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
16-Foot Barrier	74	75	74	73	72	71	70	70	70	73	74	71	70	68	68
Predicted Noise Reduction (dB)	2	1	1	1	1	1	2	2	2	2	3	6	1	2	9
Total Number of Benefited Receptors	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
18-Foot Barrier	74	73	73	72	71	70	70	70	70	72	70	68	68	67	66
Predicted Noise Reduction (dB)	2	3	2	2	2	2	2	2	2	3	7	9	3	3	11
Total Number of Benefited Receptors	0	0	0	0	0	0	0	0	0	0	1	1	0	0	1
20-Foot Barrier	73	72	71	70	70	69	69	69	69	70	67	66	68	67	65
Predicted Noise Reduction (dB)	3	4	4	4	3	3	3	3	3	5	10	11	3	3	12
Total Number of Benefited Receptors	0	0	0	0	0	0	0	0	0	1	1	1	0	0	1

	NW-268	NW-269	NW-270	NW-271	NW-272	NW-273	NW-274	NW-275	NW-276	NW-277	
Number of Units Represented	1	1	1	1	1	1	1	1	1	1	Total Benefited
Existing Traffic Noise Level (dBA Leq[h])	68	75	73	67	73	77	72	67	52	52	
Design Year (2050) with Project Traffic Noise Level (dBA Leq[h])	68	76	73	66	73	77	72	67	53	53	
Design Year (2050) with Project minus Existing Traffic Noise Level (dBA Leq[h])	0	1	0	-1	0	0	0	0	1	1	
8-Foot Barrier	67	76	73	63	73	72	68	64	53	52	
Predicted Noise Reduction (dB)	1	0	0	3	0	5	4	3	0	1	
Total Number of Benefited Receptors	0	0	0	0	0	1	0	0	0	0	1
10-Foot Barrier	67	76	73	63	73	72	68	64	53	52	
Predicted Noise Reduction (dB)	1	0	0	3	0	5	4	3	0	1	
Total Number of Benefited Receptors	0	0	0	0	0	1	0	0	0	0	1
12-Foot Barrier	67	76	73	63	73	72	68	64	53	52	
Predicted Noise Reduction (dB)	1	0	0	3	0	5	4	3	0	1	
Total Number of Benefited Receptors	0	0	0	0	0	1	0	0	0	0	1
14-Foot Barrier	66	76	73	63	73	72	68	64	53	52	
Predicted Noise Reduction (dB)	2	0	0	3	0	5	4	3	0	1	
Total Number of Benefited Receptors	0	0	0	0	0	1	0	0	0	0	2
16-Foot Barrier	65	76	73	63	73	72	68	64	53	52	
Predicted Noise Reduction (dB)	3	0	0	3	0	5	4	3	0	1	
Total Number of Benefited Receptors	0	0	0	0	0	1	0	0	0	0	3
18-Foot Barrier	64	76	73	63	73	72	68	64	53	52	
Predicted Noise Reduction (dB)	4	0	0	3	0	5	4	3	0	1	
Total Number of Benefited Receptors	0	0	0	0	0	1	0	0	0	0	4
20-Foot Barrier	63	76	73	63	73	72	68	64	53	52	
Predicted Noise Reduction (dB)	5	0	0	3	0	5	4	3	0	1	
Total Number of Benefited Receptors	1	0	0	0	0	1	0	0	0	0	6

Analysis of Noise Barrier BA-9

	NW-429	NW-430	NW-431	NW-432	NW-433	NW-434	NW-435	NW-436	NW-437	NW-438	Total Benefited
Number of Units Represented	1	1	1	1	1	1	1	1	1	1	
Existing Traffic Noise Level (dBA Leq[h])	60	59	65	64	68	66	66	65	65	66	
Design Year (2050) with Project Traffic Noise Level (dBA Leq[h])	60	59	65	64	69	66	65	64	64	65	
Design Year (2050) with Project minus Existing Traffic Noise Level (dBA Leq[h])	0	0	0	0	1	0	-1	-1	-1	-1	
8-Foot Barrier	59	58	66	65	67	66	65	65	63	64	
Predicted Noise Reduction (dB)	1	1	-1	-1	2	0	0	-1	1	1	
Total Number of Benefited Receptors	0	0	0	0	0	0	0	0	0	0	0
10-Foot Barrier	59	57	65	65	66	65	64	63	63	64	
Predicted Noise Reduction (dB)	1	2	0	-1	3	1	1	1	1	1	
Total Number of Benefited Receptors	0	0	0	0	0	0	0	0	0	0	0
12-Foot Barrier	58	56	65	64	65	65	63	62	62	63	
Predicted Noise Reduction (dB)	2	3	0	0	4	1	2	2	2	2	
Total Number of Benefited Receptors	0	0	0	0	0	0	0	0	0	0	0
14-Foot Barrier	57	55	65	64	65	64	62	62	62	63	
Predicted Noise Reduction (dB)	3	4	0	0	4	2	3	2	2	2	
Total Number of Benefited Receptors	0	0	0	0	0	0	0	0	0	0	0
16-Foot Barrier	57	55	65	64	65	64	62	61	61	63	
Predicted Noise Reduction (dB)	3	4	0	0	4	2	3	3	3	2	
Total Number of Benefited Receptors	0	0	0	0	0	0	0	0	0	0	0
18-Foot Barrier	57	54	65	64	64	63	62	61	61	63	
Predicted Noise Reduction (dB)	3	5	0	0	5	3	3	3	3	2	
Total Number of Benefited Receptors	0	1	0	0	1	0	0	0	0	0	2
20-Foot Barrier	57	54	64	64	64	63	62	61	61	63	
Predicted Noise Reduction (dB)	3	5	1	0	5	3	3	3	3	2	
Total Number of Benefited Receptors	0	1	0	0	1	0	0	0	0	0	2

Analysis of Noise Barrier BA-10

	SW-10	SW-11	SW-12	SW-13	SW-14	SW-15	SW-16	SW-17	SW-18	SW-19	SW-20	SW-21	SW-22	SW-23
Number of Units Represented	1	1	1	1	1	1	1	1	2	3	2	2	2	1
Existing Traffic Noise Level (dBA Leq[h])	61	63	63	65	67	70	71	69	69	70	71	72	72	70
Design Year (2050) with Project Traffic Noise Level (dBA Leq[h])	62	63	64	66	67	71	71	70	70	71	72	73	73	70
Design Year (2050) with Project minus Existing Traffic Noise Level (dBA Leq[h])	1	0	1	1	0	1	0	1	1	1	1	1	1	0
8-Foot Barrier	60	61	61	60	62	64	65	63	64	65	66	66	66	65
Predicted Noise Reduction (dB)	2	2	3	6	5	7	6	7	6	6	6	7	7	5
Total Number of Benefited Receptors	0	0	0	1	1	1	1	1	2	3	2	2	2	1
10-Foot Barrier	60	61	61	60	60	63	64	62	63	63	64	65	65	63
Predicted Noise Reduction (dB)	2	2	3	6	7	8	7	8	7	8	8	8	8	7
Total Number of Benefited Receptors	0	0	0	1	1	1	1	1	2	3	2	2	2	1
12-Foot Barrier	60	61	61	60	60	62	63	61	62	62	63	64	64	62
Predicted Noise Reduction (dB)	2	2	3	6	7	9	8	9	8	9	9	9	9	8
Total Number of Benefited Receptors	0	0	0	1	1	1	1	1	2	3	2	2	2	1
14-Foot Barrier	60	61	61	60	59	61	62	61	61	61	62	63	63	61
Predicted Noise Reduction (dB)	2	2	3	6	8	10	9	9	9	10	10	10	10	9
Total Number of Benefited Receptors	0	0	0	1	1	1	1	1	2	3	2	2	2	1
16-Foot Barrier	60	61	61	60	59	60	61	60	60	61	61	62	63	61
Predicted Noise Reduction (dB)	2	2	3	6	8	11	10	10	10	10	11	11	10	9
Total Number of Benefited Receptors	0	0	0	1	1	1	1	1	2	3	2	2	2	1
18-Foot Barrier	60	61	61	60	58	60	61	59	60	60	61	62	62	60
Predicted Noise Reduction (dB)	2	2	3	6	9	11	10	11	10	11	11	11	11	10
Total Number of Benefited Receptors	0	0	0	1	1	1	1	1	2	3	2	2	2	1
20-Foot Barrier	60	61	61	60	58	59	60	59	59	59	60	61	61	60
Predicted Noise Reduction (dB)	2	2	3	6	9	12	11	11	11	12	12	12	12	10
Total Number of Benefited Receptors	0	0	0	1	1	1	1	1	2	3	2	2	2	1

	SW-24	SW-25	SW-26	SW-27	SW-28	SW-29	SW-30	SW-31	SW-32	SW-33	SW-34	SW-35	SW-36	SW-37
Number of Units Represented	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Existing Traffic Noise Level (dBA Leq[h])	70	71	71	72	69	70	65	65	68	70	63	66	64	65
Design Year (2050) with Project Traffic Noise Level (dBA Leq[h])	70	72	72	72	69	71	66	66	68	71	64	67	65	66
Design Year (2050) with Project minus Existing Traffic Noise Level (dBA Leq[h])	0	1	1	0	0	1	1	1	0	1	1	1	1	1
8-Foot Barrier	65	66	66	66	64	67	64	63	65	67	62	65	63	64
Predicted Noise Reduction (dB)	5	6	6	6	5	4	2	3	3	4	2	2	2	2
Total Number of Benefited Receptors	1	1	1	1	1	0	0	0	0	0	0	0	0	0
10-Foot Barrier	63	65	65	65	62	65	62	62	63	65	61	63	62	63
Predicted Noise Reduction (dB)	7	7	7	7	7	6	4	4	5	6	3	4	3	3
Total Number of Benefited Receptors	1	1	1	1	1	1	0	0	1	1	0	0	0	0
12-Foot Barrier	63	64	64	64	61	64	62	62	62	64	60	62	62	63
Predicted Noise Reduction (dB)	7	8	8	8	8	7	4	4	6	7	4	5	3	3
Total Number of Benefited Receptors	1	1	1	1	1	1	0	0	1	1	0	1	0	0
14-Foot Barrier	62	63	63	63	60	63	61	62	62	63	60	61	61	62
Predicted Noise Reduction (dB)	8	9	9	9	9	8	5	4	6	8	4	6	4	4
Total Number of Benefited Receptors	1	1	1	1	1	1	1	0	1	1	0	1	0	0
16-Foot Barrier	61	62	62	63	60	63	60	61	61	63	59	61	61	62
Predicted Noise Reduction (dB)	9	10	10	9	9	8	6	5	7	8	5	6	4	4
Total Number of Benefited Receptors	1	1	1	1	1	1	1	1	1	1	1	1	0	0
18-Foot Barrier	61	62	62	62	59	62	60	61	60	62	59	60	61	62
Predicted Noise Reduction (dB)	9	10	10	10	10	9	6	5	8	9	5	7	4	4
Total Number of Benefited Receptors	1	1	1	1	1	1	1	1	1	1	1	1	0	0
20-Foot Barrier	60	61	61	62	59	61	59	60	60	61	58	60	61	61
Predicted Noise Reduction (dB)	10	11	11	10	10	10	7	6	8	10	6	7	4	5
Total Number of Benefited Receptors	1	1	1	1	1	1	1	1	1	1	1	1	0	1

	Total Benefited
Number of Units Represented	
Existing Traffic Noise Level (dBA Leq[h])	
Design Year (2050) with Project Traffic Noise Level (dBA Leq[h])	
Design Year (2050) with Project minus Existing Traffic Noise Level (dBA Leq[h])	
8-Foot Barrier	
Predicted Noise Reduction (dB)	
Total Number of Benefited Receptors	22
10-Foot Barrier	
Predicted Noise Reduction (dB)	
Total Number of Benefited Receptors	25
12-Foot Barrier	
Predicted Noise Reduction (dB)	
Total Number of Benefited Receptors	26
14-Foot Barrier	
Predicted Noise Reduction (dB)	
Total Number of Benefited Receptors	27
16-Foot Barrier	
Predicted Noise Reduction (dB)	
Total Number of Benefited Receptors	29
18-Foot Barrier	
Predicted Noise Reduction (dB)	
Total Number of Benefited Receptors	29
20-Foot Barrier	
Predicted Noise Reduction (dB)	
Total Number of Benefited Receptors	30

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Appendix M Scoping Outreach Summary Report

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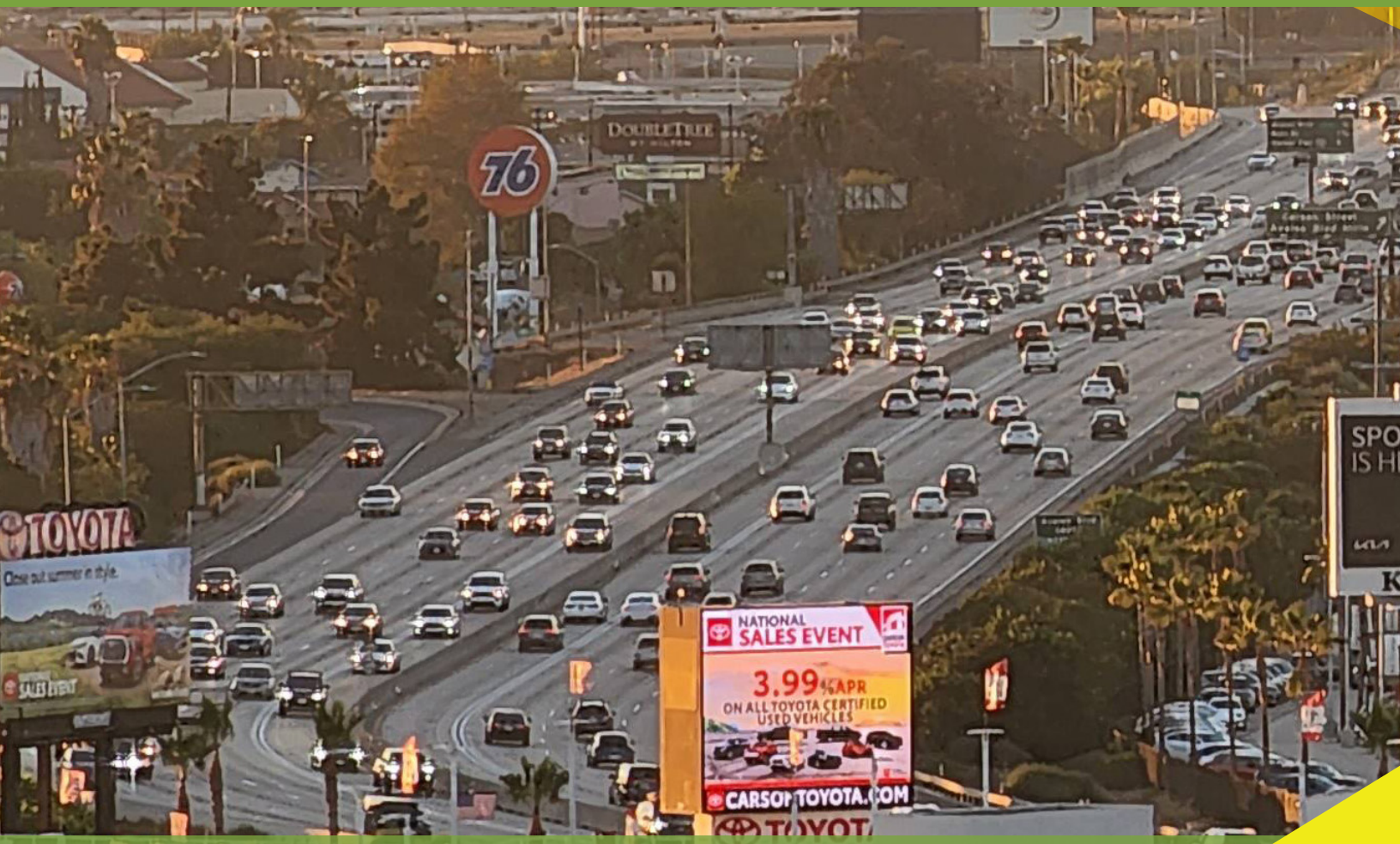
I-405 FROM WILMINGTON AV TO MAIN ST IMPROVEMENTS PROJECT

Scoping Outreach Summary Report
Caltrans EA No. 35940



Metro

Caltrans

DECEMBER 2024

Abbreviations/Key Definitions

%	Percent
Auxiliary Lane	An extra short distance lane(s) of the highway adjoining the through travel lanes to allow for speed change, turning, weaving, truck climbing, maneuvering of entering and leaving traffic, and other safety and operational purposes supplementary to through-traffic movement.
CBO	Community-Based Organization
CEQA	California Environmental Quality Act
Complete Streets	Streets that are designed and operated to enable safe access for all roadway users of all ages and abilities, including pedestrians, bicyclists, motorists, and transit riders. Complete Streets strategies can include traffic calming, bicycle priority streets (bicycle boulevards) and pedestrian connectivity to increase physical activity, improve connectivity to the regional bikeway/greenway networks, local businesses, and parks.
DEIR	Draft Environmental Impact Report
EA	Environmental Assessment
EIR	Environmental Impact Report
FACE	Fearless, Artistic, Charisma, Empathy (CBO Partner)
HDR	HDR Engineering, Inc. (Technical Consultant)
I-405	Interstate 405
PA	Preferred Alternative
Metro	Los Angeles County Metropolitan Transportation Authority
NEPA	National Environmental Policy Act
NOP	Notice of Preparation
OER	Metro Office of Equity and Race
OPR	Office of Planning and Research (OPR)
PA&ED	Project Approval and Environmental Document
Project	I-405 from Wilmington Av to Main St Improvements Project
TSM	Transportation Systems Management
TDM	Transportation Demand Management
U.S.	United States
SBCCOG	South Bay Cities Council of Governments
SBWIB	South Bay Workforce Investment Board (CBO Partner)

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1. Introduction

The Los Angeles County Metropolitan Transportation Authority (Metro), in cooperation with the California Department of Transportation (Caltrans) and the South Bay Cities Council of Governments (SBCCOG), proposes to improve freeway operations and safety along both directions of Interstate 405 (I-405) from Wilmington Avenue (Postmile [PM] 9.6) to Main Street (PM 12.6) in the City of Carson (City), Los Angeles County, California. The regional location and project vicinity is shown in Figure 1-1.

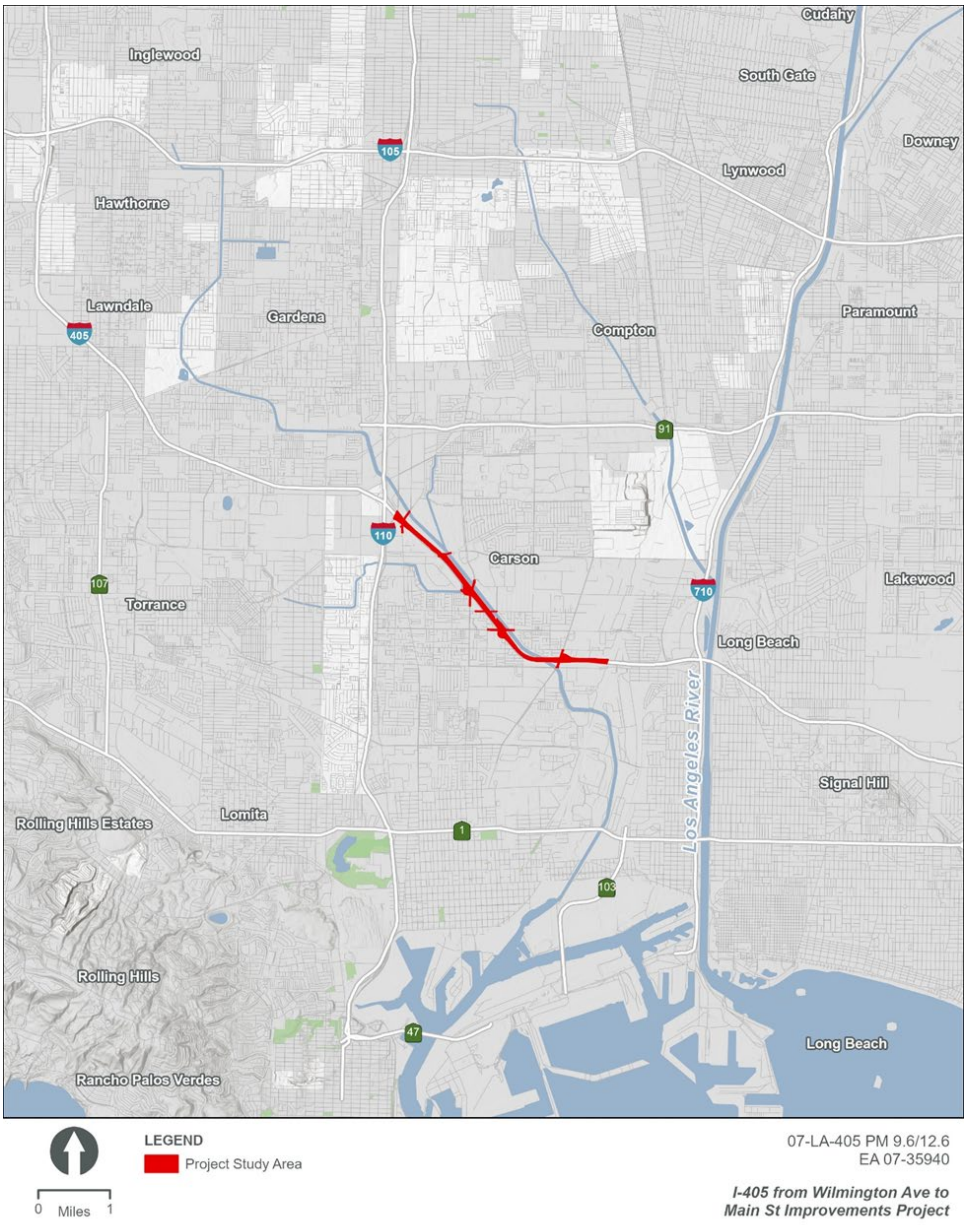
The I-405 from Wilmington Avenue to Main Street Improvements Project (Project) proposes to add auxiliary lanes between on- and off-ramps between PM 9.6 and 12.6 to improve weaving, merging, and diverging operations and/or the implementation of Transportation System Management (TSM) and Transportation Demand Management (TDM) elements. The proposed Project Study Area (Project Map), shown in Figure 1-2, would provide improvements to facilitate an integrated approach for all modes of transportation to enhance mobility, accessibility, and connectivity in a Complete Streets environment for all communities along the existing corridor.

The proposed Project is subject to both the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA). Caltrans is the Lead Agency under CEQA. Caltrans is also the Lead Agency under NEPA, as assigned by the Federal Highway Administration (FHWA), in accordance with NEPA (42 United States Code [USC] 4321 et seq.); and the Council on Environmental Quality (CEQ) Regulations implementing NEPA (40 Code of Federal Regulations [CFR] 1500–1508).

Funding for the proposed Project is expected from a combination of local sales tax funding, and potentially Federal, State, and other funding sources being sought by Metro for future phases. However, funding for the Project Approval and Environmental Document (PA&ED) Phase is through Measure R.

Caltrans, in coordination with Metro, has initiated the preparation of an Environmental Impact Report (EIR) and Environmental Assessment (EA) for the Project and has contracted with HDR as the technical contractor for provision of planning, engineering, and environmental services in support of the Environmental Review and Conceptual Engineering effort. This report has been prepared by Arellano Associates, outreach sub-consultant on the Project, to summarize the public scoping process for the Project conducted in fall 2024.

Figure 1-1. Regional Location and Project Vicinity



1.1. Purpose of the Study

With over 300,000 vehicles commuting on this stretch of I-405 freeway daily, it is one of the busiest freeway sections in the Los Angeles area. Additionally, safety along this corridor is an issue, as rear-end collisions are higher than statewide averages due to deficient weaving distances between freeway entrances and exits. The Project is intended to improve mobility

and safety along the I-405 corridor and the surrounding roadways to serve the large and growing travel markets as regional transportation needs increase.

Metro's environmental review of the Project will include preparation of an EIR/EA to comply with CEQA and NEPA mandates. Circulation of these documents to other agencies and the public for comment is necessary before a decision is made regarding the approval and implementation of the proposed Project.

The Draft EIR/EA will include three project alternatives that address the transportation needs of the corridor and include auxiliary lanes, complete street elements, TSM/TDM strategies, and a No-Build Alternative. After the DEIR is completed and circulated for public review, comments received during the public review process will be considered prior to the Project Development Team (PDT) selecting the Preferred Alternative (PA). The PA selected by the PDT will be recommended to the Metro Board of Directors. After the PA is identified, the Final EIR/EA will be prepared to complete the environmental review process. The study approach will provide the public with multiple opportunities to review and comment on the project alternatives and the environmental analysis.

1.2. Project Alternatives

A total of three alternatives are being evaluated as part of the proposed Project: Alternative 1, which is a No Build and two Build Alternatives (Alternatives 2 and 3). The proposed Project is primarily located within State and City right-of-way (ROW). Land uses within and surrounding the majority of the Project Study Area consist primarily of single-family and multi-family residential, commercial, recreational, light and heavy industrial, and public land uses. Portions of the Dominguez Channel are located within the Project Study Area.

Alternative 1- No Build

Under Alternative 1, no improvements would take place on I-405 and select local roads would not receive the proposed complete street updates for all modes of transportation. As traffic demand increases throughout the I-405 corridor, traffic operational characteristics of the existing roadway network and interchanges would further deteriorate, which could result in increases in congestion, vehicle delays, vehicle-operating costs, and vehicle emissions due to slower operating speeds on the freeway and local roads. Alternative 1 would not address or alleviate the forecasted operational issues on this highway segment of I-405 within the City; and therefore, would not satisfy the purpose and need of the proposed Project.

Alternative 2 - Auxiliary Lanes and Complete Streets

Under Alternative 2, two auxiliary lanes on NB I-405 and two auxiliary lanes on SB I-405 would be provided at the following locations:

- **Along NB I-405:**
  - Between the Wilmington Avenue NB on-ramp and the Carson Street NB loop off-ramp
  - Between the Carson Street NB on-ramp and the Avalon Boulevard NB off-ramp
- **Along SB I-405:**
  - Between the Avalon Boulevard SB on-ramp and the Carson Street SB loop off-ramp
  - Between the Carson Street SB on-ramp and the Wilmington Avenue SB off-ramp

The proposed auxiliary lanes under Alternative 2 would require the widening of pavement, realignment of on- and off-ramps, and the construction of retaining walls and noise barriers at the following locations:

- **Along NB I-405:**
  - Between the Wilmington Avenue NB on-ramp and the Carson Street NB off-ramp, which would require widening of the I-405 bridge over the Dominguez Channel and Carson Street
  - Between the Carson Street NB on-ramp and Avalon NB off-ramp would require the widening of the I-405 bridge over 213th Street.

- **Along SB I-405:**
  - Between the Avalon SB on-ramp and the Carson Street SB off-ramp which would require the widening of the I-405 bridge over Carson Street and 213th Street
  - Between the Carson Street SB on-ramp and the Wilmington Avenue I-405 off-ramp, which would require widening of the I-405 bridge over the Dominguez Channel

Additionally, under Alternative 2, the proposed Project would implement Complete Streets elements as well as TSM and TDM systems, where feasible, throughout the Project Study Area.

Under Alternative 2, the proposed Project would evaluate the following locations to implement Complete Streets elements:

- I-405 and Main Street Intersection
- I-405 and Avalon Boulevard Intersection
- I-405 and Carson Street Intersection
- I-405 and Wilmington Avenue Intersection
- 213th Street under I-405

Complete Streets elements for the Project would include the following improvements to promote equitable and sustainable multi-modal travel options:

- Upgrading existing sidewalks and crosswalks to be ADA compliant
- Improving existing pedestrian routes by constructing sidewalks in locations that do not currently have sidewalks
- Improving existing bicycle facilities by connecting City of Carson bikeways that have gaps within State right-of-way or providing new bikeways along local roadways
- Improving lighting under bridges for pedestrian and bicycle crossings
- Providing enhanced pedestrian and bicycle crossings by restriping existing crosswalks to high visibility crosswalk and eliminating free-right turns where feasible
- Support future transit and multi-modal trail connections within the area

The following TSM and TDM strategies are proposed to increase efficiency along the existing corridor and local roadway facilities without increasing the number of through lanes:

- Freeway management system elements focused on improving traffic management, traffic surveillance, safety, and signage to improve motorist wayfinding, which would include improving closed circuit television systems, ramp metering systems, and vehicle detection systems.
- Arterial system elements focused on improving traffic flow on the arterials adjacent to freeways with specialized treatment in addition to intersection enhancements and optimizations, which would include improving elements such as Smart Street treatments, signal synchronization, signalization/turn lane additions, and signal enhancements and optimizations.
- Intelligent Transportation System (ITS) elements focused on improving information gathering and dissemination, traffic management, and communication to help travelers navigate the transportation system, which would include improving elements such as

changeable message signs, traffic monitoring stations, communication lines, adaptive signal control, Caltrans' advanced traveler information system, links and connections between traffic management centers, and connections to advanced transportation management systems.

- Intermodal system elements focused on improving intermodal services, which would include improving elements such as way-finding signs, information kiosks, parking management, safety and lighting, transportation management centers, park-and-ride facilities, and transit signal priority.

ROW acquisitions are anticipated at the Dominguez Channel Bridge. Temporary construction easements (TCE) are anticipated to be required along portions of NB and SB I-405. Additionally, under Alternative 2, the proposed Project would require the modification or replacement of existing on-site drainage systems, including drainage inlets, storm drains, cross culverts, dikes, ditches, channels, and overside drains.

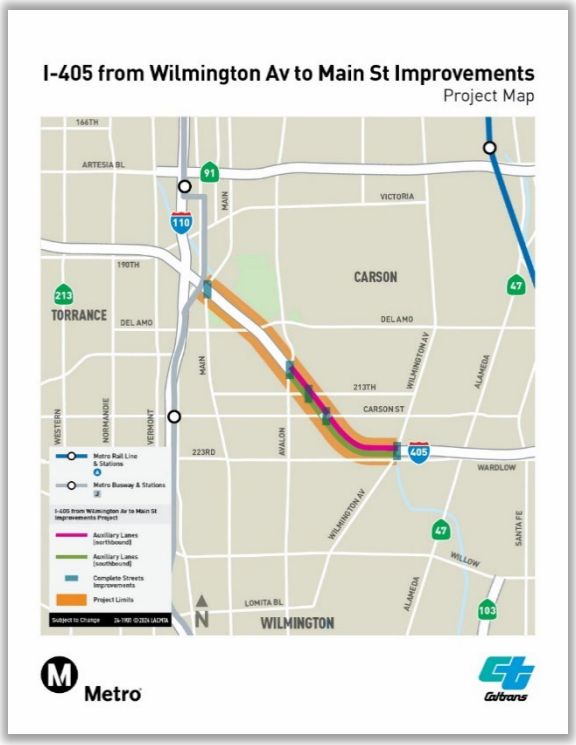
Alternative 3 - Transportation Systems Management/Transportation Demand Management

Under Alternative 3, the proposed Project would construct and implement the same Complete Streets elements and TSM and TDM strategies as Alternative 2, where feasible, throughout the Project Study Area.

No permanent ROW acquisitions are anticipated under Alternative 3. However, TCEs may be required to facilitate construction of some Complete Streets elements and TSM and TDM strategies.

Figure 1-2 shows the Project Map developed by Metro, which can also be found in Appendix A.1.

Figure 1-2: Project Map



1.3. Purpose of this Report

The purpose of this report is to document outreach efforts during the public scoping process for the Project EIR, in compliance with CEQA. The scoping process included the release of a Notice of Preparation (NOP), meeting with responsible and trustee agencies, conducting public scoping meetings and receiving comments from stakeholder agencies and the general public. Scoping provides the public

and stakeholders an opportunity to provide input on issues to be examined and included in the Draft EIR/EA. This report presents an overview of the process by which agencies and the public were notified about the Project and the scoping period, provides an account of the Community Based Organization (CBO) partnership process, summarizes comments received during the scoping period, and details next steps for the Project.

2. Notice of Preparation

2.1. CEQA Requirements

The CEQA scoping process emphasizes early consultation with the public, resource agencies, tribal governments, and state, local, and federal agencies whose approval or funding may be required for a project. The scoping process is used to identify environmental topics of concern and to help define project alternatives for the preparation of a focused analysis to be documented in the DEIR.

Pursuant to Section 15082 of the CEQA Guidelines (California Administrative Code, Title 14, Division 6, Chapter 3), the lead agency is required to prepare an NOP of a DEIR after determining that an EIR is required for a project. The NOP is required to contain a description of the project, the project location, and probable environmental effects. CEQA requires a copy of the NOP be sent to the County Clerk's Office, the State Clearinghouse within the Governor's Office of Planning and Research (OPR), CEQA-responsible agencies and federal agencies involved in approving or funding the project, and state trustee agencies responsible for natural resources affected by the project. The submittal of the NOP to state-responsible agencies, trustee agencies, and federal agencies initiates a comment period of a minimum of 30 days. Although not required under CEQA, early consultation with the public during the scoping period is strongly encouraged by OPR.

2.2. Notice of Preparation Distribution

In coordination with Metro, Caltrans prepared an NOP, found in Appendix B.1, for the Project that included the Project's Purpose and Need, descriptions of the alternatives under consideration, the dates of webinars and their links for the planned virtual public scoping meetings and the duration of the scoping comment period. The Project team filed the NOP with the Los Angeles County Clerk and the State Clearinghouse on September 6, 2024. It was also posted on CEQAnet on September 6, 2024, which can be viewed at https://ceqanet.opr.ca.gov/2024090192.

The State Clearinghouse assigned identification number 2024090192 to be used for subsequent environmental documents for the Project. The Notice of Extended Scoping Comment Period was filed on September 30, 2024, extending the original 30-day scoping comment period to a total of 46 days from September 6, 2024, through October 21, 2024.

The Project team also sent a scoping letter notice as well as a Notice of Extended Scoping Comment Period to the following elected officials:

- U.S. Senator Laphonza Butler
- U.S. Senator Alex Padilla
- Congresswoman Nanette Diaz Barragan
- Congressman Ted Lieu
- Congresswoman Maxine Waters
- State Senator Steven Bradford
- Assemblymember Mike Gipson
- Los Angeles County Supervisor Holly J. Mitchell
- Mayor Lula Davis-Holmes
- Mayor Pro Tempore Jawane Hilton
- Carson City Councilmember Jim Dear
- Carson City Councilmember Cedrick L. Hicks Sr.
- Carson City Councilmember Bocatija Rojas
- Los Angeles City Councilmember Tim McOsker

The Project team also sent a scoping letter notice as well as a Notice of Extended Scoping Comment Period to the following stakeholder agencies and interested parties:

- United States Army Corps of Engineers
- US Department of Transportation, Federal Highway Administration – California Division
- California Air Resources Board
- Jacki Bacharach, Executive Director of SBCCOG
- California Department of Conservation
- State Water Resources Control Board
- California Department of Fish and Wildlife
- California Highway Patrol
- Caltrans Division of Planning and & Modal Programs
- City of Carson Department of Public Works
- Carson City Manager
- Caltrans District 7 District Director

- California Department of Water Resources
- Department of Toxic Substances Control
- California Transportation Commission
- Southern California Association of Governments
- Los Angeles County Department of Public Works
- Regional Water Quality Control Board
- South Coast Air Quality Management District
- Los Angeles Sherriff's Department
- Los Angeles Fire Department
- La County Flood Control District
- Rivers and Mountains Conservancy
- County of Los Angeles, Director of Regional Planning

The public was informed about the beginning of the scoping period, the availability of the NOP, and the scoping period comment extension through a variety of print and digital methods, which are detailed in Chapter 4 of this report.

All documents related to the filing and distribution of the NOP can be found in Appendices B.1, B.2, and B.3.

3. Project Communication Tools and Materials

3.1. Database Development

To effectively communicate project information, important updates, and event details to individuals in the project area and other key stakeholders, the outreach team developed a project database with these key contacts. Database contacts were sourced through general research, city websites, agency webpages, and requests directly from Metro. The project database included contact information for elected officials and staff, agencies, local schools, businesses, community groups and interested parties identified via canvassing efforts, public scoping meetings, and local events. The outreach team coordinated directly with Metro's Community Relations and New Media Team staff to upload the database list to Salesforce (Metro's customer relationship management software), from which electronic communication mailers (eblasts) were sent. The project team regularly updated the database with new stakeholder information and coordinated with Metro to add contacts to the project's Salesforce distribution list so that the most up-to-date project information was provided to as much of the

community as possible. As of the writing of this report, the project database contains 573 contacts in total. The project database can be viewed in Appendix C.1.

3.2. Fact Sheet

In anticipation of the scoping period, the outreach team developed a project fact sheet outlining key information about the proposed Project. The fact sheet includes eight sections: Overview, Project Goals, Environmental Review Process, Proposed Alternatives, Schedule, Project Study Area (Map), Funding, and Public Involvement. The fact sheet will be updated throughout the Project and is available in three languages: English, Spanish, and Tagalog. To view each fact sheet, please see Appendix C.3.

3.3. FAQ Document

The outreach team also developed a list of Frequently Asked Questions (FAQ) based on project specific inquiries and questions commonly asked on previous Metro projects with similar attributes. The FAQ is available in three languages: English, Spanish, and Tagalog. These will be updated as needed throughout the Project duration. To view the FAQ sheet please see Appendix C.4.

3.4. StoryMap

In July 2024, prior to the public scoping period, an interactive StoryMap was created in English, Spanish, and Tagalog to provide in-depth information, including project background, details of each proposed alternative, and the environmental process, along with an interactive map of the project corridor. During the scoping period, the StoryMap was updated with details about each public scoping meeting and information on how to provide comments. As of November 2024, the StoryMap has received nearly **1,000 visitors**, with nearly 20% accessing the Spanish or Tagalog versions. A direct link to the StoryMap is located on the project website as well. Screen captures of the StoryMap are included in Appendix C.5.

4. Outreach and Public Notification Process

4.1. Comment Period/Extension

At the start of the scoping period, the original timeline for the scoping period was planned as follows:

Table 4-1: Original Scoping Period Timeline

Event	Date
Start of Scoping Period (comments open)	September 6, 2024
Scoping Meeting #1 (virtual)	September 17, 2024
Scoping Meeting #2 (in-person)	September 19, 2024
End of Scoping period (comments close)	October 10, 2024

Prior to scoping meeting #2, the City of Carson held its regularly scheduled city council meeting and requested that Metro and Caltrans hold an additional in-person meeting and extend the scoping period to increase community awareness of the project. In agreement, Metro adjusted the scoping period timeline and coordinated with the outreach team to hold an additional in-person scoping meeting. The adjusted scoping period timeline is as seen below in Table 4-2.

Table 4-2: Extended Scoping Period Timeline

Event	Date
Start of Scoping Period (comments open)	September 9, 2024
Scoping Meeting 1 (virtual)	September 17, 2024
Scoping Meeting 2 (in-person)	September 19, 2024
Scoping Meeting 3 (in-person)	October 16, 2024
End of Scoping period (comments close)	October 21, 2024

The scoping period extension led to the outreach team coordinating additional logistics for the new meeting, along with creating new notification materials as detailed in the remaining sections of this report.

4.2. Postcard Mailer

Starting on August 26, 2024, a trilingual (English, Spanish, and Tagalog) postcard (Appendix D.1) was distributed via USPS mail inviting stakeholders within a ¼-mile radius of the project area to attend the scoping meeting series. The postcard included the meeting format and location details, a brief project overview, how to submit a comment, and ways to contact the project team. The postcard was mailed to 2,890 parcels, which included potentially affected residents and businesses within the project corridor and other stakeholders. (See Appendix D.2 for direct mail distribution list).

Scoping Period Postcard

4.3. Legal Newspaper Advertisements

Metro placed legal advertisements, per CEQA requirements (included in Appendices D.3 and D.4) in the print editions of *The Daily Breeze,* the Spanish-language newspaper, *La Opinión,* and the Filipino American newspaper, *Asian Journal*. These advertisements featured a shortened version of the NOP that included an overview of the proposed Project.

The legal advertisements also provided information about the public scoping meetings and other ways to submit scoping comments. Table 4-3 provides an overview of newspaper advertising, which includes the second round of ads for the extended comment period.

Table 4-3 Legal Newspaper Advertisements

Publication	Date(s)
The Daily Breeze	8/26/2024 & 10/7/2024
La Opinión	8/26/2024 & 10/7/2024
Asian Journal	8/29/2024 & 10/5/2024

4.4. Meeting Flyers

The project team developed a flyer to supplement the digital and direct mail efforts and ensure residents and businesses along the project corridor were given adequate notice to participate in the scoping meeting series and provide comments. The flyer included information that appeared on the meeting postcard in addition to a project overview and image of the project map. The flyer was made available in two versions – in English/Spanish and English/Tagalog – to increase accessibility of information.

Prior to the scoping period extension, flyers were distributed via door-to-door canvassing, at the Carson Event Center, and to additional stakeholders with CBO partner support. Following the scoping period extension, flyers were provided at pop-up events, during additional door-to-door canvassing, and at the Carson Event Center. On October 10, 2024, 3,000 flyers were delivered door-to-door within the project area. The distribution area for flyer delivery was the same distribution area for postcard delivery (¼-radius of the project area) plus a few additional parcels. To view the two versions of the flyer, please see Appendices D.5 and D.6.

Scoping Extension Meeting Flyer (English/Tagalog)

4.5. E-mail Blasts

Throughout the scoping period, eblasts were distributed to project database contacts providing information on the scoping period, meeting format and location details, how to submit a comment, a project overview, an overview of the environmental review process, and ways to contact the project team. Following the scoping period extension, an additional eblast was sent. Please see Table 4-4 for the eblast dissemination schedule.

Table 4-4: Eblast Schedule

Eblast type	Send Date
Scoping Period Announcement	September 9, 2024
Scoping Meeting Reminder #1	September 16, 2024
Scoping Meeting Reminder #2	September 19, 2024
Scoping Meeting Extension Announcement	October 9, 2024

Additionally, information on the project was also shared in Metro's South Bay regional newsletter throughout the scoping period. The regional newsletter reaches not only contacts within the project database, but also stakeholders in Metro's database who have addresses

within the South Bay or have signed up to receive emails on Metro projects in this region. To view the South Bay regional newsletter emails that included information on the project scoping period, please refer to Table 4-5 below.

Table 4-5: South Bay Newsletter Schedule

Information included	Send Date
Scoping Period Announcement and Meeting Reminder	September 13, 2024
Comment Period Reminder #1	September 20, 2024
Comment Period Reminder #2	September 27, 2024
Comment Period Reminder #3	October 4, 2024
Scoping Extension Announcement	October 11, 2024
Comment Period Reminder #4	October 18, 2024

4.6. Social Media

To boost online engagement and increase meeting attendance, the outreach team developed a strategic social media content calendar for posting to LA Metro's two social media platforms (Nextdoor, Facebook). Figure 4-1 shows one of the Nextdoor reminder posts and one of three Facebook Event pages created and utilized. Eight meeting posts and reminders were shared between both platforms as shown below in Table 4-6:

Table 4-6: Social Media Posting Schedule

Nextdoor		
#	**Date**	**Type**
1	September 9, 2024	Initial Post
2	September 16, 2024	Reminder Post
3	October 9, 2024	Additional Meeting Post
Facebook Event		
#	**Date**	**Type**
1	September 9, 2024	Meeting #1: Event Created
2	September 16, 2024	Reminder Update
3	September 9, 2024	Meeting #2: Event Created
4	September 16, 2024	Reminder Update
5	October 9, 2024	Meeting #3: Event Created

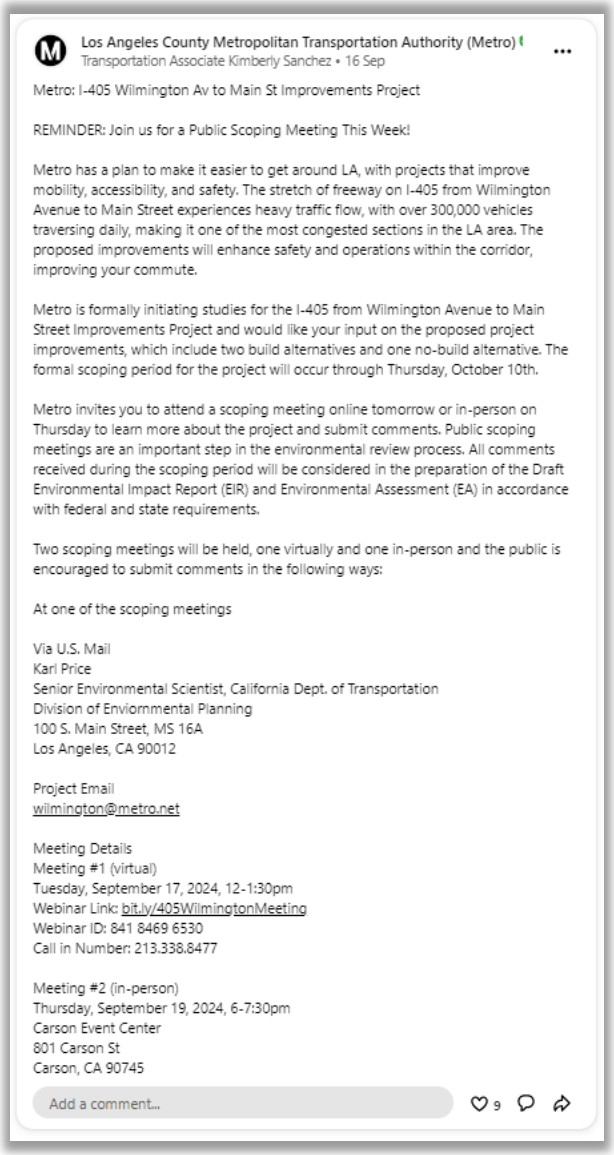


Figure 4-1: Facebook Event and Nextdoor Posts

4.7. Electronic Communications Toolkit

An electronic communications toolkit was developed to support agencies and key organizations in promoting the scoping period for the project. The toolkit contained copy-and-paste-ready text, downloadable images, and two versions of the flyer – in English/Spanish and English/Tagalog. The toolkit contained several communication tools for sharing information on the organizational websites, calendar of events, social media posts (Facebook, Nextdoor, Instagram), and newsletters. A copy of the toolkits are available in Appendices D.10 and D.11.

The toolkit was distributed via email to the City, SBCCOG, partnered CBOs, and other key stakeholders. This notification tactic provided the opportunity to create and strengthen working relationships with key stakeholders, while also helping increase project awareness and public participation during the scoping comment period.

4.8. Pop-up Events

Outreach staff, with support from CBO partners, hosted and staffed two pop-up events during the scoping period. The first pop-up took place at the Gardena Harvest Festival, a popular community event in Gardena. The second pop-up took place at Foisia Park, located in Carson, on a Saturday during busy youth sports activities. An overview of the pop-up events is shown below in Table 4-7.

Table 4-7: Pop-up Event Overview

Event	Date	Estimated Engagement
Gardena Harvest Festival	Saturday, October 5, 2024	50
Foisia Park Pop-Up	Saturday, October 12, 2024	20

The goal of the pop-up booths was to promote attendance at the scoping meetings, provide information on how to submit formal comments, and to offer the public an opportunity to engage with outreach staff and learn more about the project. Outreach staff also collected contact information from the booth participants for them to receive future project updates. During each pop-up, the booth featured multilingual project fact sheets, flyers promoting the extended comment period and additional scoping meeting, and Metro-branded giveaways for community members. An image from the Foisia Park pop-up is shown below.

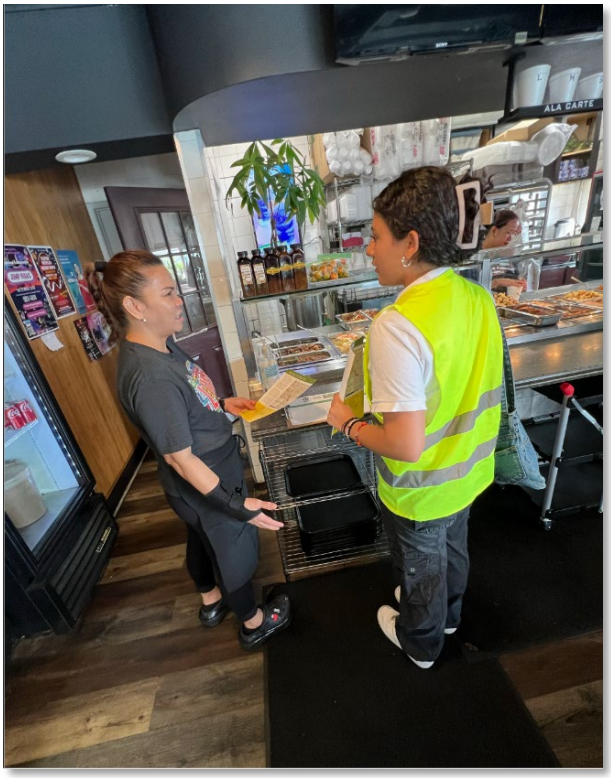
Photo of the Foisia Park Pop-up Booth

4.9. Canvassing Efforts

To provide information on the scoping period directly to nearby businesses, the Project team and CBO partners canvassed key business corridors within the project area. These canvassing efforts were intended not just to hand off meeting material and general project information to business owners, but to answer any questions and address any concerns along with collecting emails to be added to the email distribution list for future project updates. All canvassing documentation can be found in Appendix D.12**.** Some of the key locations canvassed during the scoping period included:

- South Bay Pavilion Mall
- Carson Town Center
- Approximately 75 businesses along Carson St from Moneta Ave to Bonita St
- Approximately 100 business south of I-405 and west of I-110 *(this area was identified as an Equity Focused Community [EFC])*
- 22 local Filipino restaurants, handing out English/Tagalog collateral

Photos from the Project Canvassing Efforts



4.10. Project Webpage Updates

The outreach team worked closely with Metro to update the I-405 from Wilmington Av to Main Street Improvements Project website to announce the start of the scoping period and provide information on how to provide comments to the project team. The project website also housed project collateral, including fact sheets and FAQ to supplement project awareness. Following the scoping meeting series, the presentation for each meeting was uploaded to the project website.

4.11. Project Helpline

Prior to initiating the scoping period, Metro established a dedicated project helpline **(310.854.3196**) to allow for a direct communication channel for interested parties. Its main purpose was to provide brief project updates and address questions or concerns about the project. During the scoping period, the outreach team updated the voice greeting of the helpline to give a brief overview of the comment period and ways to provide formal comments. The outreach team received two voice messages through the helpline during the scoping period, both inquiring about additional project details.

4.12. Project Email/Monitoring

The outreach team utilized the CRM platform, Salesforce, to collect and monitor all inbound messages to the project email. Inbound emails would automatically generate a case on Salesforce, prompting attention from the outreach team as needed. Based on each case's category, an appropriate action by the outreach team was taken to close each case. Examples of some case categories and corresponding actions are shown below in Table 4-8:

Table 4-8: Email/Case Actions

Case Category	Action Taken
General Inquiry	Continued communication to ensure resolution met
Scoping Comment	Comment logged and acknowledgment response sent
CBO Partner Interest	Continued communication as needed
Unsolicited email	No action needed

4.13. Community Postings

Outreach staff connected with multiple local organizations to expand project awareness and meeting notifications throughout the community. The Carson Event Center was identified as a communication hub for many community members, as the facility is frequently used for

community events and local activities. The Event Center agreed to hold project fact sheets and meeting notice flyers at their front desk for access to community members. They also sent out the meeting notice flyer as an eblast to roughly 4,400 email contacts. A copy of this email is available to view in Appendix D.13.

Partnered CBOs also shared project fact sheets, FAQ sheets, and meeting notice flyers with their respective networks.

4.14. Stakeholder Briefings

Metro and the project team participated in briefings with stakeholder organizations upon request to introduce the project, provide details on the scoping process, and information on how to participate during the scoping period. Table 4-9 summarizes the meetings with stakeholder groups that took place during the scoping period.

Table 4-9: Stakeholder Briefings During the Scoping Period

Briefing	Date
Los Angeles County Flood Control District	September 10, 2024
Holly Mitchell (Los Angeles County Supervisor – District 2), James Butts (Mayor of Inglewood), and Mike Bohlke (Metro Board)	September 16, 2024
City of Carson – City Council	September 17, 2024
Metro Streets and Freeways Subcommittee	September 18, 2024
South Bay Cities Council of Governments (SBCCOG)	September 26, 2024
Metro Technical Advisory Committee	October 2, 2024
South Bay Cities Council of Governments – Transportation Committee	October 14, 2024
Carson Chamber of Commerce – Economic Development Committee	October 15, 2024

Additional briefings were also held prior to the scoping period, as an introduction to the project to the following agencies:

Table 4-10: Stakeholder Briefings Prior to the Scoping Period

Briefing	Date
South Bay Cities Council of Governments	August 22, 2024
California Highway Patrol	August 28, 2024
City of Carson – City Manager and Planning Department	August 29, 2024

4.15. Earned Media

The project generated interest from media during the scoping comment period, resulting in an article in *Streetsblog LA* and a newsletter from *South Bay Forward* regarding the project. The earned media list and the content of each are documented in Appendix D.14.

5. Community-Based Organization Partnership Process

5.1. Purpose of the CBO Partnerships

The purpose of the CBO partnerships is to increase project awareness and develop healthy relationships with local organizations doing extraordinary work within the community. To help expand project awareness, the CBO partners assisted the project team by performing the following community engagement activities:

- Social media posts
- Newsletter announcements
- Eblast distribution
- Co-Staffing pop-up event booth
- Door-to-door flyer canvassing

5.2. Application Process

CBO partners were recruited via Metro's CBO Database on April 17, 2024. The interest/application form provided to these community groups can be found in Appendix E.1.

5.3. Evaluation and Selection

Following careful consideration regarding service areas, audience, type of work, and outreach capacity, the outreach team partnered with two organizations for the Project. A brief overview of the CBO partners is listed below.

Table 5-1: CBO Partners

CBO	Service Area	Description
Fearless, Artistic, Charisma, Elegance F.A.C.E	South LA and the South Bay	F.A.C.E offers personal development, financial literacy, free counseling, and domestic violence counseling to women. F.A.C.E. also hosts events for the community geared toward sexual and domestic violence and networking events for women to inspire professional development.
South Bay Workforce Investment Board SBWIB	South Bay, specifically the City of Carson	SBWIB serves businesses, the general community, and other partners with resources, general information, and employment opportunities (economic and workforce development assistance). All services are of no cost to businesses and the general community. SBWIB is located at the Carson Community Center and is highly involved with activities in the City of Carson.

5.4. CBO Partnership Agreements

Two roundtable meetings were held with CBO partners on Wednesday, August 7, 2024, and Thursday, August 29, 2024. The purpose of meetings was to provide an overview of the project, schedule and expected outreach campaigns, and address any questions regarding the upcoming partnership and outreach activities.

The CBO Partnership Agreement, which included the Scope of Work, was signed by each organization prior to the start of outreach activity. Each signed agreement can be viewed in Appendix E.2.

5.5. Outreach Overview

CBOs were key to the success of the scoping period and played a significant role in amplifying the outreach to relevant stakeholders who otherwise would not have been reached. Table 5-2 below provides a high-level summary of each CBOs engagement support.

Miscellaneous Outreach Photos

Table 5-2: Summary of CBO Engagement

CBO	Outreach Activities Completed
F.A.C.E	• Social media outreach (TikTok, Instagram, Facebook) • Flyer canvassing efforts (2) • Distribution of flyer materials at local events (2) • Co-staffing pop-up event (1) • Attendance at CBO Roundtable Meetings
SBWIB	• Social media outreach (LinkedIn, Facebook) • Newsletter distributions • Carson One-Stop website updates • Eblast distributions • Distribution of flyer materials at local events (2) • Assistance coordinating pop-up event (1) • Attendance at CBO Roundtable Meetings

6. Scoping Meetings

In support of the public scoping process, Metro hosted three public scoping meetings in September and October 2024. One meeting was held virtually, while the other two were held in-person. The purpose of the meetings was to introduce the Project and the proposed alternatives and to receive comments from attendees.

6.1. Summary of Scoping Meetings

Public scoping meetings were held at the following times and locations, per Table 6-1 below:

Table 6-1: Scoping Meeting Summary

Meeting Date	Meeting Time	Location
Tuesday, September 17, 2024	12:00 – 1:30 p.m.	Zoom
Thursday, September 19, 2024	6:00 – 7:30 p.m.	Carson Event Center
Wednesday, October 16, 2024	6:00 – 7:30 p.m.	Carson Event Center

Metro posted a recording of the virtual public scoping meeting and presentation slides to the project website, expanding access to those who could not participate in real time.

6.2. Meeting Format

Virtual Meeting Format

For the virtual scoping meeting, Metro opened the meeting with a formal PowerPoint presentation. After the presentation, Metro staff described the methods by which the public could provide comments on the project and its alternatives and began the public scoping comment session. With a smaller attendance at the meeting, Metro decided not to hold any strict time limits for in-person comments, and allowed each commenter ample opportunity to provide verbal comments. Participants were informed that comments would be responded to in the Environmental Document, since the purpose of the study was to conduct the analyses that will develop those answers.

A court reporter provided the transcripts of the meeting and public comments after each meeting (Appendices G.1, G.2, and G.3). Simultaneous Spanish and Tagalog interpretation were provided, and the presentation was translated into each language and posted to the project website prior to the scoping meeting series. No Spanish and Tagalog language comments were received at any of the meetings.

In-Person Meeting Format

The in-person meeting format was similar to the virtual format; however, the main difference was that each in-person meeting began in an open house format, which allowed meeting participants the opportunity to walk around the meeting room to view exhibit boards and speak to the project team.

Once the open house sessions concluded, Metro continued with the formal PowerPoint presentation, followed by a public scoping comment session. Meeting participants also had the opportunity to submit comment cards in lieu of a verbal comment.

Similar to the virtual meeting, a court reporter and Spanish and Tagalog language interpreters were present.

6.3. Content

The content of the Meeting PowerPoint Presentation (included in Appendix F.4) was nearly identical at all three public scoping meetings. The only slight modifications that were made were to the virtual presentation, which required additional slides to instruct attendees how to utilize the Zoom functions and provide verbal comments when the comment session started.

The presentations began with a welcome keynote from a representative from the City of Carson (Mayor Pro-Tem Jawane Hilton at meeting #1; Mayor Lula Davis-Holmes at meeting #2, and Councilmember Cedric L. Hicks Sr. at meeting #3). After the welcome keynote, Metro continued the presentation by providing an overview of Metro's Code of Conduct and a reminder of the methods to submit formal comments. Prior to the formal portion of the presentation, a quick poll was conducted, asking participants about their familiarity with the project and their experience using I-405 along the project corridor. The formal presentation included an overview of the planning process, Project goals and objectives, proposed alternatives, and the environmental process.

6.4. Exhibit Boards

During the in-person scoping meetings, a set of exhibit boards (included in Appendix F.5) were placed around the room to help introduce the project to meeting attendees. The exhibit boards included a Welcome Board, Metro's Code of Conduct, an overview of the environmental process, the Project's goals and objectives, and each alternative along with comment submittal instructions.

6.5. Participation Summary

Due to the localized nature of the Project, it was anticipated that overall participation at each meeting would be limited. However, three public scoping meetings gathered 48 participants and a total of 21 comments, as summarized in Table 6-2.

Table 6-2: Public Scoping Meeting Participation

Meeting Date	Attendance	Comments
September 17, 2024	26	9
September 19, 2024	9	6
October 16, 2024	13	6
Total	**48**	**21**

6.6. Key Stakeholder Participation

Representatives of local elected officials, community organizations, and key stakeholder groups attended the scoping meetings. The staff of the elected officials, as well as those who identified themselves as representatives of community groups, are shown in Table 6-3.

Table 6-3: Stakeholder Participation

Stakeholder	Meeting 1	Meeting 2	Meeting 3
Elected Officials			
CA Assemblymember Mike Gipson			x
Office of Los Angeles County Supervisor Holly Mitchell	x	x	
City of Carson Mayor Lula Davis-Holmes		x	
City of Carson Mayor Pro-Tem Jawane Hilton	x		
City of Carson Councilmember Cedric Hicks Sr.		x	x
Other Stakeholders			
U.S. Environmental Protection Agency (EPA)	x		
South Bay Cities Council of Governments	x		
Carson Chamber of Commerce		x	x
Carson Bicycle Coalition	x		x
City of Los Angeles	x		

7. Summary of Scoping Comments

7.1. Sources of Public Scoping Comments

Formal public scoping comments were accepted through the following three methods:

1. **U.S Mail** – Addressed to Karl Price, Caltrans Senior Environmental Scientist
2. **Project email** – wilmington@metro.net
3. **In-person at two public scoping meetings and online at the virtual meeting**

During both in-person meetings, attendees were encouraged to provide written comments on the project via a comment card or provide verbal comment during the formal comment session of the presentation. Attendees also had the opportunity to speak directly with the court reporter to submit comments. Informal comments were also collected by project staff during the open house portion of the meetings.

During the virtual meeting, attendees were prompted to use the Zoom Q&A function to leave a written comment or provide verbal comment during the Q&A session of the presentation. Mailed and emailed comments were collected and processed by outreach staff throughout the scoping period.

7.2. Project Comment Log

All comments were transcribed and added to the project Comment Log. The Comment Log was shared with the project staff for evaluation and consideration in the DEIR. To view the full comment log please see Appendix G.4.

7.3. Summary of Comments

A total of seventy-six (76) formal comments were received during the formal scoping period from sixty-six (66) individuals, agencies, or organizations. The formal comment period began on September 6, 2024, and ended on October 21, 2024, allowing for a forty-six (46) day comment period. An overall summary of entities who provided formal comments are outlined below:

- Four (4) comments from agencies
- Four (4) comments from elected officials
- Six (6) comments from organizations
- 62 comments from individuals/members of the public

It is important to note that during the comment period, South Bay Forward, a local grassroots transportation focused organization, provided a form/template comment to its members to submit on the Project. The template expressed opposition to Alternative 2 (auxiliary lanes) and support for Alternative 1 (no-build) and/or Alternative 3 (Complete Streets and TSM/TDM). The majority of comments received followed that format with few modifications. The full letter of the form/template is below.

Good evening, Metro,
I am writing in on the I-405 Auxiliary Lane Improvements from Wilmington Ave to Main St Project. I am against freeway widening of any kind including the auxiliary lanes proposed in Alternative 2.

In reviewing the Metro project materials, it's clear that the auxiliary lanes will effectively widen the 405 freeway in these sections in Carson and Wilmington. We know from extensive research and data that widening freeways does not solve traffic or reduce collisions. Any minimal improvements are offset by more cars on the road and added pollution, noise, traffic, and other impacts to surrounding communities.

I oppose Alternative 2, which would add auxiliary lanes for a projected cost of $130 million. This funding would be better spent on more effective projects that reduce traffic congestion, such as bus lanes in the region, Metro bus service on the 405 itself, and active transportation along parallel routes such as the Dominguez Channel bike path and implementing the LA County, LA Metro, and South Bay Bicycle Master Plans.

The impact of on-ramp and bridge widening will hamper pedestrian connectivity and length of time to walk across intersections. I am afraid this project will make it more difficult to build protected bike lanes along the corridor. For public health and environmental justice reasons, there is no justification for wider freeways. As a constituent of the region, I oppose this project and support Alternatives 1 (no build) or Alternative 3 (Complete Street elements and TSM/TDM strategies ONLY). Thanks for your time.

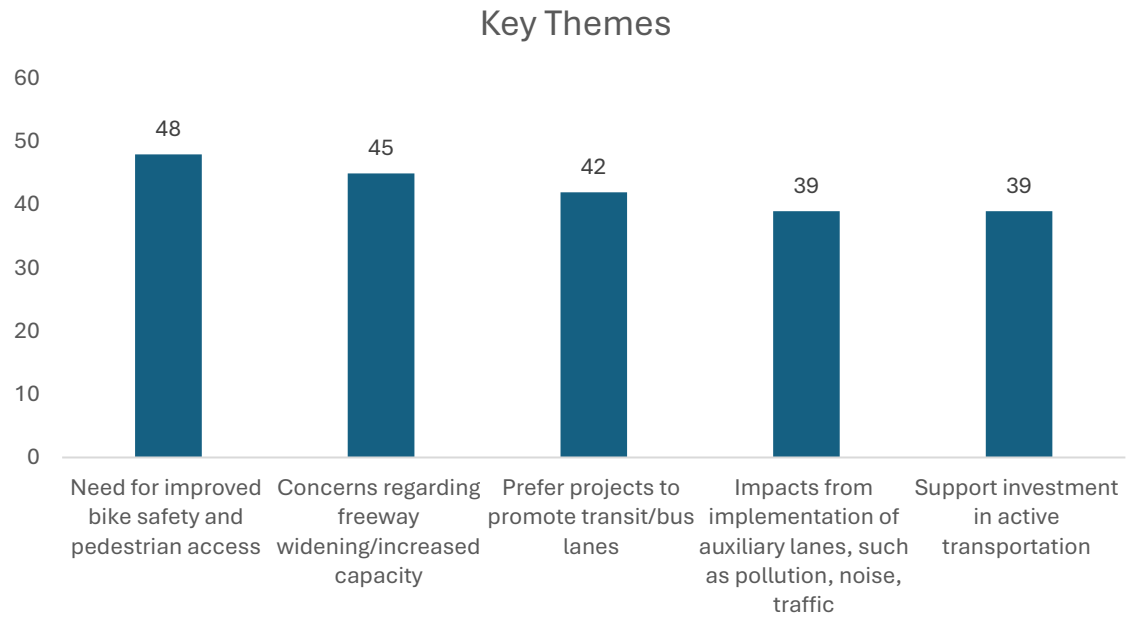
Of the 76 comments received, half of the submissions (38) were form letters following the South Bay Forward template. An outline of these specific form comments is shown below:

- All 38 comments opposed Alternative 2
    - All but one supported Alternative 1 (37)
    - All but two supported Alternative 3 (36)
- 26 of these form comments (30 comments in total) requested that Alternative 3 incorporate the Dominquez Channel Bikeway and Class IV bike lanes on Main St, Del Amo Bl, and Avalon Bl.

Of the 76 total comments received, comments related to specific alternatives were summarized as follows: *(Some comments expressed support for more than one alternative)*

- 41 comments supported Alternative 1
- 4 comments supported Alternative 2
    - Notable support for Alternative 2 came from SBCCOG
- 42 comments supported Alternative 3
- 23 comments did not include direct support or opposition to any alternatives

Common themes collected from the comments are outlined below (most comment submissions included multiple themes):



Agency and Elected Official Comments

Shown below, Table 7-1, is a list of major agencies and local elected officials who provided comments and a brief summary of those comments during the scoping period.

Table 7-1. Scoping Comments Received from Agencies and Elected Officials

#	Agency	Comment Summary
1	California Dept. of Toxic Substances Control	Identification of hazardous sites in project area
2	California Dept. of Fish and Wildlife	Impacts on wildlife and waterways
3	California Air Resources Board	Acknowledged receipt of NOP
4	U.S. Environmental Protection Agency	Acknowledged receipt of NOP
5	Office of Congresswoman Nanette Barragan	Request for more information
6	Carson Mayor Lula Davis-Holmes	Concerned about Project timeline; No construction ahead of 2028 Olympics
7	Carson Councilmember Cedric L. Hicks, Sr.	Pedestrian access; Bike Lane additions; Beautification

8. Next Steps

8.1. Technical Studies/Future Community Meetings

Metro, Caltrans, and the technical consultant will consider the comments received during the scoping period as they continue to develop the project alternatives and begin technical studies being developed in support of the Draft EIR/EA. The technical studies will address alternative performance and other topics raised during the scoping period. Information from these studies will be published in the Draft EIR/EA, anticipated to be published for public review and comment in winter 2026.

The outreach team plans to perform ongoing outreach activities during the technical studies to keep the community engaged and expand the stakeholder database. Community outreach meetings are tentatively planned for the summer/fall of 2025 as needed and a public hearing meeting series will be scheduled and held during circulation of the release of the Draft EIR/EA.

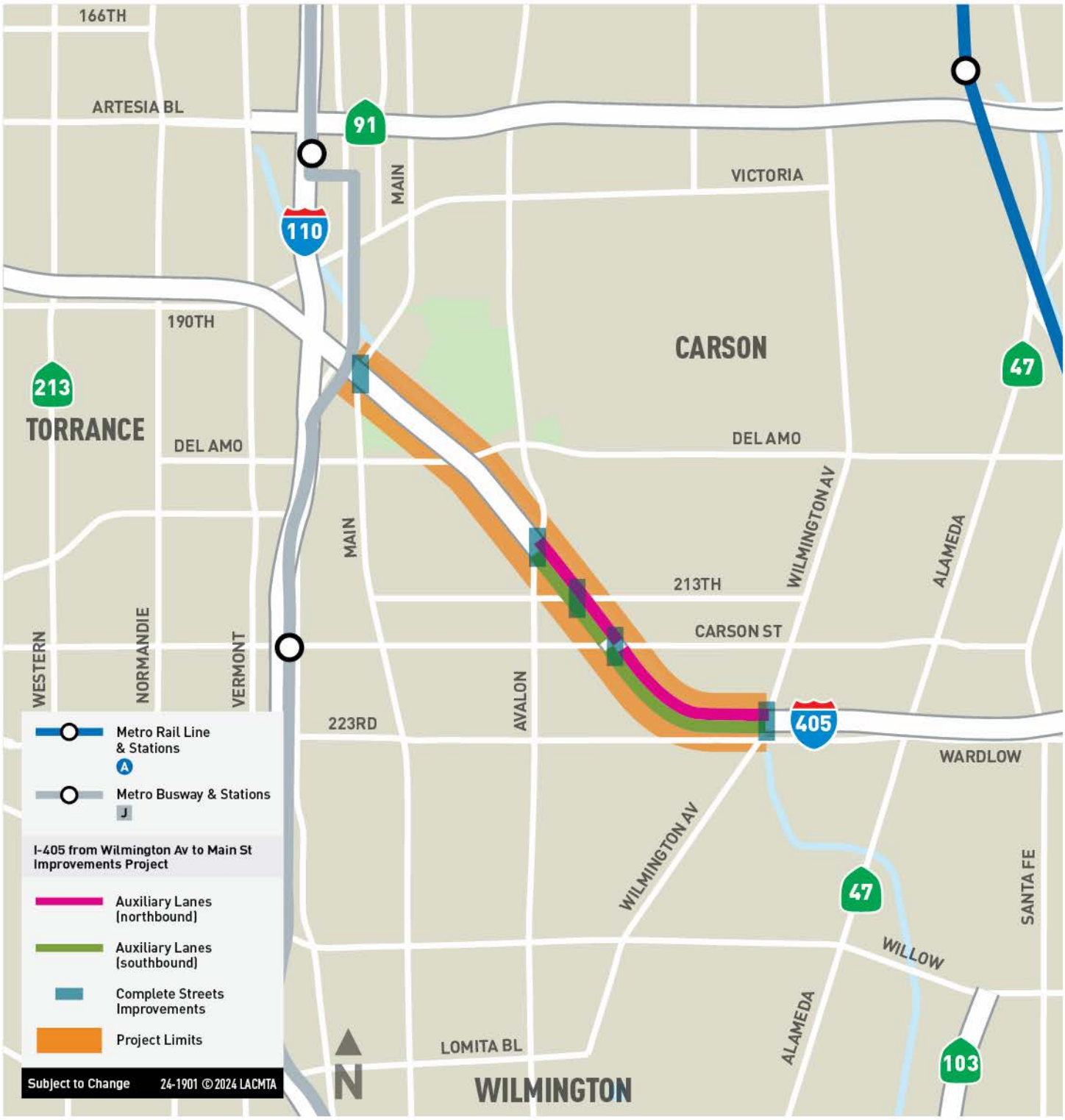
This approach is reflective of Metro's commitment to a comprehensive outreach program that provides project stakeholders with the necessary information, tools, and resources to be engaged and informed and provide valuable input at key milestones.

Appendix A.1: Project Map

Metro Caltrans

I-405 from Wilmington Av to Main St Improvements

Project Map



Metro

Caltrans

Mejoras en la I-405 desde Wilmington Av a Main St

Mapa del proyecto

Metro

Caltrans

Mga Pagpapahusay sa I-405 mula Wilmington Av hanggang sa Main St

Mapa ng Proyekto

Metro

Caltrans

Appendix B.1:
Notice of Preparation

Metro Caltrans

ORIGINAL FILED
SEP 06 2024
LOS ANGELES, COUNTY CLERK

Notice of Preparation

To: Responsible and Trustee Agencies

(Address)

From: California Department of Transportation, District 7, Division of Environmental Planning

100 S Main Street, MS 16A

(Address)

Los Angeles, CA 90012

Subject: Notice of Preparation of a Draft Environmental Impact Report

The California Department of Transportation (Caltrans) will be the Lead Agency and will prepare an environmental impact report for the project identified below. We need to know the views of your agency as to the scope and content of the environmental information which is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency will need to use the EIR prepared by our agency when considering your permit or other approval for the project.

The project description, location, and the potential environmental effects are contained in the attached materials. A copy of the Initial Study (☐ is ☒ is not) attached.

Due to the time limits mandated by State law, your response must be sent at the earliest possible date but not later than 35 days after receipt of this notice.

Please send your response to Karl Price, Senior Environmental Scientist, Division of Environmental Planning at the address shown above. We will need the name for a contact person in your agency.

Project Title: I-405 from Wilmington Avenue to Main Street Improvements Project

Project Applicant, if any: Los Angeles County Metropolitan Transportation Authority (Metro)

Date September 6, 2024

Signature Karl Price

Title Senior Environmental Scientist

Telephone (213) 266-3822

Reference: California Code of Regulations, Title 14, (CEQA Guidelines) Sections 15082(a), 15103, 15375.

Appendix B.2: Scoping Extension Supporting Documents

Metro Caltrans

California Department of Transportation

DISTRICT 7
100 SOUTH MAIN STREET, SUITE 100 | LOS ANGELES, CA 90012
PHONE (213) 897-0362 | FAX (213) 897-0360 TTY 711
www.dot.ca.gov

September 30, 2024

Agencies, Organizations, and Individuals Interested in the I-405 from Wilmington Ave to Main St Improvements Project

File: 07 – LA – 405 – PM 9.6/12.6
EA 35940
EFIS 0719000215
SCH #2024090192

Notice of Extended Scoping Comment Period

Due to requests from project stakeholders, the California Department of Transportation (Caltrans) District 7, in cooperation with the Los Angeles County Metropolitan Transportation Authority (Metro), has extended the public scoping period for an additional 10 days.

The Notice of Preparation and project description may be viewed at the following websites:

- https://ceqanet.opr.ca.gov/2024090192
- https://www.metro.net/projects/i-405-wilmington/

A third scoping meeting will be held in-person to provide another opportunity to obtain additional information and provide your comments on the proposed Project:

- Public Scoping Meeting #3 (In-Person) – Wednesday, October 16, 2024, 6:00 pm to 7:30 pm, Carson Event Center: 801 East Carson Street, Carson, CA 90745

Comments can be sent by email to: wilmington@metro.net
Comments can be submitted online at: https://www.metro.net/projects/i-405-wilmington/
Comments can be mailed to:

Karl Price, Senior Environmental Scientist
Caltrans District 7, Division of Environmental Planning
100 S. Main St., MS 16A
Los Angeles, CA 90012

Scoping comments must be submitted by **October 21, 2024**.

If you have any questions, please contact me at (213) 266-3822, or karl.price@dot.ca.gov. Thank you for your interest in this important transportation study.

Sincerely,

Karl Price

Karl Price
Senior Environmental Scientist
Caltrans District 7, Division of Environmental Planning

California Department of Transportation

DISTRICT 7
100 SOUTH MAIN STREET, SUITE 100 | LOS ANGELES, CA 90012
PHONE (213) 897-0362 | FAX (213) 897-0360 TTY 711
www.dot.ca.gov

September 30, 2024

Agencies, Organizations, and Individuals Interested in the I-405 from Wilmington Ave to Main St Improvements Project

File: 07 – LA – 405 – PM 9.6/12.6
EA 35940
EFIS 0719000215
SCH # 2024090192

Notice of Scoping/Initiation of Studies

A Notice of Scoping/Initiation of Studies letter was sent on August 26, 2024, to inform you that Metro, in cooperation with Caltrans as the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) lead agency, was formally initiating studies for improvements to I-405 in the City of Carson, between Wilmington Avenue and Main Street.

This letter is intended to inform you that the scoping period has been extended by Metro and Caltrans for an additional 10 days and will now end on October 21, 2024.

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Submit comments online at: https://www.metro.net/projects/i-405-wilmington/
Mail comments to:

Karl Price, Senior Environmental Scientist
Caltrans District 7, Division of Environmental Planning
100 S. Main St., MS 16A
Los Angeles, CA 90012

Comments must be submitted by **October 21, 2024**.

If you have any questions, please contact Karl Price, Senior Environmental Scientist, at (213) 266-3822, or karl.price@dot.ca.gov. Thank you for your interest in this important transportation study.

Sincerely,

Kelly Ewing-Toledo

Kelly Ewing-Toledo
Deputy District Director
Caltrans, District 7, Division of Environmental Planning

California Department of Transportation

DISTRICT 7
100 SOUTH MAIN STREET, SUITE 100 | LOS ANGELES, CA 90012
PHONE (213) 897-0362 | FAX (213) 897-0360 TTY 711
www.dot.ca.gov

September 30, 2024

The Honorable Nanette Diaz Barragan
U.S. House of Representatives, District 44
701 East Carson Street
Carson, CA 90745

File: 07 – LA – 405 – PM 9.6/12.6
EA 35940
EFIS 0719000215
SCH # 2024090192
I-405 from Wilmington Ave to Main St
Improvements Project

Dear Representative Diaz Barragan:

A Notice of Scoping/Initiation of Studies letter was sent on August 26, 2024, to inform you that Metro, in cooperation with Caltrans as the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) lead agency, was formally initiating studies for improvements to I-405 in the City of Carson, between Wilmington Avenue and Main Street.

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Submit comments online at: https://www.metro.net/projects/i-405-wilmington/
Mail comments to:

Kelly Ewing Toledo, Deputy District Director
Caltrans District 7, Division of Environmental Planning 100 S.
Main St., MS 16A
Los Angeles, CA 90012

Comments must be submitted by **October 21, 2024**.

If you have any questions, please contact Kelly Ewing-Toledo, Deputy District Director of the Division of Environmental Planning, at (213) 332-1935, or Kelly.Ewing-Toledo@dot.ca.gov. Thank you for your interest in this important transportation study.

Sincerely,

GLORIA ROBERTS
District Director Caltrans,
District 7

California Department of Transportation

DISTRICT 7
100 SOUTH MAIN STREET, SUITE 100 | LOS ANGELES, CA 90012
PHONE (213) 897-0362 | FAX (213) 897-0360 TTY 711
www.dot.ca.gov

September 30, 2024

The Honorable Steven Bradford
California State Assembly, District 35
1021 O Street, Suite 7210
Sacramento, CA 95814

File: 07 – LA – 405 – PM 9.6/12.6
EA 35940
EFIS 0719000215
SCH # 2024090192
I-405 from Wilmington Ave to Main St
Improvements Project

Dear State Senator Bradford:

A Notice of Scoping/Initiation of Studies letter was sent on August 26, 2024, to inform you that Metro, in cooperation with Caltrans as the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) lead agency, was formally initiating studies for improvements to I-405 in the City of Carson, between Wilmington Avenue and Main Street.

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Email comments to: wilmington@metro.net
Submit comments online at: https://www.metro.net/projects/i-405-wilmington/
Mail comments to:

Kelly Ewing Toledo, Deputy District Director
Caltrans District 7, Division of Environmental Planning 100 S.
Main St., MS 16A
Los Angeles, CA 90012

Comments must be submitted by **October 21, 2024**.

If you have any questions, please contact Kelly Ewing-Toledo, Deputy District Director of the Division of Environmental Planning, at (213) 332-1935, or Kelly.Ewing-Toledo@dot.ca.gov. Thank you for your interest in this important transportation study.

Sincerely,

GLORIA ROBERTS
District Director Caltrans,
District 7

California Department of Transportation

DISTRICT 7
100 SOUTH MAIN STREET, SUITE 100 | LOS ANGELES, CA 90012
PHONE (213) 897-0362 | FAX (213) 897-0360 TTY 711
www.dot.ca.gov

September 30, 2024

The Honorable Laphonza Butler
U.S. Senate
11111 Santa Monica Boulevard, Suite 915
Los Angeles, CA 90025

File: 07 – LA – 405 – PM 9.6/12.6
EA 35940
EFIS 0719000215
SCH # 2024090192
I-405 from Wilmington Ave to Main St
Improvements Project

Dear Senator Butler:

A Notice of Scoping/Initiation of Studies letter was sent on August 26, 2024, to inform you that Metro, in cooperation with Caltrans as the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) lead agency, was formally initiating studies for improvements to I-405 in the City of Carson, between Wilmington Avenue and Main Street.

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Submit comments online at: https://www.metro.net/projects/i-405-wilmington/
Mail comments to:

Kelly Ewing Toledo, Deputy District Director
Caltrans District 7, Division of Environmental Planning 100 S.
Main St., MS 16A
Los Angeles, CA 90012

Comments must be submitted by **October 21, 2024**.

If you have any questions, please contact Kelly Ewing-Toledo, Deputy District Director of the Division of Environmental Planning, at (213) 332-1935, or Kelly.Ewing-Toledo@dot.ca.gov. Thank you for your interest in this important transportation study.

Sincerely,

GLORIA ROBERTS
District Director Caltrans,
District 7

California Department of Transportation

DISTRICT 7
100 SOUTH MAIN STREET, SUITE 100 | LOS ANGELES, CA 90012
PHONE (213) 897-0362 | FAX (213) 897-0360 TTY 711
www.dot.ca.gov

September 30, 2024

The Honorable Jim Dear
City of Carson
701 East Carson Street
Carson, CA 90745

File: 07 – LA – 405 – PM 9.6/12.6
EA 35940
EFIS 0719000215
SCH # 2024090192
I-405 from Wilmington Ave to Main St
Improvements Project

Dear Councilmember Dear:

A Notice of Scoping/Initiation of Studies letter was sent on August 26, 2024, to inform you that Metro, in cooperation with Caltrans as the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) lead agency, was formally initiating studies for improvements to I-405 in the City of Carson, between Wilmington Avenue and Main Street.

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Submit comments online at: https://www.metro.net/projects/i-405-wilmington/
Mail comments to:

Kelly Ewing Toledo, Deputy District Director
Caltrans District 7, Division of Environmental Planning 100 S.
Main St., MS 16A
Los Angeles, CA 90012

Comments must be submitted by **October 21, 2024**.

If you have any questions, please contact Kelly Ewing-Toledo, Deputy District Director of the Division of Environmental Planning, at (213) 332-1935, or Kelly.Ewing-Toledo@dot.ca.gov. Thank you for your interest in this important transportation study.

Sincerely,

GLORIA ROBERTS
District Director Caltrans,
District 7

California Department of Transportation

DISTRICT 7
100 SOUTH MAIN STREET, SUITE 100 | LOS ANGELES, CA 90012
PHONE (213) 897-0362 | FAX (213) 897-0360 TTY 711
www.dot.ca.gov

September 30, 2024

The Honorable Mike Gipson
California State Assembly, District 65
879 W. 190th St., Suite 920
Gardena, CA 90248

File: 07 – LA – 405 – PM 9.6/12.6
EA 35940
EFIS 0719000215
SCH # 2024090192
I-405 from Wilmington Ave to Main St
Improvements Project

Dear Assembly Member Gipson:

A Notice of Scoping/Initiation of Studies letter was sent on August 26, 2024, to inform you that Metro, in cooperation with Caltrans as the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) lead agency, was formally initiating studies for improvements to I-405 in the City of Carson, between Wilmington Avenue and Main Street.

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Submit comments online at: https://www.metro.net/projects/i-405-wilmington/
Mail comments to:

Kelly Ewing Toledo, Deputy District Director
Caltrans District 7, Division of Environmental Planning 100 S.
Main St., MS 16A
Los Angeles, CA 90012

Comments must be submitted by **October 21, 2024**.

If you have any questions, please contact Kelly Ewing-Toledo, Deputy District Director of the Division of Environmental Planning, at (213) 332-1935, or Kelly.Ewing-Toledo@dot.ca.gov. Thank you for your interest in this important transportation study.

Sincerely,

GLORIA ROBERTS
District Director Caltrans,
District 7

California Department of Transportation

DISTRICT 7
100 SOUTH MAIN STREET, SUITE 100 | LOS ANGELES, CA 90012
PHONE (213) 897-0362 | FAX (213) 897-0360 TTY 711
www.dot.ca.gov

September 30, 2024

The Honorable Cedric L. Hicks, Sr.
City of Carson
701 East Carson Street
Carson, CA 90745

File: 07 – LA – 405 – PM 9.6/12.6
EA 35940
EFIS 0719000215
SCH # 2024090192
I-405 from Wilmington Ave to Main St
Improvements Project

Dear Councilmember Hicks:

A Notice of Scoping/Initiation of Studies letter was sent on August 26, 2024, to inform you that Metro, in cooperation with Caltrans as the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) lead agency, was formally initiating studies for improvements to I-405 in the City of Carson, between Wilmington Avenue and Main Street.

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Email comments to: wilmington@metro.net
Submit comments online at: https://www.metro.net/projects/i-405-wilmington/
Mail comments to:

Kelly Ewing Toledo, Deputy District Director
Caltrans District 7, Division of Environmental Planning 100 S.
Main St., MS 16A
Los Angeles, CA 90012

Comments must be submitted by **October 21, 2024**.

If you have any questions, please contact Kelly Ewing-Toledo, Deputy District Director of the Division of Environmental Planning, at (213) 332-1935, or Kelly.Ewing-Toledo@dot.ca.gov. Thank you for your interest in this important transportation study.

Sincerely,

GLORIA ROBERTS
District Director Caltrans,
District 7

California Department of Transportation

DISTRICT 7
100 SOUTH MAIN STREET, SUITE 100 | LOS ANGELES, CA 90012
PHONE (213) 897-0362 | FAX (213) 897-0360 TTY 711
www.dot.ca.gov

September 30, 2024

The Honorable Jawane Hilton
City of Carson
701 East Carson Street
Carson, CA 90745

File: 07 – LA – 405 – PM 9.6/12.6
EA 35940
EFIS 0719000215
SCH # 2024090192
I-405 from Wilmington Ave to Main St
Improvements Project

Dear Mayor Pro Tempore Hilton:

A Notice of Scoping/Initiation of Studies letter was sent on August 26, 2024, to inform you that Metro, in cooperation with Caltrans as the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) lead agency, was formally initiating studies for improvements to I-405 in the City of Carson, between Wilmington Avenue and Main Street.

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Mail comments to:

Kelly Ewing Toledo, Deputy District Director
Caltrans District 7, Division of Environmental Planning 100 S.
Main St., MS 16A
Los Angeles, CA 90012

Comments must be submitted by **October 21, 2024**.

If you have any questions, please contact Kelly Ewing-Toledo, Deputy District Director of the Division of Environmental Planning, at (213) 332-1935, or Kelly.Ewing-Toledo@dot.ca.gov. Thank you for your interest in this important transportation study.

Sincerely,

GLORIA ROBERTS
District Director Caltrans,
District 7

California Department of Transportation

DISTRICT 7
100 SOUTH MAIN STREET, SUITE 100 | LOS ANGELES, CA 90012
PHONE (213) 897-0362 | FAX (213) 897-0360 TTY 711
www.dot.ca.gov

September 30, 2024

The Honorable Lula David-Holmes
City of Carson
701 East Carson Street
Carson, CA 90745

File: 07 – LA – 405 – PM 9.6/12.6
EA 35940
EFIS 0719000215
SCH # 2024090192
I-405 from Wilmington Ave to Main St
Improvements Project

Dear Mayor David-Holmes:

A Notice of Scoping/Initiation of Studies letter was sent on August 26, 2024, to inform you that Metro, in cooperation with Caltrans as the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) lead agency, was formally initiating studies for improvements to I-405 in the City of Carson, between Wilmington Avenue and Main Street.

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Email comments to: wilmington@metro.net
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Mail comments to:

Kelly Ewing Toledo, Deputy District Director
Caltrans District 7, Division of Environmental Planning 100 S.
Main St., MS 16A
Los Angeles, CA 90012

Comments must be submitted by **October 21, 2024**.

If you have any questions, please contact Kelly Ewing-Toledo, Deputy District Director of the Division of Environmental Planning, at (213) 332-1935, or Kelly.Ewing-Toledo@dot.ca.gov. Thank you for your interest in this important transportation study.

Sincerely,

GLORIA ROBERTS
District Director Caltrans,
District 7

California Department of Transportation

DISTRICT 7
100 SOUTH MAIN STREET, SUITE 100 | LOS ANGELES, CA 90012
PHONE (213) 897-0362 | FAX (213) 897-0360 TTY 711
www.dot.ca.gov

September 30, 2024

The Honorable Ted Lieu
U.S. House of Representatives, District 36
1645 Corinth Avenue, Suite 101
Los Angeles, CA 90025

File: 07 – LA – 405 – PM 9.6/12.6
EA 35940
EFIS 0719000215
SCH # 2024090192
I-405 from Wilmington Ave to Main St
Improvements Project

Dear Representative Lieu:

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Kelly Ewing Toledo, Deputy District Director
Caltrans District 7, Division of Environmental Planning 100 S.
Main St., MS 16A
Los Angeles, CA 90012

Comments must be submitted by **October 21, 2024**.

If you have any questions, please contact Kelly Ewing-Toledo, Deputy District Director of the Division of Environmental Planning, at (213) 332-1935, or Kelly.Ewing-Toledo@dot.ca.gov. Thank you for your interest in this important transportation study.

Sincerely,

GLORIA ROBERTS
District Director Caltrans,
District 7

California Department of Transportation

DISTRICT 7
100 SOUTH MAIN STREET, SUITE 100 | LOS ANGELES, CA 90012
PHONE (213) 897-0362 | FAX (213) 897-0360 TTY 711
www.dot.ca.gov

September 30, 2024

The Honorable Tim McOsker
LA City Councilmember, District 15
544 North Avalon Boulevard, Suite 303
Wilmington, CA 90744

File: 07 – LA – 405 – PM 9.6/12.6
EA 35940
EFIS 0719000215
SCH # 2024090192
I-405 from Wilmington Ave to Main St
Improvements Project

Dear Councilmember McOsker:

A Notice of Scoping/Initiation of Studies letter was sent on August 26, 2024, to inform you that Metro, in cooperation with Caltrans as the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) lead agency, was formally initiating studies for improvements to I-405 in the City of Carson, between Wilmington Avenue and Main Street.

This letter is intended to inform you that the scoping period has been extended by Metro and Caltrans for an additional 10 days and will now end on October 21, 2024.

The Notice of Preparation and project description may be viewed at the following websites:

- https://ceqanet.opr.ca.gov/2024090192
- https://www.metro.net/projects/i-405-wilmington/

A third scoping meeting will be held in-person to provide you with another opportunity to obtain additional information and express your comments and concerns about the proposed Project:

- Public Scoping Meeting #3 (In-Person) – Wednesday, October 16, 2024, 6:00 pm to 7:30 pm, Carson Event Center: 801 East Carson Street, Carson, CA 90745

Comments can be submitted via email, online comment form, or regular mail.

Email comments to: wilmington@metro.net
Submit comments online at: https://www.metro.net/projects/i-405-wilmington/
Mail comments to:

Kelly Ewing Toledo, Deputy District Director
Caltrans District 7, Division of Environmental Planning 100 S.
Main St., MS 16A
Los Angeles, CA 90012

Comments must be submitted by **October 21, 2024**.

If you have any questions, please contact Kelly Ewing-Toledo, Deputy District Director of the Division of Environmental Planning, at (213) 332-1935, or Kelly.Ewing-Toledo@dot.ca.gov. Thank you for your interest in this important transportation study.

Sincerely,

GLORIA ROBERTS
District Director Caltrans,
District 7

California Department of Transportation

DISTRICT 7
100 SOUTH MAIN STREET, SUITE 100 | LOS ANGELES, CA 90012
PHONE (213) 897-0362 | FAX (213) 897-0360 TTY 711
www.dot.ca.gov

September 30, 2024

The Honorable Holly J. Mitchell
LA County Supervisor, 2nd District
Office of the Supervisor
500 West Temple Street, Room 866
Los Angeles, CA 90012

File: 07 – LA – 405 – PM 9.6/12.6
EA 35940
EFIS 0719000215
SCH # 2024090192
I-405 from Wilmington Ave to Main St Improvements Project

Dear Supervisor Mitchell:

A Notice of Scoping/Initiation of Studies letter was sent on August 26, 2024, to inform you that Metro, in cooperation with Caltrans as the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) lead agency, was formally initiating studies for improvements to I-405 in the City of Carson, between Wilmington Avenue and Main Street.

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Email comments to: wilmington@metro.net
Submit comments online at: https://www.metro.net/projects/i-405-wilmington/
Mail comments to:

Kelly Ewing Toledo, Deputy District Director
Caltrans District 7, Division of Environmental Planning 100 S.
Main St., MS 16A
Los Angeles, CA 90012

Comments must be submitted by **October 21, 2024**.

If you have any questions, please contact Kelly Ewing-Toledo, Deputy District Director of the Division of Environmental Planning, at (213) 332-1935, or Kelly.Ewing-Toledo@dot.ca.gov. Thank you for your interest in this important transportation study.

Sincerely,

GLORIA ROBERTS
District Director Caltrans,
District 7

California Department of Transportation

DISTRICT 7
100 SOUTH MAIN STREET, SUITE 100 | LOS ANGELES, CA 90012
PHONE (213) 897-0362 | FAX (213) 897-0360 TTY 711
www.dot.ca.gov

September 30, 2024

The Honorable Alex Padilla
U.S. Senate
255 East Temple Street, Suite 1860
Los Angeles, CA 90012

File: 07 – LA – 405 – PM 9.6/12.6
EA 35940
EFIS 0719000215
SCH # 2024090192
I-405 from Wilmington Ave to Main St
Improvements Project

Dear Senator Padilla:

A Notice of Scoping/Initiation of Studies letter was sent on August 26, 2024, to inform you that Metro, in cooperation with Caltrans as the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) lead agency, was formally initiating studies for improvements to I-405 in the City of Carson, between Wilmington Avenue and Main Street.

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- https://www.metro.net/projects/i-405-wilmington/

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Email comments to: wilmington@metro.net
Submit comments online at: https://www.metro.net/projects/i-405-wilmington/
Mail comments to:

Kelly Ewing Toledo, Deputy District Director
Caltrans District 7, Division of Environmental Planning 100 S.
Main St., MS 16A
Los Angeles, CA 90012

Comments must be submitted by **October 21, 2024**.

If you have any questions, please contact Kelly Ewing-Toledo, Deputy District Director of the Division of Environmental Planning, at (213) 332-1935, or Kelly.Ewing-Toledo@dot.ca.gov. Thank you for your interest in this important transportation study.

Sincerely,

GLORIA ROBERTS
District Director Caltrans,
District 7

California Department of Transportation

DISTRICT 7
100 SOUTH MAIN STREET, SUITE 100 | LOS ANGELES, CA 90012
PHONE (213) 897-0362 | FAX (213) 897-0360 TTY 711
www.dot.ca.gov

September 30, 2024

The Honorable Arleen Bocatija Rojas
City of Carson
701 East Carson Street
Carson, CA 90745

File: 07 – LA – 405 – PM 9.6/12.6
EA 35940
EFIS 0719000215
SCH # 2024090192
I-405 from Wilmington Ave to Main St
Improvements Project

Dear Councilmember Bocatija Rojas:

A Notice of Scoping/Initiation of Studies letter was sent on August 26, 2024, to inform you that Metro, in cooperation with Caltrans as the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) lead agency, was formally initiating studies for improvements to I-405 in the City of Carson, between Wilmington Avenue and Main Street.

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- https://www.metro.net/projects/i-405-wilmington/

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Comments can be submitted via email, online comment form, or regular mail.

Email comments to: wilmington@metro.net
Submit comments online at: https://www.metro.net/projects/i-405-wilmington/
Mail comments to:

Kelly Ewing Toledo, Deputy District Director
Caltrans District 7, Division of Environmental Planning 100 S.
Main St., MS 16A
Los Angeles, CA 90012

Comments must be submitted by **October 21, 2024**.

If you have any questions, please contact Kelly Ewing-Toledo, Deputy District Director of the Division of Environmental Planning, at (213) 332-1935, or Kelly.Ewing-Toledo@dot.ca.gov. Thank you for your interest in this important transportation study.

Sincerely,

GLORIA ROBERTS
District Director Caltrans,
District 7

California Department of Transportation

DISTRICT 7
100 SOUTH MAIN STREET, SUITE 100 | LOS ANGELES, CA 90012
PHONE (213) 897-0362 | FAX (213) 897-0360 TTY 711
www.dot.ca.gov

September 30, 2024

The Honorable Maxine Waters
U.S. House of Representatives, District 43
13605 Hawthorne Boulevard
Hawthorne, CA 90250

File: 07 – LA – 405 – PM 9.6/12.6
EA 35940
EFIS 0719000215
SCH # 2024090192
I-405 from Wilmington Ave to Main St
Improvements Project

Dear Representative Waters:

A Notice of Scoping/Initiation of Studies letter was sent on August 26, 2024, to inform you that Metro, in cooperation with Caltrans as the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) lead agency, was formally initiating studies for improvements to I-405 in the City of Carson, between Wilmington Avenue and Main Street.

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Email comments to: wilmington@metro.net
Submit comments online at: https://www.metro.net/projects/i-405-wilmington/
Mail comments to:

Kelly Ewing Toledo, Deputy District Director
Caltrans District 7, Division of Environmental Planning 100 S.
Main St., MS 16A
Los Angeles, CA 90012

Comments must be submitted by **October 21, 2024**.

If you have any questions, please contact Kelly Ewing-Toledo, Deputy District Director of the Division of Environmental Planning, at (213) 332-1935, or Kelly.Ewing-Toledo@dot.ca.gov. Thank you for your interest in this important transportation study.

Sincerely,

GLORIA ROBERTS
District Director Caltrans,
District 7

Appendix B.3: Notice of Preparation Distribution List

Metro Caltrans

I-405 from Wilmington Av to Main St Improvements Project
Appendix B.3 Notice of Preparation Distribution List

US Army Corps of Engineers Los Angeles District 915 Wilshire Boulevard Los Angeles, CA 90017	US Department of Transportation Federal Highway Administration California Division 888 S. Figueroa Street, Suite 440 Los Angeles, CA, 90017	California Air Resources Board Attn: Liane Randolph, Chair P.O. Box 2815 Sacramento, CA 95812
Jacki Bacharach, Executive Director South Bay Cities Council of Governments 2355 Crenshaw Blvd. #125 Torrance, CA 90501	California Department of Conservation Attn: Gabe Tiffany, Chief Deputy Dir. 715 P Street, MS 1900 Sacramento, CA 95814	State Water Resources Control Board Attn: Eric Oppenheimer, Executive Director P.O. Box 100 Sacramento, CA 95812
CDFW Attn: Erinn Wilson-Olgin, Reg. Manager South Coast Region (Region 5) 3883 Ruffin Road San Diego, CA 92123	Commissioner Sean Duryee California Highway Patrol 601 N. 7th Street Sacramento, CA 95811	California Highway Patrol 411 N. Central Ave. #410 Glendale, CA 91203
Ann Fox, Acting Dept. Director Caltrans Division of Planning & Modal Programs 100 S. Main St., MS 16A Los Angeles, CA 90012	Dr. Arlington C. Rodgers, Jr. Director of Public Works City of Carson 701 E. Carson Street Carson, CA 90745	David C. Roberts, Jr. City Manager 701 E. Carson Street Carson, CA 90745
Gloria Roberts, District Director Caltrans, District 7 100 S. Main Street. Los Angeles, CA 90012	Karla Nemeth, Director California Department of Water Resources P.O. Box 942836 Sacramento, CA 94236	Meredith Williams, Director Department of Toxic Substances Control P.O. Box 806 Sacramento, CA 95812
Carl Guardino, Chair California Transportation Commission 1120 N. Street, MS 52 Sacramento, CA 95814	Darnell Grisby, Vice Chair California Transportation Commission 1120 N. Street, MS 52 Sacramento, CA 95814	Tanisha Taylor, Executive Director California Transportation Commission 1120 N. Street, MS 52 Sacramento, CA 95814
Southern California Association of Governments 900 Wilshire Blvd., Ste. 1700 Los Angeles, CA 90017	Mark Pestrella, Director of Public Works Los Angeles County Department of Public Works 900 S. Fremont Ave. Alhambra, CA 91803	Regional Water Quality Control Board Los Angeles Region 320 West Fourth St., Suite 200 Los Angeles, CA 90013
South Coast Air Quality Management District IGR Coordinator 21865 East Copley Drive Diamond Bar, CA 91765	Los Angeles County Sheriff Department Attn: Robert G. Luna, Sheriff 211 W. Temple St. Los Angeles, CA 90012	Los Angeles County Fire Department Attn: Anthony C. Marone, Fire Chief 1320 N. Eastern Ave. Los Angeles, CA 90063
Steve Burger Dep. Dir., Transportation Planning LA County Dept. of Public Works 900 S. Fremont Ave. Alhambra, CA 91803	LA County Flood Control District Ciara Barnett 900 S. Fremont Ave., 3rd Floor Alhambra, CA 91803	Mark Stanley, Executive Officer Rivers and Mountains Conservancy “El Encanto” 100 N. Old San Gabriel Canyon Road Azusa, CA 91702
Kome Ajise, Executive Director Southern California Association of Governments 900 Wilshire Blvd., Ste. 1700 Los Angeles, CA 90017	Amy J. Bodek, Dir. of Regional Planning County of Los Angeles 320 West Temple St. Los Angeles, CA 90012	Stephanie Wiggins, Chief Exec. Officer Los Angeles County Metropolitan Transportation Authority 1 Gateway Plaza Los Angeles, CA 90012

DRAFT

Hon. Alex Padilla Senator U.S. Senate 255 E. Temple St., Suite 1860 Los Angeles, CA 90012	Hon. Laphonza Butler Senator U.S. Senate 11111 Santa Monica Blvd., Ste. 915 Los Angeles, CA 90025	Hon. Nanette Diaz Barragan Congresswoman U.S. House of Representatives, Dist. 44 701 E. Carson St. Carson, CA 90745
Hon. Ted Lieu Congressman U.S. House of Representatives, Dist. 36 1645 Corinth Ave., Suite 101 Los Angeles, CA 90025	Hon. Maxine Waters Congresswoman U.S. House of Representatives, Dist.43 13605 Hawthorne Blvd. Hawthorne, CA 90250	Hon. Mike Gipson Assembly Member California State Assembly, District 65 879 W. 190th St., Suite 920 Gardena, CA 90248
Hon. Steven Bradford Senator California State Senate, District 35 1021 O Street, Suite 7210 Sacramento, CA 95814	Hon. Holly J Mitchell LA County Supervisor, 2nd District Office of the Supervisor 500 West Temple Street, Room 866 Los Angeles, CA 90012	Hon. Tim McOsker LA City Councilmember, District 15 544 N. Avalon Blvd., Ste. 303 Wilmington, CA 90744
Hon. Cedric L. Hicks, Sr. Councilmember District 3 City of Carson 701 E. Carson St. Carson, CA 90745	Hon. Arleen Bocatija Rojas Councilmember District 4 City of Carson 701 E. Carson St. Carson, CA 90745	

Appendix C.1: Project Database

Metro Caltrans

I-405 from Wilmington Av to Main St Improvements Project
Appendix B.1 Project Database

Main Category	Organization	Title	First Name	Last Name	Email	Phone Number	HseNum	Address	City	State	Zip Code
Academic Institutions	232nd Place Elementary School	Principal	Eliza S.	Muhammad					Carson	CA	90745
Academic Institutions	Academies of Education and Empowerment at Carson High School	Principal	Sonia	Buenrostro					Carson	CA	90745
Academic Institutions	Academy of Medical Arts at Carson High	Principal	Aracely	Martinez					Carson	CA	90745
Academic Institutions	Ambler Avenue Elementary School	Principal	Stephanie	Austin					Carson	CA	90746
Academic Institutions	Andrew Carnegie Middle School	Principal	Jenaro	Torres					Carson	CA	90745
Academic Institutions	Andrew Carnegie Middle School	Assitant Principal	Salwa	Gibson					Carson	CA	90745
Academic Institutions	Annalee Avenue Elementary School	Principal	Emily	Barbee					Carson	CA	90746
Academic Institutions	Bonita Street Elementary School	Assitant Principal	Lauren	Huanosto					Carson	CA	90745
Academic Institutions	Bonita Street Elementary School	Assitant Principal	Leonel	Villareal					Carson	CA	90745
Academic Institutions	Broadacres Avenue Elementary School	Principal	Ursula	Martin					Carson	CA	90746
Academic Institutions	California Academy of Mathematics and Science School	Assistant Principal	Daniel	Yu					Carson	CA	90747
Academic Institutions	California Academy of Mathematics and Science School	Counselor	Kimberly	Johnson-Agulto					Carson	CA	90747
Academic Institutions	California Academy of Mathematics and Science School	College & Career Advisor	Linda	Ramos					Carson	CA	90747
Academic Institutions	California Academy of Mathematics and Science School	School Social Worker	Elizabeth	Rivera					Carson	CA	90747
Academic Institutions	California Academy of Mathematics and Science School	Banker	Jacqueline	Ocampo					Carson	CA	90747
Academic Institutions	California State University, Dominguez Hills (CSUDH)	Chief of Staff	Justin	Gammage					Carson	CA	90747
Academic Institutions	California State University, Dominguez Hills (CSUDH)	Director of Communications	Mason	Stockstill					Carson	CA	90747
Academic Institutions	California State University, Dominguez Hills (CSUDH)	Communications Support Coordinator	Kandis	Newman					Carson	CA	90747
Academic Institutions	Caroldale Learning Community	Principal	Kirk	Nascimento					Carson	CA	90745
Academic Institutions	Caroldale Learning Community	Principal	Kirk	Nascimento					Carson	CA	90745
Academic Institutions	Carson Senior High	Principal	Diana	Faatai					Carson	CA	90747
Academic Institutions	Carson Senior High	Assistant Principal	Dolores	Lopez					Carson	CA	90747
Academic Institutions	Carson Senior High	Assistant Principal	Gemma	Kiyuna					Carson	CA	90747
Academic Institutions	Carson Senior High	Assistant Principal	Shane	Riddle					Carson	CA	90747
Academic Institutions	Carson Street Elementary School	Principal	Martin	Leon					Carson	CA	90745
Academic Institutions	Carson-Gore Academy of Environmental Studies	Principal	Madeline V.	Gygli					Los Angeles	CA	90018
Academic Institutions	Catskill Avenue Elementary School	Principal	Hoff	Brooks					Carson	CA	90745
Academic Institutions	Compton Unified School District	Superintendent	Darin	Brawley					Compton	CA	90221
Academic Institutions	Compton Unified School District	Administrator - Curriculum and Instruction	Arlynn	Villamor					Compton	CA	90221
Academic Institutions	Compton Unified School District	Chief Facilities Officer	Nathaniel	Holt					Compton	CA	90221
Academic Institutions	Curtiss Middle School	Principal	Amber	McKinney					Carson	CA	90746
Academic Institutions	Del Amo Elementary School	Principal	Hanna	Zaid					Carson	CA	90745
Academic Institutions	Dolores Street Elementary School	Principal	Marie	Marcial					Carson	CA	90745
Academic Institutions	Dominguez Elementary School	Assistant Principal	Lauren	Huanosto					Long Beach	CA	90810
Academic Institutions	Eagle Tree Continuation	Principal	Jaiyawanda	Gant					Carson	CA	90747
Academic Institutions	Eagle Tree High School	Principal	Jaiyawanda	Gant					Carson	CA	90746
Academic Institutions	Glenn Hammond Curtiss Middle School	Principal	Amber	McKinney					Carson	CA	90746
Academic Institutions	Leapwood Avenue Elementary School	Principal	Camellia	Hudley					Carson	CA	90746
Academic Institutions	Long Beach Unifieid School District	School Board Member- District 1	Maria Isabel	Lopez					Long Beach	CA	90810
Academic Institutions	Long Beach Unifieid School District	School Board Member- District 2	Erik	Miller					Long Beach	CA	90810
Academic Institutions	Long Beach Unifieid School District	School Board Member- District 3	Juan	Benitez					Long Beach	CA	90810
Academic Institutions	Long Beach Unifieid School District	School Board Member- District 4	Douglas	Otto					Long Beach	CA	90810
Academic Institutions	Long Beach Unifieid School District	School Board Member- District 5	Diana	Craighead					Long Beach	CA	90810
Academic Institutions	Los Angeles Harbor College	Assistant to the President	Leslie	Fernandez					Wilmington	CA	90744
Academic Institutions	Los Angeles Unified School District	Superintendent	Alberto	Carvalho					Los Angeles	CA	90017
Academic Institutions	Los Angeles Unified School District	CFO	David	Hart					Los Angeles	CA	90017
Academic Institutions	Los Angeles Unified School District	School Board Member- District 1	George	Mckenna					Los Angeles	CA	90017
Academic Institutions	Los Angeles Unified School District	School Board Member- District 2	Rocio	Riveras					Los Angeles	CA	90017
Academic Institutions	Los Angeles Unified School District	School Board Member- District 3	Scott	Schmerelson					Los Angeles	CA	90017
Academic Institutions	Los Angeles Unified School District	School Board Member- District 4	Nick	Melvoin					Los Angeles	CA	90017
Academic Institutions	Los Angeles Unified School District	School Board Member- District 5	Jackie	Goldberg					Los Angeles	CA	90017
Academic Institutions	Los Angeles Unified School District	School Board Member- District 6	Kelly	Gonez					Los Angeles	CA	90017
Academic Institutions	Los Angeles Unified School District	School Board Member- District 7	Tanya	Ortiz Franklin					Los Angeles	CA	90017
Academic Institutions	Magnolia Science Academy 3	Principal	Zekeriya	Ocel		310-637-3806			Carson	CA	90746
Academic Institutions	Ralph Bunche Elementary School	Principal	Tonjuana	McKinney					Carson	CA	90746
Academic Institutions	Rancho Dominguez Prep School	Principal	Keri	Lew					Long Beach	CA	90810
Academic Institutions	St. Philomena Catholic School	Principal	Mary	John					Carson	CA	90745
Academic Institutions	St. Philomena Catholic School	School Secretary	Nancy	Sequeira					Carson	CA	90745
Academic Institutions	Stephen M. White Middle School	Principal	Marva	Woods					Carson	CA	90745
Academic Institutions	Torrance Unified School District	School Board President/Trustee At Large	Jasmine	Park					Torrance	CA	90501
Academic Institutions	Torrance Unified School District	School Board Vice President/Trustee At Large	Anil	Muhammed					Torrance	CA	90501
Academic Institutions	Torrance Unified School District	School Board Trustee- Area D	Betty	Lieu					Torrance	CA	90501
Academic Institutions	Torrance Unified School District	School Board Trustee- Area C	James	Han					Torrance	CA	90501
Academic Institutions	Torrance Unified School District	School Board Trustee- Area E	Don	Lee					Torrance	CA	90501
Academic Institutions	Towne Avenue Elementary School	Principal	Wendy	Sanchez					Carson	CA	90746
Academic Institutions	Virtual Academy Arts and Entertainment	Principal	Isabel	Perez					Carson	CA	90746
Academic Institutions	California State University-Dominguez Hills	Parking and Transportation Services Director	Jessica	Garcia					Carson	CA	90747
Agencies	City of Carson	Housing Project Manager	James	Nguyen					Carson	CA	90745
Agencies	City Of Carson	Director of Community Services	Michael	Whittiker					Carson	CA	90745
Agencies	City of Carson	Director of Community Development	Saieed	Naeesh							
Agencies	City of Carson	City Manager	David	Roberts					Carson	CA	90745
Agencies	City of Carson	Council Aide	Kisheen	Tulloss					Carson	CA	90745
Agencies	City of Carson	Council Aide	Brian	Legaspi					Carson	CA	90745
Agencies	City of Carson	Council Aide	Justin	Battle					Carson	CA	90745
Agencies	City of Carson	City Clerk	Khaleah	K. Bradshaw					Carson	CA	90745
Agencies	City of Carson	City Treasurer	Monica	Cooper					Carson	CA	90745
Agencies	City of Carson	Housing Project Manager	James	Nguyen					Carson	CA	90745
Agencies	City Of Carson	Transportatrion Senior Clerk	Grace	Cruz					Carson	CA	90745

Agencies	City Of Carson	Transportation manager	Jason	Jo	Carson	CA	90745
Agencies	City Of Carson	Senior Administrative Analyst	Luchie	Magante	Carson	CA	90745
Agencies	City Of Carson	Public Relations Specialist	Margie	Revilla	Carson	CA	90745
Agencies	City of Carson	City Engineer	Gilbert	Marquez	Carson	CA	90745
Agencies	City Of Carson	Accountant II	Phat	Nguyen	Carson	CA	90745
Agencies	City of Los Angeles DOT	Senior Tranportation Engineer	Eddie	Guerrero	Los Angeles	CA	90012
Agencies	City of Los Angeles DOT	Supervising Transportation Planner II	Pamela	Lee	Los Angeles	CA	90012
Agencies	City of Los Angeles DOT	Planning Performance Manager	Victor	Cortes	Los Angeles	CA	90012
Agencies	County of Los Angeles	Senior Regional Planner	Richard	Marshalian			
Agencies	County of Los Angeles Department of Public Works	Chief Deputy Director	Angela	George-Moody	Alhambra	CA	91803
Agencies	County of Los Angeles Department of Public Works	Assistant to the Assistant Director	Araceli	Ortega	Alhambra	CA	91803
Agencies	County of Los Angeles Department of Public Works	Assistant to the Assistant Director	April	Crockom	Alhambra	CA	91803
Agencies	South Coast Air Quality Management District	Deputy Executive Officer of Legislative, Public Affairs I	Derrick	Alatorre	Diamond Bar	CA	91765
Agencies	South Coast Air Quality Management District	Planning, Rule Development & Area Sources	Danielle	Soto	Diamond Bar	CA	91765
Agencies	South Coast Air Quality Management District	Deputy Executive Officer	Philip M.	Fine	Diamond Bar	CA	91765
Agencies	County of Los Angeles- Department of Public Works	Director of Public Works	Mark	Pestrella			
Agencies	County of Los Angeles- Department of Public Works	Principal Engineer	Allan	Abramson	Alhambra	CA	91802
Agencies	County of Los Angeles- Department of Public Works	Senior Civil Engineer	Inez	Yeung	Alhambra	CA	91803
Agencies	County of Los Angeles- Department of Public Works	Senior Civil Engineer	Jeff	Pletyak	Alhambra	CA	91803
Agencies	County of Los Angeles- Department of Public Works	Project Manager	Mario	Rodriguez	Alhambra	CA	91802
Agencies	County of Los Angeles- Department of Public Works	Recreation Services Supervisor	Charlotte	Robinson-Perkins	Los Angeles	CA	90001
Agencies	County of Los Angeles- Department of Public Works	Director of PLACE Program	Jean	Armbruster	Los Angeles	CA	90005
Agencies	Southern California Association of Governments	Deputy Director, Transportation	Annie	Nam	Los Angeles	CA	90017-
Agencies	Southern California Association of Governments	Executive Director	Kome	Ajise	Los Angeles	CA	90017-
Agencies	Southern California Association of Governments	Acting Director, Planning & Programs	Sarah	Jepson	Los Angeles	CA	90017-
Agencies	County of Los Angeles, CEO's Office	Senior Analyst	Hannah	Chen			
Agencies	County of Los Angeles	Transportation Planning Division	Abu	Yusuf	Alhambra	CA	91803
Agencies	County of Los Angeles	Design Division	Andrew	Ngumba	Alhambra	CA	91803
Agencies	County of Los Angeles	Public Information Assistant	Catarah	Coleman	Alhambra	CA	91803
Agencies	County of Los Angeles	Transportation and Planning	Hank	f	Alhambra	CA	91803
Agencies	County of Los Angeles	Assistant Deputy Director	Luis	Ramirez	Alhambra	CA	91803
Agencies	County of Los Angeles	Director of Regional Planning	Amy	Bodek	Cerritos	CA	90703
Agencies	County of Los Angeles	Traffic Safety and Mobility Division	Elaine	Kunitake	Hawaiian Gardens	CA	90716
Agencies	City of Los Angeles Department of Public Works	Board of Public Works Commission	Aura	Garcia	Los Angeles	CA	90012
Agencies	County of Los Angeles	Deputy Director	Joe	Mendoza	Los Angeles	CA	90061
Agencies	County of Los Angeles	Chairman	Louis E.	Skelton	Los Angeles	CA	90012
Agencies	County of Los Angeles	Consulting Engineer	Marta	Sheffield	Los Angeles	CA	90012
Agencies	County of Los Angeles	Senior Public Relations Specialist	Rafael	Villegas	Los Angeles	CA	90012
Agencies	County of Los Angeles	Water Works Division	William	Johnson	Los Angeles	CA	
Agencies	County of Los Angeles	NEPA Reviewer Transportation	Dusadef	Corhiran	San Francisco	CA	94105
Agencies	County of Los Angeles	Principal	Bianca	Siegl			
Agencies	County of Los Angeles	Transportation Planning	John	Burton			
Agencies	South Coast Air Quality Management District	Executive Officer	Wayne	Nastri	Diamond Bar	CA	91765
Agencies	South Coast Air Quality Management District	Planning Director	Myrna	De La Mora	Diamond Bar	CA	91765
Agencies	City of Los Angeles Department of Transportation	Chief of Staff	Bridget	Smith	Los Angeles	CA	90012
Agencies	City of Los Angeles Department of Transportation	West LA/Coastal Development Review	Hui M.	Huang	Los Angeles	CA	90045
Agencies	City of Los Angeles Department of Transportation	Assistant General Manager	Monique	Earl	Los Angeles	CA	90012
Agencies	City of Los Angeles Department of Transportation	General Manager	Seleta	Reynolds	Los Angeles	CA	90012
Agencies	City of Los Angeles Economic & Workforce Development Department	Assistant General Manager	Robert	Sainz	Los Angeles	CA	90017
Agencies	Caltrans District 7	Chief PIO	Lauren	Wonder	Los Angeles	CA	90012
Agencies	Caltrans District 7	Public Affairs Manager	David	White	Los Angeles	CA	90012
Agencies	Caltrans District 7	District 7 Director	Gloria	Roberts	Los Angeles	CA	90012
Agencies	Caltrans District 7	Media Relations Manager	Eric	Menjivar	Los Angeles	CA	90012
Agencies	Caltrans District 7	Public Affairs Specialist	Alisa	Almanzan	Los Angeles	CA	90012
Agencies	Caltrans District 7	PIO	Allison	Colburn	Los Angeles	CA	90012
Agencies	Caltrans District 7	PIO	Michael	Comeaux	Los Angeles	CA	90012
Agencies	Caltrans District 7	Public Affairs Specialist	Peter	Jones	Los Angeles	CA	90012
Agencies	Caltrans District 7	Caltrans Director	Tony	Tavares	Sacramento	CA	95814
Agencies	Caltrans District 7	CSL	Bryna	Content-Watkins	Los Angeles	CA	90012
Agencies	Caltrans District 7	CSL	Erik	Skindrud	Los Angeles	CA	90012
Agencies	Caltrans District 7	Senior Environmental Planner	James	Shankel	Los Angeles	CA	90012
Agencies	Caltrans District 7		Ryan	Snyder	Los Angeles	CA	90012
Agencies	Caltrans District 7	Deputy District Director	Paul	Marquez	Los Angeles	CA	90012
Agencies	Caltrans District 7	Transportation Planner	Jeff	Newman	Los Angeles	CA	90012
Agencies	Caltrans District 7	Employee Engagement Program Manager	Jenna	Dookun	Los Angeles	CA	90012
Agencies	Caltrans District 7	Administrative Deputy	Lynette	Vann	Los Angeles	CA	90012
Agencies	Caltrans District 7	District 7 Equity Program Manager	Alice	Tyree	Los Angeles	CA	90012
Agencies	Caltrans District 7	Director	Tony	Tavares	Los Angeles	CA	90012
Agencies	Caltrans District 7	District 7 Executive Liaison	Jose	Marquez	Los Angeles	CA	90012
Agencies	Caltrans District 7	Equal Employment Opportunity Analyst	Robert	Mejia	Los Angeles	CA	90012
Agencies	Caltrans District 7	Chief Deputy Director	Monica	Benavides	Los Angeles	CA	90012
Agencies	Caltrans District 7	Deputy District Director	Kelly	Ewing-Toledo	Los Angeles	CA	90012
Agencies	Los Angeles International Airport	Chief Airport Affairs Officer	Becca	Doten	Los Angeles	CA	90045
Agencies	Los Angeles International Airport	Deputy Executive Director Mobility Planning and Strat	David	Reich	Los Angeles	CA	90045
Agencies	Los Angeles International Airport	Deputy Executive Director of Operations	Doug	Webster	Los Angeles	CA	90045
Agencies	Long Beach Transit	CEO	Kenneth A.	McDonald	Long Beach	CA	90813
Agencies	Transportation Services Division				Carson	CA	90745
Agencies	City of Gardena	City Manager's Office					
Agencies	City of Gardena	City Hall					
Agencies	City of Lakewood	Communications Director	Bill	Grady			
Agencies	City of Lakewood	City Hall					
Agencies	City of Long Beach	Manager of Government Affairs	Tyler	Bonanno-Curley			
Agencies	City of Long Beach	Chief of Public Affairs Officer	Kevin	Lee			

Agencies	City of Long Beach	City Hall						
Agencies	City of Torrance	Management Associate	Jin	Chun				
Agencies	City of Torrance	Senior Interactive Communications Officer	Johnny	Romo				
Agencies	City of Torrance	City Hall						
Agencies	Anderson Park		Time	Grierson		Carson	CA	
Agencies	City of Carson Parks and Rec		Brenda			Carson	CA	
Agencies	Calas Park							
Agencies	Carriage Crest Park							
Agencies	Caron Park							
Agencies	Del Amo Park							
Agencies	Dolphin Park							
Agencies	Dominguez Park							
Agencies	Heminway Park							
Agencies	Mills Park							
Agencies	Foisia Park							
Tribal Group	Gabrielino Tongva Nation	Tribal Secretary	Sam	Dunlap		Santa Monica	CA	90401
Tribal Group	Gabrielino Tongva Nation	Tribal Chairwoman	Sandonne	Goad		Los Angeles	CA	90086
Tribal Group	Gabrielino Tongva Tribal Council of San Gabriel	Tribal Chair	Robert F.	Dorame		Bellflower	CA	90707
Tribal Group	Tongva Ancestral Territorial Tribal Nation	Tribal Administrator	John	Tommy Rosas		Marina Del Rey	CA	90292
Tribal Group	Gabrielino Tongva Nation	Tribal Chairman	Bernie	Acuna		Los Angeles	CA	90067
Tribal Group	Gabriel Tongva San Gabriel Band of Mission Indians	Chairman	Anthony	Morales		San Gabriel	CA	91775
Agencies	City of Torrance	Public Works Director	Craig	Bilezerian		Torrance	CA	90503
Agencies	City of Gardena	Public Works Director	Bruce	Pollock		Gardena	Ca	90247
Agencies	City of Long Beach	Public Works Director	Craig	Beck		Long Beach	CA	90802
Agencies	City of Carson	Public Works Director	Arlington C.	Rodgers		Gardena	CA	90248
Agencies	City of Hawthorne	Public Works Director	Alan	Leung		Hawthorne	CA	90250
Agencies	City of Hawthorne	Public Works Director/Engineer	Akbar	Farokhi		Hawthorne	CA	90250
Agencies	City of Lomita	Public Works Director	Carla	Dillon		Lomita	CA	90717
Agencies	City of Inglewood	Public Works Director	Tony	Olmos		Inglewood	CA	90301
Agencies	City of Inglewood	Public Works Director	Louis	Atwell		Inglewood	CA	90301
Agencies	City of Carson	Assistant City Manager	Robert	Lennox		Carson	CA	90745
Agencies	City of Carson	Assistant City Manager	John	Raymond		Carson	CA	90745
Agencies	City of Carson	Deputy City Manager	Tarik	Rahmani		Carson	CA	90745
Agencies	City of Carson	Finance Director	William	Jefferson		Carson	CA	90745
Agencies	City of Carson	Director of Information Technology and Security Depa	Gary	Carter		Carson	CA	90745
Agencies	City of Carson	Director of Human Resources Department	Joshua	Boudreaux		Carson	CA	90745
Agencies	California State University-Dominguez Hills	Parking and Transportation Services Director	Jessica	Garcia		Carson	CA	90747
Agencies	South Bay Council of Governments	Senior Project Manager	David	Leger		Torrance	CA	90501
Agencies	City of Carson	Economic Development Manager	Eric	Romero		Carson	CA	90745
Agencies	City of Carson	Community Development Executive Assistant	Sylvia	Rubio		Carson	CA	90745
Agencies	City of Carson	Special Project Manager (Community Development)	James	Nguyen		Carson	CA	90745
Agencies	City of Carson	Planning Manager	Chris	Palmer		Carson	CA	90745
Agencies	City of Carson	Senior Planner	Mckina	Alexander		Carson	CA	90745
Agencies	City of Carson	Senior Planner	Jarrod	Coleman		Carson	CA	90745
Business	Global Aircraft Assembly					Compton	CA	90220
Business	Howmet Aerospace					Carson	CA	90745
Business	West Coast Aerospace	Vice President	Jake	Brumby		Carson	CA	90745
Business	Goodyear Blimp Base Airport					Carson	CA	90248
Business	Porsche Experience Center					Carson	CA	90745
Business	Carson Event Center					Carson	CA	90745
Business	Double Tree by Hilton Cotel Carson					Carson	CA	90745
Business	Tower Manufacturing Company					Carson	CA	90745
Business	Vanitas Manufacturing Inc					Carson	CA	90810
Business	Victory Display & Store Fixture Manufacturing					Compton	CA	90221
Business	Ameri-chem Manufacturing Company					Carson	CA	90746
Business	eLuminaire Inc - Led Manufacturing Company					Carson	CA	90746
Business	Team Manufacturing Inc					Compton	CA	90220
Business	Serra Manufacturing Corporation					Compton	CA	90221
Business	Pepsi Bottling Group					Carson	CA	90745
Business	Ducommun Performance Center - Carson					Carson	CA	90745
Business	General Mills					Carson	CA	90746
Business	K J Quality Foods					Carson	CA	90746
Business	Cosway Co Inc					Carson	CA	90810
Business	Sheltercraft Industries					Carson	CA	90810
Business	Cal-Western Manufacturers					Carson	CA	90810
Business	Samtech International					Carson	CA	90746
Business	International Printing Museum					Carson	CA	90745
Business	Shippers Transport Express		Kevin	Baddeley		Carson	CA	90745
Business	Shippers Transport Express		Patty	Allen		Carson	CA	90745
Business	Shippers Transport Express		Yanko	Martinez		Carson	CA	90745
Business	ConGlobal Industries Inc.					Wilmington	CA	90744
Business	Defense Truck Parts					Gardena	CA	90248
Business	South Bay Pavillion	Marketing Director	Courtney	Flowers		Carson	CA	90746
Business	Dignity Health Sports Park					Carson	CA	90746
Business	Victoria Golf Course		Robert	Padilla		Carson	CA	90746
Business	Victoria Golf Course		Joseph	Jackson		Carson	CA	90746
Business	Port of Long Beach		Morgan	Caswell		Long Beach	CA	90815
Business	Port of Long Beach		Leela	Rao		Long Beach	CA	90815
Business	Port of Long Beach	Environmental Planning	Matt	Arms		Long Beach	CA	90815
Business	Port of Los Angeles		Jacob	Goldberg		San Pedro	CA	90731
Business	Port of Los Angeles		Chris	Cannon		San Pedro	CA	90731
Business	Port of Los Angeles		Tim	DeMoss		San Pedro	CA	90731
Business	Port of Los Angeles		Teresa	Pisano		San Pedro	CA	90731

Business	Port of Los Angeles		Yolanda	Mativa	San Pedro	CA	90731
Business	Port of Los Angeles		Miranda	Von Roishmandt	San Pedro	CA	90731
Business	Marathon Refinery Carson	Government Affairs manager	Victor	Ibarra	Carson	CA	90810
Business	Marathon Refinery Carson	President	Maryann	Mannen	Carson	CA	90810
Business	Marathon Refinery Carson	Senior Vice President Health, Environment, Safety and Security	James R.	Wilkins	Carson	CA	90810
Business	Marathon Refinery Carson	Executive Vice Presient Refining	Timothy J.	Aydt	Carson	CA	90810
Business	Phillips 66 Refinery				Carson	CA	90745
Business	Shell Refinery				Carson	CA	90810
Business	Watson Cogeneration Project	Project Manager	Anwar	Ali	Carson	CA	90745
Business	Cal Compact Landfill Site/RE Solutions	Principal	Maryann	Hashem	Denver	CO	80204
Business	Cal Compact Landfill Site/RE Solutions	Environmental Manager	Richard	Lesser	Denver	CO	80204
Business	Carson California Career Center				Carson	CA	90745
Business	Empire Workforce Solutions	President	Adam	Kidan	Carson	CA	90745
Business	JobSource Carson				Carson	CA	90746
Business	PriorityWorkforce Carson				Carson	CA	90745
Business	Affluent Staffing				Carson	CA	90746
Business Association	Carson Chamber of Commerce	Vice Chair of Economic Development	Michael	Stewart	Carson	CA	90746
Business Association	Carson Chamber of Commerce	Vice Chair Government Affairs	Trini	Jimenez	Carson	CA	90746
Business Association	Carson Chamber of Commerce	President/CEO	Barry	Waite	Carson	CA	90746
Business Association	Carson Chamber of Commerce	Vice Chair Strategic Initiatives	Tamala	Lewis	Carson	CA	90746
Business Association	Carson Chamber of Commerce				Carson	CA	90746
Business Association	South Bay Workforce Investment Board	Executive Director/CEO	Jan	Vogel	Hawthorne	CA	90250
Business Association	South Bay Workforce Investment Board	Regional Affairs, Marketing, and Special Projects	Chris	Cagle	Hawthorne	CA	90250
Business Association	South Bay Workforce Investment Board	Office Manager	Sha'Ron	Berry	Hawthorne	CA	90251
Business Association	South Bay Workforce Investment Board				Hawthorne	CA	90251
Business Association	Los Angeles County Business Federation (Biz Fed)	Founding CEO	Tracy	Hernandez	Commerce	CA	90040
Business Association	Los Angeles County Business Federation (Biz Fed)	President	David	Englin	Commerce	CA	90040
Business Association	Los Angeles County Business Federation (Biz Fed)	Communications Director	Julia	Deng	Commerce	CA	90040
Business Association	Los Angeles County Business Federation (Biz Fed)	Advocacy Engagement Manager	Tasia	Kieffer	Commerce	CA	90040
Business	South Bay Cities Council of Governments	Executive Director	Jacki	Bacharach	Torrance	CA	90501
Business	South Bay Cities Council of Governments	Deputy Executive Director	Kim	Fuentes	Torrance	CA	90501
Business	South Bay Cities Council of Governments	Senior Project Manager, Transportation	Aaron	Baum	Torrance	CA	90501
Business	Gallop Cycle Corporation	Sales Manager	Michael	Pikula	Carson	CA	90810
Community Group	Regional Hispanic Institute		Sandy	Cajas	Long Beach	CA	90832
Community Group	Black Women Rally for Action		Efuru	Flowers	Los Angeles	CA	90057
Community Group	Southern California Area National Council of Negro Women (SCA-NCNW)		Helena	Johnson	Los Angeles	CA	90043
Community Group	Calvary Chapel Compton		Clint	Davis	Compton	CA	90220
Community Group	The Salvation Army Red Shield Community Center		Melinda	Lankford	Los Angeles	CA	90015
Community Group	FoodCycle		Nancy	Beyda	Los Angeles	CA	90028
Community Group	Streets Are For Everyone		Damian	Kevitt	Los Angeles	CA	90027
Community Group	Unearth and Empower Communities		Sara	Bomani	Compton	CA	90221
Community Group	HQ - Mexican American Opportunity Foundation (M.A.O.F.)		Dr. Ciriaco	Pinedo	Commerce	CA	90040
Community Group	Compton Advocates Coalition		Candace Leos	Valdepena	Compton	CA	90220
Community Group	Mujeres Unidas Sirviendo Activamente (MUSA)		Maricela	Parga	South Gate	CA	90723
Community Group	COFEM-Consejo de Federaciones Mexicanas		Francisco J	Moreno	Los Angeles	CA	90012
Community Group	Healing Thru Rhythm	President/Founder	Renee	Allen	Carson	CA	90749
Community Group	Healing Thru Rhythm	Board Member	Jennette	Bolden	Carson	CA	90749
Community Group	Carson Bicycle Coalition		Ray			CA	
Community Group	Bike LA	Executive Director	Eli	Kaufman	Culver City	CA	90232
Community Group	National Cycling Association (at Dignity Health Sports Park)				Carson	CA	90746
Community Group	Carson Schwinn Cyclery		John	Schwinn	Carson	CA	90745
Community Group	Velo Sports Center (At Dignity Health Park)				Carson	CA	
Community Group	Pacific Cycles				Wilmington	CA	90744
Community Group	Smith's Cycle				Lomita	CA	90717
Community Group	Biking Bicycle Garage				Carson	CA	90746
Community Group	Los Angeles County Community Resource Center		Monique	King-Viehland	Whittier	CA	90605
Community Group	Los Angeles County Community Resource Center		Otto	Solorzano	Whittier	CA	90605
Community Group	Earthjustice	Senior Attorney	Fernando	Gaytan	Los Angeles	CA	90017
Community Group	EarthJustice	Senior Attorney	Adrian	Martinez	Los Angeles	CA	90017
Community Group	Tower of Faith Evangelistic Church		Darrell	Carter	Compton	CA	90221
Community Group	Avance Latino	Program Director	Josh	Rincon	Los Angeles	CA	90022
Community Group	Glory Christian Fellowship	Pastor	Alton	Trimble	Carson	CA	90745
Community Group	Truth and Love Christian Church	Pastor	Walter	Tucker	Carson	CA	90746
Community Group	The Way - The Church	Bishop	W. A.	Garrett	Inglewood	CA	90306
Community Group	Masada Homes	Co-CEO	James	Wind	Carson	CA	90248
Community Group	Masada Homes	Co-CEO	John	Hatakeyama	Carson	CA	90248

Community Group	Masada Homes	Director of Full-Service Partnerships and Enhanced Care Management	Tiffany	Flood		Carson	CA	90248
Community Group	City of Carson Community Workshop	Event Services Coordinator	Stephanie	Martinez		Carson	CA	
Community Group	Carson Community Civic Action Coalition							
Community Group	Boys and Girls Club of Carson	CEO	Kim	Richards		Carson	CA	90810
Community Group	Boys and Girls Club of Carson	Director of Strategic Partnerships	Diana	Medel		Carson	CA	90810
Community Group	The Rotary Club of Carson Gardena Dominguez	President	Jeremy	Brown				
Community Group	The Rotary Club of Carson Gardena Dominguez	President Elect	Kate	Nutting				
Community Group	Gardena-Carson Family YMCA	Senior Vice President of California YMCA Youth & Gov	Lisa	Van Ignen Pope		Gardena	CA	90248
Community Group	American Youth Soccer Organization	National President	Michael	Karon		Torrance	CA	90502
Community Group	American Youth Soccer Organization	Secretary	Margie	Close		Torrance	CA	90502
Community Group	American Youth Soccer Organization	National Board Member	Michael	Cassidy		Torrance	CA	90502
Community Group	South Bay Center for Counseling	Executive Director	Colleen	Mooney		Wilmington	CA	90744
Community Group	South Bay Center for Counseling	Director of Communications	Rodney	Moss		Wilmington	CA	90744
Community Group	YWCA of Greater Los Angeles	CEO	Lori	Carmona		Los Angeles	CA	90015
Community Group	YWCA of Greater Los Angeles	CFO	Ruby	Yuen		Los Angeles	CA	90015
Community Group	YWCA of Greater Los Angeles	Senior Program Administrator, Empowerment Services	Barbara	Harper		Los Angeles	CA	90015
Community Group	Switzer Learning Center	CEO	Jeremy	Deming		Torrance	CA	90501
Community Group	Switzer Learning Center	Director of People and Culture	Sylvia	Landaverde		Torrance	CA	90501
Community Group	Switzer Learning Center	Chief Advancement Officer	Talia	Sandoval		Torrance	CA	90501
Community Group	Sandpipers	President Elect	Dayna	Bubenicek		Hermosa Beach	CA	90254
Community Group	Family Promise South Bay	Executive Director	Jocelyn	De La Rosa		Torrance	CA	90503
Community Group	Let Girls Be Great Foundation					Redondo Beach	CA	90278
Community Group	Hope For Everyone Foundation					Bellflower	CA	90706
Community Group	King Harbor Youth Foundation	Director	Roger	O'Connor		Torrance	CA	90505
Community Group	The Lovejoy Foundation, Inc.					Inglewood	CA	90301
Community Group	Miracle Mile South Bay					El Segundo	CA	90245
Community Group	NextStep	Director (Los Angeles)	Joel	Wagner		Lawndale	CA	90260
Community Group	Q Faith Community					Torrance	CA	90503
Community Group	Richstone Family Center	President/CEO	Roger	Van Remmen		Hawthorne	CA	90250
Community Group	South Bay Food Initiative	CEO	Ryan	Rossow				
Community Group	South Bay LGBTQ Center					Torrance	CA	90504
Community Group	South Bay Mo Bros					Gardena	CA	90248
Community Group	Teaching Green	Founder and Executive Director	Kathleen	Jacecko		Redondo Beach	CA	
Community Group	PFLAG Manhattan Beach/ South Bay	Board Member	Wendy	Warren		Manhattan Beach	CA	90266
Community Group	South Bay Adult School	Director	Suzanne	Webb		Manhattan Beach	CA	90266
Community Group	South Bay Outreach Center	Director	Donna	Quirk				
Community Group	South Bay Literacy Council	Director	Marynell	Hadrych				
Community Group	National Alliance in Mental Illness	Executive Director	Traute	Winter				
Community Group	Yarn Angels South Bay	Founder and Executive Director	Anna					
Community Group	South Bay Wildlife Rehab	Founding Director	Ann	Lynch		Long Beach	CA	90802
Community Group	HPP Cares	Stakeholder Relations and Outreach	Mpume	Nyandu		Long Beach	CA	90808
Community Group	Urban Outreach Nurses	CEO	Joy	Smith		Compton	CA	90220
Community Group	YWCA of Greater Los Angeles	Executive Chief Officer	Brena	Robinson		Los Angeles	CA	90015
Community Group	F.A.C.E		Myeoshe'	Edwards		Los Angeles	CA	90010
Community Group	Carribean American Heritage Foundation		Windsor	Valcinus		Long Beach	CA	90814
Community Group	Ultimate Restoration Unlimited		Teresa	McDonald		Los Angeles	CA	90007
Community Group	Bike LA		Eli	Kaufman			CA	
Community Group	Audobon		Evelyn	Serrano		Los Angeles	CA	90031
Community Group	Fathers and Mothers Who Care		Junisa	Dailey		Los Angeles	CA	90044
Community Group	Streets for All		Meredith	Starkman		Los Angeles	CA	90036
Community Group	A New Way of Life		Natasha	White		Los Angeles	CA	90002
Community Group	United States Veterans Initiative		Monique	Arrington		Inglewood	CA	90301
Community Group	Fly Like an Angel Outreach Inc.		Jolly	Glover		Long Beach	CA	90804
Community Group	World Food Bank, Asian Americans for Housing and Environmental Justice		Deen	Zadi		Wilmington	CA	90744
Community Group	RGE Cares		James	Knox				
Community Group	Organizacion de Tlaxcaltecas USA INC		Juan	Tapia		Los Angeles	CA	
Community Group	South Bay Workforce Investment Board (SBWIB) Carson AJCC Business and Career Center		Cheryll	Cooks		Carson	CA	90745
Community Group	South Bay Center For Counseling		Colleen	Mooney				
Community Group	Car-Lite Long Beach		Kurt	Canfield				
Community Group	South Bay LGBTQ Center		Alphonzo	Hicks		Torrance	CA	90504
	Carson Event Center		Michele	Ledesma		Carson	CA	90745
Elected Official	City of Carson	Mayor	Lula	Davis-Holmes		Carson	CA	90745
Elected Official	City of Carson	Mayor Pro Tempore, Council Member District 1	Jawane	Hilton		Carson	CA	90745
Elected Official	City of Carson	Council Member, District 3	Cedric	L. Hicks, Sr.	310-952-1700 Ext. 1712	Carson	CA	90745
Elected Official	City of Carson	Council Member, District 2	Jim	Dear		Carson	CA	90745
Elected Official	City of Carson	Council Member, District 4	Arleen	Bocatija Rojas		Carson	CA	90745
Elected Official	City of LA Council District 15- Office of Councilmember Tim McOsker	Councilmember	Tim	McOsker		Los Angeles	CA	90502
Elected Officials Staff	City of LA Council District 15- Office of Councilmember Tim McOsker	Commuications Director	Sophie	Gilchrist		Los Angeles	CA	90502
Elected Officials Staff	City of LA Council District 15- Office of Councilmember Tim McOsker	Planning Director	Pamela	Thornton		Los Angeles	CA	90502

Elected Officials Staff	City of LA Council District 15- Office of Councilmember Tim McOsker	Wilmington District Director	Alex	Rodriguez	[redacted]	Los Angeles	CA	90502
Elected Officials Staff	City of LA Council District 15- Office of Councilmember Tim McOsker	District Director	Erika	Velazquez	[redacted]	Los Angeles	CA	90502
Elected Official	Office of Assemblymember Mike Gipson- District 65	Assemblymember	Mike	Gipson	[redacted]	Gardena	CA	90248
Elected Officials Staff	Office of Assemblymember Mike Gipson- District 66	District Director	Maya	Douglas	[redacted]	Gardena	CA	90248
Elected Officials Staff	Office of Assemblymember Mike Gipson- District 66	Communications Director	Kathy	Williamson	[redacted]	Gardena	CA	90248
Elected Officials Staff	Office of Assemblymember Mike Gipson- District 66	Field Representative	Moises	Aglipay	[redacted]	Gardena	CA	90248
Elected Officials Staff	Office of Assemblymember Mike Gipson- District 66	Field Representative	Deon	Arnold	[redacted]	Gardena	CA	90248
Elected Officials Staff	Office of Assemblymember Mike Gipson- District 66	Principal Assistant	Bianey	Mercado-Guzman	[redacted]	Gardena	CA	90248
Elected Official	Office of Assemblymember Mike Gipson- District 66	Assemblymember	Mike	Gipson	[redacted]	Gardena	CA	90248
Elected Official	Office of Congressman Ted Lieu- District 36	Congressman	Ted	Lieu	[redacted]	Manhattan Beach	CA	90266
Elected Officials Staff	Office of Congressman Ted Lieu- District 36	Deputy Chief of Staff	Nicholas	Rodriquez	[redacted]	Manhattan Beach	CA	90266
Elected Officials Staff	Office of Congressman Ted Lieu- District 36	Deputy District Director	Janet	Turner	[redacted]	Manhattan Beach	CA	90266
Elected Official	Office of Congresswoman Maxine Waters- District 43	U.S. Congresswoman	Maxine	Waters	[redacted]	Hawthorne	CA	90250
Elected Officials Staff	Office of Congresswoman Maxine Waters- District 43	Special Projects Director	Hamilton	Cloud	[redacted]	Hawthorne	CA	90250
Elected Officials Staff	Office of Congresswoman Maxine Waters- District 43	District Chief of Staff	Stephanie	Moore	[redacted]	Hawthorne	CA	90250
Elected Officials Staff	Office of Congresswoman Maxine Waters- District 43	District Director	Blanca	Jimenez	[redacted]	Hawthorne	CA	90250
Elected Officials Staff	Office of Congresswoman Nanette Diaz Barragán- District 44	Chief of Staff	Liam	Forsythe	[redacted]	Carson	CA	90745
Elected Officials Staff	Office of Congresswoman Nanette Diaz Barragán- District 44	Legislative Director	Matt	Deronga	[redacted]	Carson	CA	90745
Elected Officials Staff	Office of Congresswoman Nanette Diaz Barragán- District 44	Communications Director	Katie	Burns	[redacted]	Carson	CA	90745
Elected Officials Staff	Office of Congresswoman Nanette Diaz Barragán- District 44	Scheduler, Executive Assistant	Nadine	Barragán	[redacted]	Carson	CA	90745
Elected Official	Office of Congresswoman Nanette Diaz Barragán- District 44	Congresswoman	Nanette	Diaz Barragán	[redacted]	Carson	CA	90745
Elected Official	Office of Congresswoman Nanette Diaz Barragán- District 44	Congresswoman	Nanette	Diaz Barragán	[redacted]	Carson	CA	90745
Elected Official	Office of Senator Alex Padilla	U.S. Senator	Alex	Padilla	[redacted]	Los Angeles	CA	95814
Elected Officials Staff	Office of Senator Alex Padilla	Communications Director	Tess	Whittlesey	[redacted]	Los Angeles	CA	95814
Elected Officials Staff	Office of Senator Alex Padilla	Press Secretary	Vanessa	Valdivia	[redacted]	Los Angeles	CA	95814
Elected Official	Office of Senator Laphonza Butler	U.S. Senator	Laphonza	Butler	[redacted]	Los Angeles	CA	90025
Elected Officials Staff	Office of Senator Laphonza Butler	Communications Director	Audrey	Lopez	[redacted]	Los Angeles	CA	90025
Elected Official	Office of State Senator Steven Bradford- Senate District 35	CA State Senator	Steven	Bradford	[redacted]	Inglewood	CA	90301
Elected Officials Staff	Office of State Senator Steven Bradford- Senate District 35	Chief of Staff	Carolyn	McIntyre	[redacted]	Inglewood	CA	90301
Elected Officials Staff	Office of State Senator Steven Bradford- Senate District 35	Legislative Director	Christopher	Morales	[redacted]	Inglewood	CA	90301
Elected Officials Staff	Office of State Senator Steven Bradford- Senate District 35	Communications Director	Jerome	Parra	[redacted]	Inglewood	CA	90301
Elected Officials Staff	Office of State Senator Steven Bradford- Senate District 35	Policy Analyst	Austin	Panush	[redacted]	Inglewood	CA	90301
Elected Officials Staff	Office of State Senator Steven Bradford- Senate District 35	Scheduler	Gabriela	Diaz	[redacted]	Inglewood	CA	90301
Elected Official	Office of State Senator Steven Bradford- Senate District 35	CA State Senator	Steven	Bradford	[redacted]	Inglewood	CA	90301
Elected Official	Office of Supervisor Holly J Mitchell- 2nd District	LA County Supervisor	Holly J.	Mitchell	[redacted]	Torrance	CA	90205
Elected Officials Staff	Office of Supervisor Holly J Mitchell- 2nd District	Deputy, Environmental Justice	Francisco	Lopez	[redacted]	Torrance	CA	90205
Elected Officials Staff	Office of Supervisor Holly J Mitchell- 2nd District	Deputy, Transportation & Infrastructure	Karishma	Shamdasani	[redacted]	Torrance	CA	90205
Elected Officials Staff	Office of Supervisor Holly J Mitchell- 2nd District	Chief of Staff	Fredericka	McGee	[redacted]	Torrance	CA	90205
Emergency Responders	Los Angeles County Fire Dept. Station 127				[redacted]	Carson	CA	90810
Emergency Responders	Los Angeles County Fire Dept. Station 36				[redacted]	Carson	CA	90745
Emergency Responders	Los Angeles County Sheriff's Department - Carson Station		Damon	Jones	[redacted]	Carson	CA	90745
Health Organizations	Harbor-UCLA Medical Center	CEO	Nina	Park	[redacted]	Torrance	CA	
Interested Party	Pronto Income Tax		Sonia	Lugo	[redacted]	Carson	CA	90745
Interested Party	Us Law Center		Sajay	Sobit	[redacted]	Carson	CA	90745
Interested Party	GOLDEN STITCH ALTERATIONS		Aguie	Jaxx	[redacted]	Carson	CA	90745
Interested Party	Hinds Insurance Agency			Mailbox	[redacted]	Carson	CA	90745
Interested Party	Carson Library		C	Mariko	[redacted]	Carson	CA	90745
Interested Party	Auntie Mailes Hawiian			Mailbox	[redacted]	Torrance	CA	90502
Interested Party	Best Buy			Mailbox	[redacted]	Torrance	CA	90502
Interested Party	Stakeholder List		Daisy	Bermudez	[redacted]	Carson	CA	90745
Interested Party	Vets Searing			Mailbox	[redacted]	Carson	CA	90745
Interested Party	1st Choice Real Estate & Investments		Clyde G	Sparrow	[redacted]	Carson	CA	90745
Interested Party	Vets Securing America			Mailbox	[redacted]			
Interested Party	Hamilton Café		Mimi	Yoon	[redacted]	Torrance	CA	90502
Interested Party	Stakeholder List		Nate	Wilson	[redacted]	Torrance	CA	90502
Interested Party	Trimark USA		Esteban	Aguirre	[redacted]	Torrance	CA	90502
Interested Party	Stakeholder List			Mailbox	[redacted]	Torrance	CA	90502
Interested Party	M Fire Suppression		Fred	Roberts	[redacted]	Torrance	CA	90502
Interested Party	M Fire Suppression		Avo	Avo	[redacted]	Torrance	CA	90502
Interested Party	M Fire Suppression		Morgan	Delijani	[redacted]	Torrance	CA	90502
Interested Party	Brandie South Bay		Brandie	Mailbox	[redacted]			
Interested Party	BCBP USA West Region		Mariza	Cordeta	[redacted]			
Interested Party	South Bay Cities Council of Governments		Jacki	Bacharach	[redacted]			
Interested Party	South Bay Cities Council of Governments		Anne	Tsai	[redacted]			
Interested Party	Environmental Protection Agency		Elise	Ruiz	[redacted]			
Interested Party	City of Carson		Margie	Revilla-Garcia	[redacted]			
Interested Party	City of Carson		Gilbert	Marquez	[redacted]			
Interested Party	Metro		Nicole	Hernandez	[redacted]			
Interested Party	City of Carson		Arlington	Rodgers	[redacted]			
Interested Party	Stakeholder List		Holly	Osborne	[redacted]			
Interested Party	Iona Work Spaces		Neslly	Herrera	[redacted]			
Interested Party	Streets LA		Joe	Linton	[redacted]			
Interested Party	Stakeholder List		Ray	Aldridge	[redacted]			
Interested Party	Caltrans		Mohammed	Chowdhury	[redacted]			
Interested Party	GPA Consulting		Richard	Galvin	[redacted]			
Interested Party	Arellano Associates		Edgar	Gutierrez	[redacted]			
Interested Party	City of Carson		Erica	Guico	[redacted]			
Interested Party	Metro		Adam	Sayad	[redacted]			
Interested Party	Stakeholder List		Karl	Eggers	[redacted]			
Interested Party	City of Carson		John	Merrill	[redacted]			

Interested Party	Metro		Fulgene	Asuncion			
Interested Party	Metro		Lily	Foster			
Interested Party	Stakeholder List		Roye	Love			
Interested Party	Caltrans		Alisa	Almanzan			
Interested Party	City of Los Angeles		Doug	Mensman			
Interested Party	South Bay Workforce investment Board		Cheryll	Cooks			
Interested Party	City of Carson		Arleen	Rojas			
Interested Party	Stakeholder List		Jackson	Hurst			
Interested Party	Stakeholder List		robert	morton			
Interested Party	Resolution Dev		Richard	Lesser			
Interested Party	Mark Thomas		Corie	Lahr			
Interested Party	Los Angeles County Board of Supervisors		Anne	Yoon			
Interested Party	Stakeholder List		greta	price			
Interested Party	Planet Fitness				Carson	CA	90745
Interested Party	City of Carson		Gloria	Dacus	Carson	CA	90746
Interested Party	City of Carson		Gilbert	Marquez			
Interested Party	Resident		Royu	Loru			
Interested Party	Senate District 2		Alfonso	Ruiz			
Interested Party	Carson Chamber of Commerce		Michael	Stewart	Carson,	CA	90746
Interested Party	Aide to Councilmember Cedric Hicks		Cac	Le	Carson,	CA	90745
Interested Party	APCI		Javier V.	Diaz	Westminster	CA	92683
Interested Party	City of Carson		John	Merrill			
Interested Party	Stakeholder List		Daisy	Valdez			
Interested Party	FACE		Myeoshe'	Edwards			
Interested Party	FACE		Rosie	Orejuela			
Interested Party	Carson Bicycle Coalition		Ray	Aldridge			
Interested Party	Office of Assemblymember Gipson		Daniel	Hom			
Interested Party	Resident		Holly	Osborn			
Interested Party	FACE		Miracle	Enyoghwerho			
Interested Party	Stakeholder List		Dianne	Thomas			
Interested Party	Carson City Council		Cedrick	Hicks			
Interested Party	Stakeholder List		Bet	Getalot	Gardena	CA	90299
Interested Party	Stakeholder List		Imez	Ballinger	Van Nuys	CA	91405
Interested Party	Stakeholder List		C.	Collins			
Interested Party	Stakeholder List		K.	Gregory			
Interested Party	Lions International (District 4- L3)		Jennifer	Cho			
Interested Party	Stakeholder List		Iroba	Cordero			
Interested Party	Stakeholder List		Brendelette	Reynes			
Interested Party	Stakeholder List		Steve	Makshanoff			
Interested Party	Stakeholder List		Javaid	Bhat			
Interested Party	Stakeholder List		Leticia	Sandez			
Interested Party	Stakeholder List		Rosario	Mauns	Gardena	CA	90347
Interested Party	Stakeholder List		Zoila	Zecera			
Interested Party	Lions Club		Misa	Kanonas			
Interested Party	Stakeholder List		Rose	Carlos			
Interested Party	Stakeholder List		Flor	Alfaro			
Interested Party	Stakeholder List		Grace	Jalehera			
Interested Party	Stakeholder List		Ken	Rillen			
Interested Party	Stakeholder List		Joshua	Diaz			
Interested Party	Stakeholder List		Fumio	Levara			
Interested Party	Stakeholder List		Mara	Lem			
Interested Party	Stakeholder List		Barbara	Nishimura			
Interested Party	Stakeholder List		Ray	Pelaez			
Interested Party	Stakeholder List		Donna	Hesse			
Interested Party	Stakeholder List		Robyn	S			
Interested Party	Stakeholder List		Miriam	Mejia			
Interested Party	Stakeholder List		Desiree	Young			
Interested Party	Stakeholder List		Maribel	Palza			
Interested Party	Stakeholder List		Deidre	Sumler			
Interested Party	Stakeholder List		Cathie	Yamaguchi			
Interested Party	Stakeholder List		Coral	Hernandez			
Interested Party	Stakeholder List		Charity	Johnson			
Interested Party	Stakeholder List		Esther	Arguiano			
Interested Party	Stakeholder List		Kinishia				
Project Team	Arellano Associates	Director of Projects	Edgar	Gutierrez	Chino Hills	CA	91709
Project Team	Arellano Associates	Deputy Project Manager	Yvette	Ximenez	Chino Hills	CA	91709
Project Team	Arellano Associates	Senior Project Coordinator	Matt	Evans	Chino Hills	CA	91709
Project Team	Arellano Associates	Assistant Project Coordinator	Bengy	Mitchell	Chino Hills	CA	91709
Project Team	Arellano Associates	Assistant Project Coordinator	Mikayla	Mitchell	Chino Hills	CA	91710
Project Team	Arellano Associates	Project Manager	Laura	Herrera	Chino Hills	CA	91710
Project Team	HDR	Engineering Lead	Garrett	Kaya	Santa Ana	CA	92705
Project Team	HDR	Project Manager	Michael	Hynes	Santa Ana	CA	92705
Project Team	Metro	Manager, Transportation Planning	Lourdes	Kriste	Los Angeles	CA	90012
Project Team	Metro	Director, Community Relations	Mark	Dierking	Los Angeles	CA	90012
Project Team	Metro	Interim Project Manager	Robert	Machuca	Los Angeles	CA	90012
Project Team	Metro		Kevin	Pascasio	Los Angeles	CA	90012
Project Team	Metro		Nicole	Hernandez	Los Angeles	CA	90012
Project Team	Metro		Natalie	Brim	Los Angeles	CA	90012
Project Team	GPA Consulting.com		Richard	Galvin	Los Angeles	CA	90012
Project Team	HDR		Michael	Hynes			
Project Team	Caltrans		Eden	Kim			
Project Team	Caltrans		Mohammed	Chowdhury			
Project Team	Caltrans		Anthony	Kim			

Project Team	Caltrans		Anthony	Ng	[redacted]	
Project Team	Caltrans		Joseph	Reynoza		
Project Team	Caltrans		Kin	Seng Qong		
Project Team	Caltrans		Kimberly	Terriquez		
Project Team	Caltrans		Karl	Price		
Project Team	Caltrans		Henry	Jones		
Project Team	Caltrans		Richard	Hartzell		
Project Team	Caltrans		Faramarz	Gerami		
Project Team	Caltrans		George	Olguin		
Project Team	Caltrans		Godfrey	Nzeogu		
Project Team	Caltrans		Carlos	Barrientos		
Project Team	Caltrans		Wing	Y Lee		
Project Team	Caltrans		Wayne	Lee		
Project Team	Caltrans		Steven	Johnson		
Project Team	Caltrans		Shant	Ohannessian		
Project Team	Caltrans		Shao-Chiang	Liu		
Project Team	Caltrans		Zeljko	Sumera		
Project Team	Caltrans		Denis	Katayama		
Project Team	Caltrans		Danny	Luong		
Project Team	Caltrans		Sheik	M Mouinuddin		
Project Team	Caltrans		Candace	Fung		
Project Team	Caltrans		Anh	Nguyen		
Project Team	Caltrans		Fatemeh	Ansari		
Project Team	Caltrans		Ricky	Lee		
Project Team	Caltrans		Min	Kim		
Project Team	Caltrans		Samuel	Gallardo		
Project Team	Metro		Roberto	Machuca		
Project Team	HDR		Garrett	Kaya		
Project Team	Fehr and Peers		Anna	Luo		
Project Team	EGP Consulting	CEO/Principal Environmental Planner	Angie	Kung		
Project Team	HDR		Douglas	Smith		
Project Team	City of Carson		Kenneth	Young		

Appendix C.2: Metro Project Outreach List (Salesforce)

Metro Caltrans

I-405 from Wilmington Av to Main St Improvements Project
Appendix C.2 Metro Project Outreach List (Salesforce)

Source	Salutation	First Name	Last Name	Formal Title	Organization	Organizational Title	Email	Phone	Address	City	State	Zip
DB	Ms.	Eliza S.	Muhammad	Principal	232nd Place Elementary School					Carson	CA	90745
DB	Ms.	Sonia	Buenrostro	Principal	Academies of Education and Empowerment at Carson High School					Carson	CA	90745
DB	Ms.	Aracely	Martinez	Principal	Academy of Medical Arts at Carson High					Carson	CA	90745
DB	Ms.	Stephanie	Austin	Principal	Ambler Avenue Elementary School					Carson	CA	90746
DB	Ms.	Jenaro	Torres	Principal	Andrew Carnegie Middle School					Carson	CA	90745
DB	Ms.	Salwa	Gibson	Assitant Principal	Andrew Carnegie Middle School					Carson	CA	90745
DB	Ms.	Emily	Barbee	Principal	Annalee Avenue Elementary School					Carson	CA	90746
DB	Ms.	Lauren	Huanosto	Assitant Principal	Bonita Street Elementary School					Carson	CA	90745
DB	Mr.	Leonel	Villareal	Assitant Principal	Bonita Street Elementary School					Carson	CA	90745
DB	Ms.	Ursula	Martin	Principal	Broadacres Avenue Elementary School					Carson	CA	90746
DB	Mr	Daniel	Yu	Assistant Principal	California Academy of Mathematics and Science School					Carson	CA	90747
DB	Ms.	Kimberly	Johnson-Agulto	Counselor	California Academy of Mathematics and Science School					Carson	CA	90747
DB	Ms.	Linda	Ramos	College & Career Advisor	California Academy of Mathematics and Science School					Carson	CA	90747
DB	Ms.	Elizabeth	Rivera	School Social Worker	California Academy of Mathematics and Science School					Carson	CA	90747
DB	Ms.	Jacqueline	Ocampo	Banker	California Academy of Mathematics and Science School					Carson	CA	90747
DB	Mr.	Justin	Gammage	Chief of Staff	California State University, Dominguez Hills (CSUDH)					Carson	CA	90747
DB	Mr.	Mason	Stockstill	Director of Communications	California State University, Dominguez Hills (CSUDH)					Carson	CA	90747
DB	Ms.	Kandis	Newman	Communications Support Coordinator	California State University, Dominguez Hills (CSUDH)					Carson	CA	90747
DB	Mr.	Kirk	Nascimento	Principal	Caroldale Learning Community					Carson	CA	90745
DB	Mr.	Kirk	Nascimento	Principal	Caroldale Learning Community					Carson	CA	90745
DB	Ms.	Diana	Faatai	Principal	Carson Senior High					Carson	CA	90747
DB	Ms.	Dolores	Lopez	Assistant Principal	Carson Senior High					Carson	CA	90747
DB	Ms.	Gemma	Kiyuna	Assistant Principal	Carson Senior High					Carson	CA	90747
DB	Mr.	Shane	Riddle	Assistant Principal	Carson Senior High					Carson	CA	90747
DB	Mr.	Martin	Leon	Principal	Carson Street Elementary School					Carson	CA	90745
DB	Ms.	Madeline V.	Gygli	Principal	Carson-Gore Academy of Environmental Studies					Los Angeles	CA	90018
DB		Hoff	Brooks	Principal	Catskill Avenue Elementary School					Carson	CA	90745
DB	Ms.	Darin	Brawley	Superintendent	Compton Unified School District					Compton	CA	90221
DB	Ms.	Arlynn	Villamor	Administrator - Curriculum and Instruction	Compton Unified School District					Compton	CA	90221
DB	Mr.	Nathaniel	Holt	Chief Facilities Officer	Compton Unified School District					Compton	CA	90221
DB	Ms.	Amber	McKinney	Principal	Curtiss Middle School					Carson	CA	90746
DB	Ms.	Hanna	Zaid	Principal	Del Amo Elementary School					Carson	CA	90745
DB	Ms.	Marie	Marcial	Principal	Dolores Street Elementary School					Carson	CA	90745
DB	Ms.	Lauren	Huanosto	Assistant Principal	Dominguez Elementary School					Long Beach	CA	90810
DB	Ms.	Jaiyawanda	Gant	Principal	Eagle Tree Continuation					Carson	CA	90747
DB	Ms.	Jaiyawanda	Gant	Principal	Eagle Tree High School					Carson	CA	90746
DB	Ms.	Amber	McKinney	Principal	Glenn Hammond Curtiss Middle School					Carson	CA	90746
DB	Ms.	Camellia	Hudley	Principal	Leapwood Avenue Elementary School					Carson	CA	90746
DB	Ms.	Maria Isabel	Lopez	School Board Member- District 1	Long Beach Unified School District					Long Beach	CA	90810
DB	Mr.	Erik	Miller	School Board Member- District 2	Long Beach Unified School District					Long Beach	CA	90810
DB	Dr.	Juan	Benitez	School Board Member- District 3	Long Beach Unified School District					Long Beach	CA	90810
DB	Mr.	Douglas	Otto	School Board Member- District 4	Long Beach Unified School District					Long Beach	CA	90810
DB	Ms.	Diana	Craighead	School Board Member- District 5	Long Beach Unified School District					Long Beach	CA	90810
DB	Ms.	Leslie	Fernandez	Assistant to the President	Los Angeles Harbor College					Wilmington	CA	90744
DB	Mr.	Alberto	Carvalho	Superintendent	Los Angeles Unified School District					Los Angeles	CA	90017
DB	Mr.	David	Hart	CFO	Los Angeles Unified School District					Los Angeles	CA	90017
DB	Dr.	George	Mckenna	School Board Member- District 1	Los Angeles Unified School District					Los Angeles	CA	90017
DB	Dr.	Rocio	Riveras	School Board Member- District 2	Los Angeles Unified School District					Los Angeles	CA	90017
DB	Mr.	Scott	Schmerelson	School Board Member- District 3	Los Angeles Unified School District					Los Angeles	CA	90017
DB	Mr.	Nick	Mailbox	School Board Member- District 4	Los Angeles Unified School District					Los Angeles	CA	90017
DB	Ms.	Jackie	Goldberg	School Board Member- District 5	Los Angeles Unified School District					Los Angeles	CA	90017
DB	Ms.	Kelly	Gonez	School Board Member- District 6	Los Angeles Unified School District					Los Angeles	CA	90017
DB	Ms.	Tanya	Ortiz Franklin	School Board Member- District 7	Los Angeles Unified School District					Los Angeles	CA	90017
DB		Zekeriya	Ocel	Principal	Magnolia Science Academy 3					Carson	CA	90746
DB	Ms.	Tonjuana	McKinney	Principal	Ralph Bunche Elementary School					Carson	CA	90746
DB	Ms.	Keri	Lew	Principal	Rancho Dominguez Prep School					Long Beach	CA	90810
DB	Sister	Mary	John	Principal	St. Philomena Catholic School					Carson	CA	90745
DB	Ms.	Nancy	Sequeira	School Secretary	St. Philomena Catholic School					Carson	CA	90745
DB	Ms.	Marva	Woods	Principal	Stephen M. White Middle School					Carson	CA	90745
DB	Ms.	Jasmine	Park	School Board President/Trustee At Large	Torrance Unified School District					Torrance	CA	90501
DB	Dr.	Anil	Muhammed	School Board Vice President/Trustee At Large	Torrance Unified School District					Torrance	CA	90501
DB	Ms.	Betty	Lieu	School Board Trustee- Area D	Torrance Unified School District					Torrance	CA	90501
DB	Mr.	James	Han	School Board Trustee- Area C	Torrance Unified School District					Torrance	CA	90501
DB	Mr.	Don	Lee	School Board Trustee- Area E	Torrance Unified School District					Torrance	CA	90501
DB	Ms.	Wendy	Sanchez	Principal	Towne Avenue Elementary School					Carson	CA	90746
DB	Ms.	Isabel	Perez	Principal	Virtual Academy Arts and Entertainment					Carson	CA	90746
DB	Mr.	James	Nguyen	Housing Project Manager	City of Carson					Carson	CA	90745
DB	Mr.	Michael	Whittiker	Director of Community Services	City Of Carson					Carson	CA	90745
DB	Mr.	Saieed	Naaseh	Director of Community Development	City of Carson							
DB	Mr.	David	Roberts	City Manager	City of Carson					Carson	CA	90745
DB	Ms.	Kisheen	Tulloss	Council Aide	City of Carson					Carson	CA	90745
DB	Mr.	Brian	Legaspi	Council Aide	City of Carson					Carson	CA	90745
DB	Mr.	Justin	Battle	Council Aide	City of Carson					Carson	CA	90745
DB	Dr.	Khaleah	K. Bradshaw	City Clerk	City of Carson					Carson	CA	90745
DB	Ms.	Monica	Cooper	City Treasurer	City of Carson					Carson	CA	90745
DB	Mr.	James	Nguyen	Housing Project Manager	City of Carson					Carson	CA	90745
DB	Ms.	Grace	Cruz	Transportatrion Senior Clerk	City Of Carson					Carson	CA	90745
DB	Mr.	Jason	Jo	Transportation manager	City Of Carson					Carson	CA	90745
DB	Ms.	Luchie	Magante	Senior Administrative Analyst	City Of Carson					Carson	CA	90745
DB	Ms.	Margie	Revilla	Public Relations Specialist	City Of Carson					Carson	CA	90745
DB	Mr.	Gilbert	Marquez	City Engineer	City of Carson					Carson	CA	90745
DB		Phat	Nguyen	Accountant II	City Of Carson					Carson	CA	90745
DB	Mr.	Eddie	Guerrero	Senior Tranportation Engineer	City of Los Angeles DOT					Los Angeles	CA	90012
DB	Ms.	Pamela	Lee	Supervising Transportation Planner II	City of Los Angeles DOT					Los Angeles	CA	90012
DB	Mr.	Victor	Cortes	Planning Performance Manager	City of Los Angeles DOT					Los Angeles	CA	90012
DB	Mr.	Richard	Marshalian	Senior Regional Planner	County of Los Angeles							
DB	Ms.	Angela	George-Moody	Chief Deputy Director	County of Los Angeles Department of Public Works					Alhambra	CA	91803
DB	Ms.	Araceli	Ortega	Assistant to the Assistant Director	County of Los Angeles Department of Public Works					Alhambra	CA	91803
DB	Ms.	April	Crockom	Assistant to the Assistant Director	County of Los Angeles Department of Public Works					Alhambra	CA	91803
DB	Mr.	Derrick	Alatorre	Deputy Executive Officer of Legislative, Public Affairs & Media	South Coast Air Quality Management District					Diamond Bar	CA	91765
DB	Ms.	Danielle	Soto	Planning, Rule Development & Area Sources	South Coast Air Quality Management District					Diamond Bar	CA	91765
DB	Mr.	Philip M.	Fine	Deputy Executive Officer	South Coast Air Quality Management District					Diamond Bar	CA	91765
DB	Mr.	Mark	Pestrella	Director of Public Works	County of Los Angeles- Department of Public Works							
DB	Mr.	Allan	Abramson	Principal Engineer	County of Los Angeles- Department of Public Works					Alhambra	CA	91802
DB	Ms.	Inez	Yeung	Senior Civil Engineer	County of Los Angeles- Department of Public Works					Alhambra	CA	91803
DB	Mr.	Jeff	Pletyak	Senior Civil Engineer	County of Los Angeles- Department of Public Works					Alhambra	CA	91803
DB	Mr.	Mario	Rodriguez	Project Manager	County of Los Angeles- Department of Public Works					Alhambra	CA	91802
DB	Ms.	Charlotte	Robinson-Perkins	Recreation Services Supervisor	County of Los Angeles- Department of Public Works					Los Angeles	CA	90001
DB	Ms.	Jean	Armbruster	Director of PLACE Program	County of Los Angeles- Department of Public Works					Los Angeles	CA	90005
DB	Ms.	Annie	Nam	Deputy Director, Transportation	Southern California Association of Governments					Los Angeles	CA	90017-
DB	Mr.	Kome	Ajise	Executive Director	Southern California Association of Governments					Los Angeles	CA	90017-
DB	Ms.	Sarah	Jepson	Acting Director, Planning & Programs	Southern California Association of Governments					Los Angeles	CA	90017-
DB	Ms.	Hannah	Chen	Senior Analyst	County of Los Angeles, CEO's Office							
DB	Mr.	Abu	Yusuf	Transportation Planning Division	County of Los Angeles					Alhambra	CA	91803
DB	Mr.	Andrew	Ngumba	Design Division	County of Los Angeles					Alhambra	CA	91803
DB	Ms.	Catarah	Coleman	Public Information Assistant	County of Los Angeles					Alhambra	CA	91803
DB	Mr.	Hank	F	Transportation and Planning	County of Los Angeles					Alhambra	CA	91803
DB	Mr.	Luis	Ramirez	Assistant Deputy Director	County of Los Angeles					Alhambra	CA	91803
DB	Ms.	Amy	Bodek	Director of Regional Planning	County of Los Angeles					Cerritos	CA	90703
DB	Ms.	Elaine	Kunitake	Traffic Safety and Mobility Division	County of Los Angeles					Hawaiian Gardens	CA	90716
DB	Ms.	Aura	Garcia	Board of Public Works Commission	City of Los Angeles Department of Public Works					Los Angeles	CA	90012
DB	Mr.	Joe	Mendoza	Deputy Director	County of Los Angeles					Los Angeles	CA	90061
DB	Mr.	Louis E.	Skelton	Chairman	County of Los Angeles					Los Angeles	CA	90012
DB	Ms.	Marta	Sheffield	Consulting Engineer	County of Los Angeles					Los Angeles	CA	90012
DB	Mr.	Rafael	Villegas	Senior Public Relations Specialist	County of Los Angeles					Los Angeles	CA	90012
DB	Mr.	William	Johnson	Water Works Division	County of Los Angeles					Los Angeles	CA	
DB	Mr.	Dusadef	Corhiran	NEPA Reviewer Transportation	County of Los Angeles					San Francisco	CA	94105
DB	Ms.	Bianca	Siegl	Principal	County of Los Angeles							
DB	Mr.	John	Burton	Transportation Planning	County of Los Angeles							
DB	Mr.	Wayne	Nastri	Executive Officer	South Coast Air Quality Management District					Diamond Bar	CA	91765
DB	Ms.	Myrna	De La Mora	Planning Director	South Coast Air Quality Management District					Diamond Bar	CA	91765
DB	Ms.	Bridget	Smith	Chief of Staff	City of Los Angeles Department of Transportation					Los Angeles	CA	90012

I-405 from Wilmington Av to Main St Improvements Project
Appendix C.2 Metro Project Outreach List (Salesforce)

DB	Mr.	Hui M.	Huang	West LA/Coastal Development Review	City of Los Angeles Department of Transportation	[redacted]	Los Angeles	CA	90045
DB	Ms.	Monique	Earl	Assistant General Manager	City of Los Angeles Department of Transportation		Los Angeles	CA	90012
DB	Ms.	Seleta	Reynolds	General Manager	City of Los Angeles Department of Transportation		Los Angeles	CA	90012
DB	Mr.	Robert	Sainz	Assistant General Manager	City of Los Angeles Economic & Workforce Development Department		Los Angeles	CA	90017
DB	Ms.	Lauren	Wonder	Chief PIO	Caltrans District 7		Los Angeles	CA	90012
DB	Mr.	David	White	Public Affairs Manager	Caltrans District 7		Los Angeles	CA	90012
DB	Ms.	Gloria	Roberts	District 7 Director	Caltrans District 7		Los Angeles	CA	90012
DB	Mr.	Eric	Menjivar	Media Relations Manager	Caltrans District 7		Los Angeles	CA	90012
DB	Mr.	Alisa	Almanzan	Public Affairs Specialist	Caltrans District 7		Los Angeles	CA	90012
DB	Ms.	Allison	Colburn	PIO	Caltrans District 7		Los Angeles	CA	90012
DB	Mr.	Michael	Comeaux	PIO	Caltrans District 7		Los Angeles	CA	90012
DB	Mr.	Peter	Jones	Public Affairs Specialist	Caltrans District 7		Los Angeles	CA	90012
DB	Mr.	Tony	Tavares	Caltrans Director	Caltrans District 7		Sacramento	CA	95814
DB	Ms.	Bryna	Content-Watkins	CSL	Caltrans District 7		Los Angeles	CA	90012
DB	Mr.	Erik	Skindrud	CSL	Caltrans District 7		Los Angeles	CA	90012
DB	Mr.	James	Shankel	Senior Environmental Planner	Caltrans District 7		Los Angeles	CA	90012
DB	Mr.	Ryan	Snyder		Caltrans District 7		Los Angeles	CA	90012
DB	Mr.	Paul	Marquez	Deputy District Director	Caltrans District 7		Los Angeles	CA	90012
DB	Mr.	Jeff	Newman	Transportation Planner	Caltrans District 7		Los Angeles	CA	90012
DB	Ms.	Jenna	Dookun	Employee Engagement Program Manager	Caltrans District 7		Los Angeles	CA	90012
DB	Ms.	Lynette	Vann	Administrative Deputy	Caltrans District 7		Los Angeles	CA	90012
DB	Ms.	Alice	Tyree	District 7 Equity Program Manager	Caltrans District 7		Los Angeles	CA	90012
DB	Mr.	Tony	Tavares	Director	Caltrans District 7		Los Angeles	CA	90012
DB	Mr.	Jose	Marquez	District 7 Executive Liaison	Caltrans District 7		Los Angeles	CA	90012
DB	Mr.	Robert	Mejia	Equal Employment Opportunity Analyst	Caltrans District 7		Los Angeles	CA	90012
DB	Ms.	Monica	Benavides	Chief Deputy Director	Caltrans District 7		Los Angeles	CA	90012
DB	Ms.	Kelly	Ewing-Toledo	Deputy District Director	Caltrans District 7		Los Angeles	CA	90012
DB	Ms.	Becca	Doten	Chief Airport Affairs Officer	Los Angeles International Airport		Los Angeles	CA	90045
DB	Mr.	David	Reich	Deputy Executive Director Mobility Planning and Strategy	Los Angeles International Airport		Los Angeles	CA	90045
DB	Mr.	Doug	Webster	Deputy Executive Director of Operations	Los Angeles International Airport		Los Angeles	CA	90045
DB	Mr.	Kenneth A.	McDonald	CEO	Long Beach Transit		Long Beach	CA	90813
DB			Mailbox	City Manager's Office	City of Gardena				
DB			Mailbox	City Hall	City of Gardena				
DB	Mr.	Bill	Grady	Communications Director	City of Lakewood				
DB			Mailbox	City Hall	City of Lakewood				
DB	Dr.	Tyler	Bonanno-Curley	Manager of Government Affairs	City of Long Beach				
DB	Mr.	Kevin	Lee	Chief of Public Affairs Officer	City of Long Beach				
DB			Mailbox	City Hall	City of Long Beach				
DB		Jin	Chun	Management Associate	City of Torrance				
DB	Mr.	Johnny	Romo	Senior Interactive Communications Officer	City of Torrance				
DB		Time	Grierson		Anderson Park		Carson	CA	
DB			Mailbox		City of Carson Parks and Rec		Carson	CA	90248
DB	Mr.	Sam	Dunlap	Tribal Secretary	Gabrielino Tongva Nation		Santa Monica	CA	90401
DB	Ms.	Sandonne	Goad	Tribal Chairwoman	Gabrielino Tongva Nation		Los Angeles	CA	90086
DB	Mr.	Robert F.	Dorame	Tribal Chair	Gabrielino Tongva Tribal Council of San Gabriel		Bellflower	CA	90707
DB	Mr.	John	Tommy Rosas	Tribal Administrator	Tongva Ancestral Territorial Tribal Nation		Marina Del Rey	CA	90292
DB	Mr.	Bernie	Mailbox	Tribal Chairman	Gabrielino Tongva Nation		Los Angeles	CA	90067
DB	Mr.	Anthony	Morales	Chairman	Gabriel Tongva San Gabriel Band of Mission Indians		San Gabriel	CA	91775
DB			Mailbox		Global Aircraft Assembly		Compton	CA	90220
DB			Mailbox		Howmet Aerospace		Carson	CA	90745
DB	Mr.	Jake	Brumby	Vice President	West Coast Aerospace		Carson	CA	90745
DB			Mailbox		Goodyear Blimp Base Airport		Carson	CA	90248
DB			Mailbox		Porsche Experience Center		Carson	CA	90745
DB	Ms.	Michele	Ledesma		Carson Event Center		Carson	CA	90745
DB			Mailbox		Double Tree by Hilton Cotel Carson		Carson	CA	90745
DB			Mailbox		Tower Manufacturing Company		Carson	CA	90745
DB			Mailbox		Vanitas Manufacturing Inc		Carson	CA	90810
DB			Mailbox		Victory Display & Store Fixture Manufacturing		Compton	CA	90221
DB			Mailbox		Ameri-chem Manufacturing Company		Carson	CA	90746
DB			Mailbox		eLuminaire Inc - Led Manufacturing Company		Carson	CA	90746
DB			Mailbox		Team Manufacturing Inc		Compton	CA	90220
DB			Mailbox		Serra Manufacturing Corporation		Compton	CA	90221
DB			Mailbox		Pepsi Bottling Group		Carson	CA	90745
DB			Mailbox		Ducommun Performance Center - Carson		Carson	CA	90745
DB			Mailbox		General Mills		Carson	CA	90746
DB			Mailbox		K J Quality Foods		Carson	CA	90746
DB			Mailbox		Cosway Co Inc		Carson	CA	90810
DB			Mailbox		Sheltercraft Industries		Carson	CA	90810
DB			Mailbox		Cal-Western Manufacturers		Carson	CA	90810
DB			Mailbox		Samtech International		Carson	CA	90746
DB			Mailbox		International Printing Museum		Carson	CA	90745
DB	Mr.	Kevin	Baddeley		Shippers Transport Express		Carson	CA	90745
DB	Ms.	Patty	Allen		Shippers Transport Express		Carson	CA	90745
DB	Mr.	Yanko	Martinez		Shippers Transport Express		Carson	CA	90745
DB			Mailbox		ConGlobal Industries Inc.		Wilmington	CA	90744
DB			Mailbox		Defense Truck Parts		Gardena	CA	90248
DB	Ms.	Courtney	Flowers	Marketing Director	South Bay Pavilion		Carson	CA	90746
DB			Mailbox		Dignity Health Sports Park		Carson	CA	90746
DB	Mr.	Robert	Padilla		Victoria Golf Course		Carson	CA	90746
DB	Mr.	Joseph	Jackson		Victoria Golf Course		Carson	CA	90746
DB	Ms.	Morgan	Caswell		Port of Long Beach		Long Beach	CA	90815
DB	Ms.	Leela	Rao		Port of Long Beach		Long Beach	CA	90815
DB	Mr.	Matt	Arms	Environmental Planning	Port of Long Beach		Long Beach	CA	90815
DB	Mr.	Jacob	Goldberg		Port of Los Angeles		San Pedro	CA	90731
DB	Mr.	Chris	Cannon		Port of Los Angeles		San Pedro	CA	90731
DB	Mr.	Tim	DeMoss		Port of Los Angeles		San Pedro	CA	90731
DB	Ms.	Teresa	Pisano		Port of Los Angeles		San Pedro	CA	90731
DB	Ms.	Yolanda	Mativa		Port of Los Angeles		San Pedro	CA	90731
DB	Ms.	Miranda	Von Roishmandt		Port of Los Angeles		San Pedro	CA	90731
DB	Mr.	Victor	Ibarra	Government Affairs manager	Marathon Refinery Carson		Carson	CA	90810
DB	Ms.	Maryann	Mannen	President	Marathon Refinery Carson		Carson	CA	90810
DB	Mr.	James R.	Wilkins	Senior Vice President Health, Environment, Safety and Security	Marathon Refinery Carson		Carson	CA	90810
DB	Mr.	Timothy J.	Aydt	Executive Vice Presient Refining	Marathon Refinery Carson		Carson	CA	90810
DB			Mailbox		Phillips 66 Refinery		Carson	CA	90745
DB			Mailbox		Shell Refinery		Carson	CA	90810
DB	Mr.	Anwar	Ali	Project Manager	Watson Cogeneration Project		Carson	CA	90745
DB	Ms.	Maryann	Hashem	Principal	Cal Compact Landfill Site/RE Solutions		Denver	CO	80204
DB	Mr.	Richard	Lesser	Environmental Manager	Cal Compact Landfill Site/RE Solutions		Denver	CO	80204
DB			Mailbox		Carson California Career Center		Carson	CA	90745
DB	Mr.	Adam	Mailbox	President	Empire Workforce Solutions		Carson	CA	90745
DB			Mailbox		JobSource Carson		Carson	CA	90746
DB		Gabriel	Pichardo		PriorityWorkforce Carson		Carson	CA	90745
DB			Mailbox		Affluent Staffing		Carson	CA	90746
DB	Mr.	Michael	Stewart	Vice Chair of Economic Development	Carson Chamber of Commerce		Carson	CA	90746
DB	Mr.	Trini	Mailbox	Vice Chair Government Affairs	Carson Chamber of Commerce		Carson	CA	90746
DB	Mr.	Barry	Waite	President/CEO	Carson Chamber of Commerce		Carson	CA	90746
DB	Ms.	Tamala	Mailbox	Vice Chair Strategic Initiatives	Carson Chamber of Commerce		Carson	CA	90746
DB			Mailbox		Carson Chamber of Commerce		Carson	CA	90746
DB	Mr.	Jan	Vogel	Executive Director/CEO	South Bay Workforce Investment Board		Hawthorne	CA	90250
DB	Mr.	Chris	Cagle	Regional Affairs, Marketing, and Special Projects	South Bay Workforce Investment Board		Hawthorne	CA	90250
DB		Sha'Ron	Berry	Office Manager	South Bay Workforce Investment Board		Hawthorne	CA	90251
DB			Mailbox		South Bay Workforce Investment Board		Hawthorne	CA	90251
DB	Ms.	Tracy	Hernandez	Founding CEO	Los Angeles County Business Federation (Biz Fed)		Commerce	CA	90040
DB	Mr.	David	Englin	President	Los Angeles County Business Federation (Biz Fed)		Commerce	CA	90040
DB	Ms.	Julia	Deng	Communications Director	Los Angeles County Business Federation (Biz Fed)		Commerce	CA	90040
DB	Ms.	Tasia	Kieffer	Advocacy Engagement Manager	Los Angeles County Business Federation (Biz Fed)		Commerce	CA	90040
DB	Ms.	Jacki	Bacharach	Executive Director	South Bay Cities Council of Governments		Torrance	CA	90501
DB	Ms.	Kim	Fuentes	Deputy Executive Director	South Bay Cities Council of Governments		Torrance	CA	90501
DB	Mr.	Aaron	Baum	Senior Project Manager, Transportation	South Bay Cities Council of Governments		Torrance	CA	90501
DB	Mr.	Michael	Pikula	Sales Manager	Gallop Cycle Corporation		Carson	CA	90810
DB		Sandy	Mailbox		Regional Hispanic Institute		Long Beach	CA	90832
DB		Efuru	Flowers		Black Women Rally for Action		Los Angeles	CA	90057
DB		Helena	Johnson		Southern California Area National Council of Negro Women (SCA-NCNW)		Los Angeles	CA	90043

I-405 from Wilmington Av to Main St Improvements Project
Appendix C.2 Metro Project Outreach List (Salesforce)

DB		Clint	Davis		Calvary Chapel Compton		Compton	CA	90220
DB		Melinda	Lankford		The Salvation Army Red Shield Community Center		Los Angeles	CA	90015
DB		Nancy	Beyda		FoodCycle		Los Angeles	CA	90028
DB		Damian	Kevitt		Streets Are For Everyone		Los Angeles	CA	90027
DB		Sara	Bomani		Unearth and Empower Communities		Compton	CA	90221
DB		Dr. Ciriaco	Pinedo		HQ - Mexican American Opportunity Foundation (M.A.O.F.)		Commerce	CA	90040
DB		Candace Leos	Valdepena		Compton Advocates Coalition		Compton	CA	90220
DB		Maricela	Parga		Mujeres Unidas Sirviendo Activamente (MUSA)		South Gate	CA	90723
DB		Francisco J	Moreno		COFEM-Consejo de Federaciones Mexicanas		Los Angeles	CA	90012
DB	Ms.	Renee	Allen	President/Founder	Healing Thru Rhythm		Carson	CA	90749
DB	Ms.	Jennette	Bolden	Board Member	Healing Thru Rhythm		Carson	CA	90749
DB			Mailbox		Carson Bicycle Coalition			CA	
DB	Mr.	Eli	Kaufman	Executive Director	Bike LA		Culver City	CA	90232
DB			Mailbox		National Cycling Association (at Dignity Health Sports Park)		Carson	CA	90746
DB	Mr.	John	Schwinn		Carson Schwinn Cyclery		Carson	CA	90745
DB	Mr.	Travis	Smith		Velo Sports Center (At Dignity Health Park)		Carson	CA	
DB			Mailbox		Pacific Cycles		Wilmington	CA	90744
DB			Mailbox		Smith's Cycle		Lomita	CA	90717
DB			Mailbox		Biking Bicycle Garage		Carson	CA	90746
DB	Ms.	Monique	King-Viehland		Los Angeles County Community Resource Center		Whittier	CA	90605
DB	Mr.	Otto	Mailbox		Los Angeles County Community Resource Center		Whittier	CA	90605
DB	Mr.	Fernando	Gaytan	Senior Attorney	Earthjustice		Los Angeles	CA	90017
DB	Mr.	Adrian	Martinez	Senior Attorney	Earthjustice		Los Angeles	CA	90017
DB	Mr.	Darrell	Carter		Tower of Faith Evangelistic Church		Compton	CA	90221
DB		Josh	Rincon	Program Director	Avance Latino		Los Angeles	CA	90022
DB	Pastor	Alton	Trimble	Pastor	Glory Christian Fellowship		Carson	CA	90745
DB	Pastor	Walter	Tucker	Pastor	Truth and Love Christian Church		Carson	CA	90746
DB	Bishop	W. A.	Garrett	Bishop	The Way - The Church		Inglewood	CA	90306
DB	Mr.	James	Mailbox	Co-CEO	Masada Homes		Carson	CA	90248
DB	Mr.	John	Mailbox	Co-CEO	Masada Homes		Carson	CA	90248
DB	Ms.	Tiffany	Mailbox	Director of Full-Service Partnerships and Enhanced Care Manager	Masada Homes		Carson	CA	90248
DB	Ms.	Stephanie	Martinez	Event Services Coordinator	City of Carson Community Workshop		Carson	CA	
DB			Mailbox		Carson Community Civic Action Coalition				
DB	Ms.	Kim	Mailbox	CEO	Boys and Girls Club of Carson		Carson	CA	90810
DB	Ms.	Diana	Mailbox	Director of Strategic Partnerships	Boys and Girls Club of Carson		Carson	CA	90810
DB	Mr.	Jeremy	Brown	President	The Rotary Club of Carson Gardena Dominguez				
DB	Ms.	Kate	Nutting	President Elect	The Rotary Club of Carson Gardena Dominguez				
DB	Ms.	Lisa	Van Ignen Pope	Senior Vice President of California YMCA Youth & Government Prc	Gardena-Carson Family YMCA		Gardena	CA	90248
DB	Mr.	Michael	Karon	National President	American Youth Soccer Organization		Torrance	CA	90502
DB	Ms.	Margie	Close	Secretary	American Youth Soccer Organization		Torrance	CA	90502
DB	Mr.	Michael	Cassidy	National Board Member	American Youth Soccer Organization		Torrance	CA	90502
DB	Ms.	Colleen	Mooney	Executive Director	South Bay Center for Counseling		Wilmington	CA	90744
DB	Mr.	Rodney	Moss	Director of Communications	South Bay Center for Counseling		Wilmington	CA	90744
DB	Ms.	Lori	Carmona	CEO	YWCA of Greater Los Angeles		Los Angeles	CA	90015
DB	Ms.	Ruby	Yuen	CFO	YWCA of Greater Los Angeles		Los Angeles	CA	90015
DB	Ms.	Barbara	Harper	Senior Program Administrator, Empowerment Services	YWCA of Greater Los Angeles		Los Angeles	CA	90015
DB	Mr.	Jeremy	Deming	CEO	Switzer Learning Center		Torrance	CA	90501
DB	Ms.	Sylvia	Landaverde	Director of People and Culture	Switzer Learning Center		Torrance	CA	90501
DB	Ms.	Talia	Sandoval	Chief Advancement Officer	Switzer Learning Center		Torrance	CA	90501
DB	Ms.	Dayna	Bubenicek	President Elect	Sandpipers		Hermosa Beach	CA	90254
DB	Ms.	Jocelyn	De La Rosa	Executive Director	Family Promise South Bay		Torrance	CA	90503
DB			Mailbox		Let Girls Be Great Foundation		Redondo Beach	CA	90278
DB			Mailbox		Hope For Everyone Foundation		Bellflower	CA	90706
DB	Mr.	Roger	O'Connor	Director	King Harbor Youth Foundation		Torrance	CA	90505
DB			Mailbox		The Lovejoy Foundation, Inc.		Inglewood	CA	90301
DB	Mr.	David	Marsten		Miracle Mile South Bay		El Segundo	CA	90245
DB	Mr.	Joel	Mailbox	Director (Los Angeles)	NextStep		Lawndale	CA	90260
DB			Mailbox		Q Faith Community		Torrance	CA	90503
DB	Mr.	Roger	Mailbox	President/CEO	Richstone Family Center		Hawthorne	CA	90250
DB	Mr.	Ryan	Rossow	CEO	South Bay Food Initiative				
DB	Mr.	Alphonzo	Hicks	President	South Bay LGBTQ Center		Torrance	CA	90504
DB			Mailbox		South Bay Mo Bros		Gardena	CA	90248
DB	Ms.	Kathleen	Mailbox	Founder and Executive Director	Teaching Green		Redondo Beach	CA	
DB	Ms.	Wendy	Mailbox	Board Member	PFLAG Manhattan Beach/ South Bay		Manhattan Beach	CA	90266
DB	Ms.	Suzanne	Mailbox	Director	South Bay Adult School		Manhattan Beach	CA	90266
DB	Ms.	Donna	Quirk	Director	South Bay Outreach Center				
DB		Marynell	Hadrych	Director	South Bay Literacy Council				
DB	Ms.	Traute	Mailbox	Executive Director	National Alliance in Mental Illness				
DB	Ms.	Anna	Anna	Founder and Executive Director	Yarn Angels South Bay				
DB	Ms.	Ann	Lynch	Founding Director	South Bay Wildlife Rehab		Long Beach	CA	90802
DB	Ms.	Mpume	Mailbox	Stakeholder Relations and Outreach	HPP Cares		Long Beach	CA	90808
DB	Ms.	Joy	Smith	CEO	Urban Outreach Nurses		Compton	CA	90220
DB	Ms.	Brena	Mailbox	Executive Chief Officer	YWCA of Greater Los Angeles		Los Angeles	CA	90015
DB	Ms.	Myeoshe'	Edwards		F.A.C.E		Los Angeles	CA	90010
DB		Windsor	Valcinus		Carribean American Heritage Foundation		Long Beach	CA	90814
DB	Ms.	Teresa	McDonald		Ultimate Restoration Unlimited		Los Angeles	CA	90007
DB	Ms.	Eli	Kaufman		Bike LA			CA	
DB	Ms.	Evelyn	Serrano		Audobon		Los Angeles	CA	90031
DB		Junisa	Dailey		Fathers and Mothers Who Care		Los Angeles	CA	90044
DB	Ms.	Meredith	Starkman		Streets for All		Los Angeles	CA	90036
DB	Ms.	Natasha	White		A New Way of Life		Los Angeles	CA	90002
DB	Ms.	Monique	Arrington		United States Veterans Initiative		Inglewood	CA	90301
DB	Ms.	Jolly	Glover		Fly Like an Angel Outreach Inc.		Long Beach	CA	90804
DB	Ms.	Deen	Zadi		World Food Bank, Asian Americans for Housing and Environmental Justice		Wilmington	CA	90744
DB	Mr.	James	Knox		RGE Cares				
DB	Mr.	Juan	Tapia		Organizacion de Tlaxcaltecas USA INC		Los Angeles	CA	90003
DB	Ms.	Cheryll	Cooks		South Bay Workforce Investment Board (SBWIB) Carson AJCC Business and Career Center		Carson	CA	90745
DB	Ms.	Colleen	Mooney		South Bay Center For Counseling				
DB	Mr.	Kurt	Canfield		Car-Lite Long Beach				
DB	Ms.	Lula	Davis-Holmes	Mayor	City of Carson		Carson	CA	90745
DB	Mr.	Jawane	Hilton	Mayor Pro Tempore, Council Member District 1	City of Carson		Carson	CA	90745
DB	Mr.	Cedric	L. Hicks, Sr.	Council Member, District 3	City of Carson		Carson	CA	90745
DB	Mr.	Jim	Dear	Council Member, District 2	City of Carson		Carson	CA	90745
DB	Ms.	Arleen	Bocatija Rojas	Council Member, District 4	City of Carson		Carson	CA	90745
DB	Mr.	Tim	McOsker	Councilmember	City of LA Council District 15- Office of Councilmember Tim McOsker		Los Angeles	CA	90502
DB	Ms.	Sophie	Gilchrist	Commucations Director	City of LA Council District 15- Office of Councilmember Tim McOsker		Los Angeles	CA	90502
DB	Ms.	Pamela	Thornton	Planning Director	City of LA Council District 15- Office of Councilmember Tim McOsker		Los Angeles	CA	90502
DB	Mr.	Alex	Rodriguez	Wilmington District Director	City of LA Council District 15- Office of Councilmember Tim McOsker		Los Angeles	CA	90502
DB	Ms.	Erika	Velazquez	District Director	City of LA Council District 15- Office of Councilmember Tim McOsker		Los Angeles	CA	90502
DB	Mr.	Mike	Gipson	Assemblymember	Office of Assemblymember Mike Gipson- District 65		Gardena	CA	90248
DB	Ms.	Maya	Douglas	District Director	Office of Assemblymember Mike Gipson- District 66		Gardena	CA	90248
DB	Ms.	Kathy	Williamson	Communications Director	Office of Assemblymember Mike Gipson- District 66		Gardena	CA	90248
DB	Mr.	Moises	Agilpay	Field Representative	Office of Assemblymember Mike Gipson- District 66		Gardena	CA	90248
DB	Mr.	Dean	Arnold	Field Representative	Office of Assemblymember Mike Gipson- District 66		Gardena	CA	90248
DB	Ms.	Bianey	Mercado-Guzman	Principal Assistant	Office of Assemblymember Mike Gipson- District 66		Gardena	CA	90248
DB	Mr.	Mike	Gipson	Assemblymember	Office of Assemblymember Mike Gipson- District 66		Gardena	CA	90248
DB	Mr.	Ted	Lieu	Congressman	Office of Congressman Ted Lieu- District 36		Manhattan Beach	CA	90266
DB	Mr.	Nicholas	Rodriquez	Deputy Chief of Staff	Office of Congressman Ted Lieu- District 36		Manhattan Beach	CA	90266
DB	Ms.	Janet	Turner	Deputy District Director	Office of Congressman Ted Lieu- District 36		Manhattan Beach	CA	90266
DB	Ms.	Maxine	Waters	U.S. Congresswoman	Office of Congresswoman Maxine Waters- District 43		Hawthorne	CA	90250
DB	Mr.	Hamilton	Cloud	Special Projects Director	Office of Congresswoman Maxine Waters- District 43		Hawthorne	CA	90250
DB	Ms.	Stephanie	Moore	District Chief of Staff	Office of Congresswoman Maxine Waters- District 43		Hawthorne	CA	90250
DB	Ms.	Blanca	Jimenez	District Director	Office of Congresswoman Maxine Waters- District 43		Hawthorne	CA	90250
DB	Mr.	Liam	Forsythe	Chief of Staff	Office of Congresswoman Nanette Diaz Barragán- District 44		Carson	CA	90745
DB	Mr.	Matt	Deronga	Legislative Director	Office of Congresswoman Nanette Diaz Barragán- District 44		Carson	CA	90745
DB	Ms.	Katie	Burns	Communications Director	Office of Congresswoman Nanette Diaz Barragán- District 44		Carson	CA	90745
DB	Ms.	Nadine	Barragán	Scheduler, Executive Assistant	Office of Congresswoman Nanette Diaz Barragán- District 44		Carson	CA	90745
DB	Ms.	Nanette	Diaz Barragán	Congresswoman	Office of Congresswoman Nanette Diaz Barragán- District 44		Carson	CA	90745
DB	Ms.	Nanette	Diaz Barragán	Congresswoman	Office of Congresswoman Nanette Diaz Barragán- District 44		Carson	CA	90745
DB	Mr.	Alex	Padilla	U.S. Senator	Office of Senator Alex Padilla		Los Angeles	CA	95814
DB	Ms.	Tess	Whittlesey	Communications Director	Office of Senator Alex Padilla		Los Angeles	CA	95814
DB	Ms.	Vanessa	Valdivia	Press Secretary	Office of Senator Alex Padilla		Los Angeles	CA	95814
DB	Ms.	Laphonza	Butler	U.S. Senator	Office of Senator Laphonza Butler		Los Angeles	CA	90025

DB	Ms.	Audrey	Lopez	Communications Director	Office of Senator Laphonza Butler		Los Angeles	CA	90025
DB	Mr.	Steven	Bradford	CA State Senator	Office of State Senator Steven Bradford- Senate District 35		Inglewood	CA	90301
DB	Ms.	Carolyn	McIntyre	Chief of Staff	Office of State Senator Steven Bradford- Senate District 35		Inglewood	CA	90301
DB	Mr.	Christopher	Morales	Legislative Director	Office of State Senator Steven Bradford- Senate District 35		Inglewood	CA	90301
DB	Mr.	Jerome	Parra	Communications Director	Office of State Senator Steven Bradford- Senate District 35		Inglewood	CA	90301
DB	Mr.	Austin	Panush	Policy Analyst	Office of State Senator Steven Bradford- Senate District 35		Inglewood	CA	90301
DB	Ms.	Gabriela	Diaz	Scheduler	Office of State Senator Steven Bradford- Senate District 35		Inglewood	CA	90301
DB	Mr.	Steven	Bradford	CA State Senator	Office of State Senator Steven Bradford- Senate District 35		Inglewood	CA	90301
DB	Ms.	Holly J.	Mitchell	LA County Supervisor	Office of Supervisor Holly J Mitchell- 2nd District		Torrance	CA	90205
DB	Mr.	Francisco	Lopez	Deputy, Environmental Justice	Office of Supervisor Holly J Mitchell- 2nd District		Torrance	CA	90205
DB	Ms.	Karishma	Shamdasani	Deputy, Transportation & Infrastructure	Office of Supervisor Holly J Mitchell- 2nd District		Torrance	CA	90205
DB	Ms.	Fredericka	McGee	Chief of Staff	Office of Supervisor Holly J Mitchell- 2nd District		Torrance	CA	90205
DB			Mailbox		Los Angeles County Fire Dept. Station 127		Carson	CA	90810
DB			Mailbox		Los Angeles County Fire Dept. Station 36		Carson	CA	90745
DB	Mr.	Damon	Jones		Los Angeles County Sheriff's Department - Carson Station		Carson	CA	90745
DB	Ms.	Nina	Park	CEO	Harbor-UCLA Medical Center		Torrance	CA	90502
DB	Mr.	Edgar	Gutierrez	Director of Projects	Arellano Associates		Chino Hills	CA	91709
DB	Ms.	Yvette	Ximenez	Deputy Project Manager	Arellano Associates		Chino Hills	CA	91709
DB	Mr.	Matt	Evans	Senior Project Coordinator	Arellano Associates		Chino Hills	CA	91709
DB	Mr.	Bengy	Mitchell	Assistant Project Coordinator	Arellano Associates		Chino Hills	CA	91709
DB	Ms.	Mikayla	Mitchell	Assistant Project Coordinator	Arellano Associates		Chino Hills	CA	91709
DB	Ms.	Laura	Herrera	Project Manager	Arellano Associates		Chino Hills	CA	91709
DB	Mr.	Garrett	Kaya	Engineering Lead	HDR		Santa Ana	CA	92705
DB	Mr.	Michael	Hynes	Project Manager	HDR		Santa Ana	CA	92705
DB	Ms.	Lourdes	Kriste	Manager, Transportation Planning	Metro		Los Angeles	CA	90012
DB	Mr.	Mark	Dierking	Director, Community Relations	Metro		Los Angeles	CA	90012
DB	Mr.	Robert	Machuca	Interim Project Manager	Metro		Los Angeles	CA	90012
DB	Mr.	Andy	Sywak	Manager, Community Relations	Metro				
DB	Mr.	Kevin	Pascasio		Metro		Los Angeles	CA	90012
DB	Ms.	Nicole	Hernandez		Metro		Los Angeles	CA	90012
DB	Ms.	Natalie	Brim		Metro		Los Angeles	CA	90012
DB	Mr.	Richard	Galvin		GPA Consulting		Los Angeles	CA	90012
DB	Ms.	Eden	Kim		Caltrans				
DB	Mr.	Mohammed	Chowdhury		Caltrans				
DB	Mr.	Anthony	Kim		Caltrans				
DB	Mr.	Anthony	Ng		Caltrans				
DB	Mr.	Joseph	Reynoza		Caltrans				
DB		Kin	Seng Qong		Caltrans				
DB	Ms.	Kimberly	Terriquez		Caltrans				
DB	Mr.	Karl	Price		Caltrans				
DB	Mr.	Henry	Jones		Caltrans				
DB	Mr.	Richard	Hartzell		Caltrans				
DB		Faramarz	Gerami		Caltrans				
DB	Mr.	George	Olguin		Caltrans				
DB	Mr.	Godfrey	Nzeogu		Caltrans				
DB	Mr.	Carlos	Barrientos		Caltrans				
DB		Wing	Y Lee		Caltrans				
DB	Mr.	Wayne	Lee		Caltrans				
DB	Mr.	Steven	Johnson		Caltrans				
DB		Shant	Ohannessian		Caltrans				
DB		Shao-Chiang	Liu		Caltrans				
DB		Zeljko	Sumera		Caltrans				
DB	Mr.	Denis	Katayama		Caltrans				
DB	Mr.	Danny	Luong		Caltrans				
DB		Sheik	M Mouinuddin		Caltrans				
DB	Ms.	Candace	Fung		Caltrans				
DB		Anh	Nguyen		Caltrans				
DB		Fatemeh	Ansari		Caltrans				
DB	Mr.	Ricky	Lee		Caltrans				
DB		Min	Kim		Caltrans				
DB	Mr.	Samuel	Gallardo		Caltrans				
DB		Roberto	Machuca		Metro				
DB	Mr.	Garrett	Kaya		HDR				
DB	Ms.	Anna	Luo		Fehr and Peers				
DB	Ms.	Angie	Kung	CEO/Principal Environmental Planner	EGP Consulting				
DB	Mr.	Douglas	Smith		HDR				
DB	Mr.	Kenneth	Young		City of Carson				
DB	Mr.	Craig	Bilezerian	Public Works Director	City of Torrance		Torrance	CA	90503
DB	Mr.	Bruce	Pollock	Public Works Director	City of Gardena		Gardena	Ca	90247
DB	Mr.	Craig	Beck	Public Works Director	City of Long Beach		Long Beach	CA	90802
DB	Mr.	Arlington C.	Rodgers	Public Works Director	City of Carson		Gardena	CA	90248
DB	Mr.	Alan	Leung	Public Works Director	City of Hawthorne		Hawthorne	CA	90250
DB	Mr.	Akbar	Farokhi	Public Works Director/Engineer	City of Hawthorne		Hawthorne	CA	90250
DB	Ms.	Carla	Dillon	Public Works Director	City of Lomita		Lomita	CA	90717
DB	Mr.	Tony	Olmos	Public Works Director	City of Inglewood		Inglewood	CA	90301
DB	Mr.	Louis	Atwell	Public Works Director	City of Inglewood		Inglewood	CA	90301
DB	Mr.	Robert	Lennox	Assistant City Manager	City of Carson		Carson	CA	90745
DB	Mr.	John	Raymond	Assistant City Manager	City of Carson		Carson	CA	90745
DB	Mr.	Tarik	Rahmani	Deputy City Manager	City of Carson		Carson	CA	90745
DB	Mr.	William	Jefferson	Finance Director	City of Carson		Carson	CA	90745
DB	Mr.	Gary	Carter	Director of Information Technology and Security Department	City of Carson		Carson	CA	90745
DB	Mr.	Joshua	Boudreaux	Director of Human Resources Department	City of Carson		Carson	CA	90745
DB	Ms.	Jessica	Garcia	Parking and Transportation Services Director	California State University-Dominguez Hills		Carson	CA	90747
DB	Mr.	David	Leger	Senior Project Manager	South Bay Council of Governments		Torrance	CA	90501
DB	Mr.	Eric	Romero	Economic Development Manager	City of Carson		Carson	CA	90745
DB	Ms.	Sylvia	Rubio	Community Development Executive Assistant	City of Carson		Carson	CA	90745
DB	Mr.	Jamees	Nguyen	Special Project Manager (Community Development)	City of Carson		Carson	CA	90745
DB	Mr.	Chris	Palmer	Planning Manager	City of Carson		Carson	CA	90745
DB	Ms.	Mckina	Alexander	Senior Planner	City of Carson		Carson	CA	90745
DB	Mr.	Jarrod	Coleman	Senior Planner	City of Carson		Carson	CA	90745
Canvassing and meetings 1 and 2		Sonia	Lugo		Pronto Income Tax		Carson	CA	90745
Canvassing and meetings 1 and 2		Sajay	Sobit		Us Law Center		Carson	CA	90745
Canvassing and meetings 1 and 2		Aguie	Jaxx		GOLDEN STITCH ALTERATIONS		Carson	CA	90745
Canvassing and meetings 1 and 2			Mailbox		Hinds Insurance Agency		Carson	CA	90745
Canvassing and meetings 1 and 2		C	Mariko		Carson Library		Carson	CA	90745
Canvassing and meetings 1 and 2			Mailbox		Auntie Mailes Hawiian		Torrance	CA	90502
Canvassing and meetings 1 and 2			Mailbox		Best Buy		Torrance	CA	90502
Canvassing and meetings 1 and 2		Daisy	Bermudez		Stakeholder List		Carson	CA	90745
Canvassing and meetings 1 and 2			Mailbox		Vets Soaring		Carson	CA	90745
Canvassing and meetings 1 and 2		Clyde G	Sparrow		1st Choice Real Estate & Investments	President	Carson	CA	90745
Canvassing and meetings 1 and 2			Mailbox		Vets Securing America				
Canvassing and meetings 1 and 2		Mimi	Yoon		Hamilton Café		Torrance	CA	90502
Canvassing and meetings 1 and 2		Nate	Wilson		Stakeholder List		Torrance	CA	90502
Canvassing and meetings 1 and 2		Esteban	Aguirre		Trimark USA		Torrance	CA	90502
Canvassing and meetings 1 and 2			Mailbox		Stakeholder List		Torrance	CA	90502
Canvassing and meetings 1 and 2		Fred	Roberts		M Fire Suppression		Torrance	CA	90502
Canvassing and meetings 1 and 2		Avo	Avo		M Fire Suppression		Torrance	CA	90502
Canvassing and meetings 1 and 2		Morgan	Delijani		M Fire Suppression		Torrance	CA	90502
Canvassing and meetings 1 and 2		Brandie	Mailbox		Brandie South Bay				
Canvassing and meetings 1 and 2		Mariza	Cordeta		BCBP USA West Region				
Canvassing and meetings 1 and 2		Jacki	Bacharach		South Bay Cities Council of Governments				
Canvassing and meetings 1 and 2		Anne	Tsai		South Bay Cities Council of Governments				
Canvassing and meetings 1 and 2		Elise	Ruiz		Environmental Protection Agency				
Canvassing and meetings 1 and 2		Margie	Revilla-Garcia		City of Carson				
Canvassing and meetings 1 and 2		Gilbert	Marquez		City of Carson				
Canvassing and meetings 1 and 2		Nicole	Hernandez		Metro				
Canvassing and meetings 1 and 2		Arlington	Rodgers		City of Carson				
Canvassing and meetings 1 and 2		Holly	Osborne		Stakeholder List				
Canvassing and meetings 1 and 2		Neslly	Herrera		Iona Work Spaces				
Canvassing and meetings 1 and 2		Joe	Linton		Streets LA				
Canvassing and meetings 1 and 2		Ray	Aldridge		Stakeholder List				
Canvassing and meetings 1 and 2		Mohammed	Chowdhury		Caltrans				

I-405 from Wilmington Av to Main St Improvements Project
Appendix C.2 Metro Project Outreach List (Salesforce)

Canvassing and meetings 1 and 2	Richard	Galvin	GPA Consulting			
Canvassing and meetings 1 and 2	Edgar	Gutierrez	Arellano Associates			
Canvassing and meetings 1 and 2	Erica	Guico	City of Carson			
Canvassing and meetings 1 and 2	Adam	Sayad	Metro			
Canvassing and meetings 1 and 2	Karl	Eggers	Stakeholder List			
Canvassing and meetings 1 and 2	John	Merrill	City of Carson			
Canvassing and meetings 1 and 2	Fulgene	Asuncion	Metro			
Canvassing and meetings 1 and 2	Lily	Foster	Metro			
Canvassing and meetings 1 and 2	Roye	Love	Stakeholder List			
Canvassing and meetings 1 and 2	Alisa	Almanzan	Caltrans			
Canvassing and meetings 1 and 2	Doug	Mensman	City of Los Angeles			
Canvassing and meetings 1 and 2	Cheryll	Cooks	South Bay Workforce investment Board			
Canvassing and meetings 1 and 2	Arleen	Rojas	City of Carson			
Canvassing and meetings 1 and 2	Jackson	Hurst	Stakeholder List			
Canvassing and meetings 1 and 2	robert	morton	Stakeholder List			
Canvassing and meetings 1 and 2	Richard	Lesser	Resolution Dev			
Canvassing and meetings 1 and 2	Corie	Lahr	Mark Thomas			
Canvassing and meetings 1 and 2	Anne	Yoon	Los Angeles County Board of Supervisors			
Canvassing and meetings 1 and 2	greta	price	Stakeholder List			
Canvassing and meetings 1 and 2			Planet Fitness	Carson	CA	90745
Meeting 3	Gloria	Dacus	City of Carson	Carson	CA	90746
Meeting 3	Gilbert	Marquez	City of Carson			
Meeting 3	Royu	Loru	Resident			
Meeting 3	Alfonso	Ruiz	Senate District 2			
Meeting 3	Michael	Stewart	Carson Chamber of Commerce	Carson,	CA	90746
Meeting 3	Cac	Le	Aide to Councilmember Cedric Hicks	Carson,	CA	90745
Meeting 3	Javier V.	Diaz	APCI	Westminster,	CA	92683
Meeting 3	John	Merrill	City of Carson			
Meeting 3	Daisy	Valdez	Stakeholder List			
Meeting 3	Myeoshe'	Edwards	FACE			
Meeting 3	Rosie	Orejuela	FACE			
Meeting 3	Ray	Aldridge	Carson Bicycle Coalition			
Meeting 3	Daniel	Hom	Office of Assemblymember Gipson			
Meeting 3	Holly	Osborn	Resident			
Meeting 3	Miracle	Enyoghwerho	FACE			
Meeting 3	Dianne	Thomas	Stakeholder List			
Meeting 3	Cedrick	Hicks	Carson City Council			
Gardena Harvest Festival	Bet	Getalot	Stakeholder List	Gardena	CA	90299
Gardena Harvest Festival	Imez	Ballinger	Stakeholder List	Van Nuys	CA	91405
Gardena Harvest Festival	C.	Collins	Stakeholder List			
Gardena Harvest Festival	K.	Gregory	Stakeholder List			
Gardena Harvest Festival	Jennifer	Cho	Lions International (District 4- L3)			
Gardena Harvest Festival	Iroba	Cordero	Stakeholder List			
Gardena Harvest Festival	Brendelette	Reynes	Stakeholder List			
Gardena Harvest Festival	Steve	Makshanoff	Stakeholder List			
Gardena Harvest Festival	Javaid	Bhat	Stakeholder List			
Gardena Harvest Festival	Leticia	Sandez	Stakeholder List			
Gardena Harvest Festival	Rosario	Mauns	Stakeholder List	Gardena	CA	90347
Gardena Harvest Festival	Zoila	Zecera	Stakeholder List			
Gardena Harvest Festival	Misa	Kanonas	Lions Club			
Gardena Harvest Festival	Rose	Carlos	Stakeholder List			
Gardena Harvest Festival	Flor	Alfaro	Stakeholder List			
Gardena Harvest Festival	Grace	Jalehera	Stakeholder List			
Gardena Harvest Festival	Ken	Rillen	Stakeholder List			
Gardena Harvest Festival	Joshua	Diaz	Stakeholder List			
Gardena Harvest Festival	Fumio	Levara	Stakeholder List			
Gardena Harvest Festival	Mara	Lem	Stakeholder List			
Gardena Harvest Festival	Barbara	Nishimura	Stakeholder List			
Gardena Harvest Festival	Ray	Pelaez	Stakeholder List			
Gardena Harvest Festival	Donna	Hesse	Stakeholder List			
Gardena Harvest Festival	Robyn	S	Stakeholder List			
Gardena Harvest Festival	Miriam	Mejia	Stakeholder List			
Gardena Harvest Festival	Desiree	Young	Stakeholder List			
Gardena Harvest Festival	Maribel	Palza	Stakeholder List			
Gardena Harvest Festival	Deidre	Sumler	Stakeholder List			
Gardena Harvest Festival	Cathie	Yamaguchi	Stakeholder List			
Gardena Harvest Festival	Coral	Hernandez	Stakeholder List			
Gardena Harvest Festival	Charity	Johnson	Stakeholder List			
Gardena Harvest Festival	Esther	Arguiano	Stakeholder List			
Gardena Harvest Festival	Kinishia	Mailbox	Stakeholder List			

Appendix C.3:

Fact Sheets

Metro

Caltrans

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We're planning to improve mobility and safety along the 405.

I-405 FROM WILMINGTON AV TO MAIN ST IMPROVEMENTS PROJECT

Fact Sheet – Summer 2024

Metro®

Overview

Metro has a plan to make it easier to get around LA with projects that improve mobility and safety. The I-405 through the City of Carson serves as a critical artery in Los Angeles County, connecting the vibrant communities of the South Bay to significant economic and recreational destinations throughout the region. This stretch of freeway from I-110 to Wilmington Av experiences heavy traffic flow, with over 300,000 vehicles traversing daily, making this section of the I-405 one of the most congested in the Los Angeles area.

Metro is working in coordination with the California Department of Transportation (Caltrans) to propose enhancements that will improve safety and operations in the corridor. Three alternatives are being evaluated as part of the proposed project. These include a no-build alternative and two build alternatives.

Project Goals

The project seeks to:

> Enhance traffic time reliability and safety along I-405.

> Provide equitable, accessible and sustainable travel options.

> Promote economic connectivity and improve accessibility for goods movement.

Environmental Review Process

The project is currently undergoing the environmental review process as mandated by the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA), with Caltrans leading this process. This review evaluates potential environmental impacts, including air and noise pollution, water and biological resources, and traffic effects. The process starts with a scoping phase to gather input from public agencies, stakeholders and the community, aiming to identify and address environmental concerns early on.

Following the scoping period, technical studies are prepared to assess potential impacts more closely, leading to the development of an Environmental Impact Report (EIR) for CEQA and an Environmental Assessment (EA) for NEPA. Public participation is critical during this phase. Opportunities will be provided during key milestones for the community to engage with the project, offer comments and provide other feedback to help shape the project.

Proposed Alternatives

There are three proposed alternatives for this project that are being evaluated:

> **Alternative 1:** No improvements would take place. As traffic demand increases throughout the project corridor, existing operational issues would not be addressed or alleviated.

> **Alternative 2:** Construct two auxiliary lanes on northbound I-405 and two auxiliary lanes on southbound I-405, as well as Complete Streets elements and Transportation System Management (TSM) and Transportation Demand Management (TDM) strategies, where feasible.

> **Alternative 3:** Construct and implement Complete Street elements and TSM/TDM strategies, where feasible.

Schedule

WE ARE HERE

FALL 2024	2025	WINTER 2026	SPRING 2027
Public Scoping Public meetings and project scoping comment period	**Conduct Environmental Analysis and Technical Studies**	**Draft EIR/EA Release** Public hearings and public comment period	**Final EIR/EA Release**

ONGOING PUBLIC PARTICIPATION

PROJECT STUDY AREA

> **AUXILIARY LANES:** short distance lanes between the entrance/exit ramps designed to allow for speed change, weaving and other safety and operational purposes supplementary to through-traffic movement.

> **COMPLETE STREETS IMPROVEMENTS:** enhancements to promote multimodal travel options. Elements include ADA compliant sidewalks and curb ramps, additional bicycle facilities, improved lighting under bridges for pedestrian and bicycle crossings and more.

> **TRANSPORTATION SYSTEMS MANAGEMENT AND TRANSPORTATION DEMAND MANAGEMENT (TSM/TDM) STRATEGIES:** these include the following elements to improve traffic management: closed circuit television systems, ramp metering systems, vehicle detection systems, signal synchronization, signalization/turn lane additions, changeable message signs and more. These strategies allow increased efficiency without increasing the number of through lanes.

Funding

Funding for the project is anticipated from a combination of local sales tax funding, potentially complemented by federal, state and other sources for future phases. Separately, the Project Approval and Environmental Document (PA&ED) Phase is funded through Measure R.

Public Involvement

Metro and Caltrans are committed to equity, transparency and maximizing public participation. Community engagement will be ongoing throughout the environmental process, including opportunities for the public to provide comments and input at key milestones. The outreach program will include participation in community events, as well as incorporate engagement to minority, low-income and limited English proficiency populations. All project information materials are provided in English, Spanish and Tagalog. To sign up for project updates or to submit comments, please contact us via the methods listed below.

CONTACT US

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Planeamos mejorar la movilidad y la seguridad a lo largo de la 405.

PROYECTO DE MEJORAS EN LA I-405 DESDE WILMINGTON AV HASTA MAIN ST

Hoja informativa – verano 2024

Metro®

Visión general

Metro tiene un plan para mejorar los desplazamientos por Los Angeles con proyectos que mejoren la movilidad y la seguridad. La I-405, que atraviesa la ciudad de Carson, es una arteria fundamental en el Condado de Los Angeles, ya que conecta las vibrantes comunidades del South Bay con importantes destinos económicos y recreativos de toda la región. Este tramo de autopista desde la I-110 hasta Wilmington Av experimenta un intenso flujo de tráfico, con más de 300,000 vehículos circulando diariamente, lo que convierte a este tramo de la I-405 en uno de los más congestionados de la zona de Los Angeles.

Metro está trabajando en coordinación con el Departamento de Transporte de California (Caltrans) para proponer mejoras que aumenten la seguridad y el funcionamiento del corredor. Se están evaluando tres alternativas como parte del proyecto propuesto. Estas incluyen una alternativa de no construir y dos alternativas de construir.

Objetivos del proyecto

El proyecto pretende:

> Mejorar la confiabilidad de los tiempos de tránsito y la seguridad a lo largo de la I-405.

> Proporcionar opciones de viaje equitativas, accesibles y sostenibles.

> Promover la conectividad económica y mejorar la accesibilidad para el movimiento de productos.

Proceso de revisión medioambiental

El proyecto se encuentra actualmente en el proceso de revisión ambiental previsto por la Ley de Calidad Ambiental de California (CEQA, por sus siglas en inglés) y la Ley Nacional de Política Ambiental (NEPA, por sus siglas en inglés), siendo Caltrans quien dirige este proceso. Esta revisión evalúa los posibles impactos ambientales, incluyendo la contaminación atmosférica y el ruido, los recursos de agua y biológicos, y los efectos sobre el tráfico. El proceso comienza con una fase de evaluación para recabar la opinión de las agencias públicas, las partes interesadas y la comunidad, con el fin de identificar y abordar los problemas medioambientales desde el principio.

Tras el periodo de estudio del alcance, se preparan estudios técnicos para evaluar más de cerca los posibles impactos, lo que conduce a la elaboración de un Informe de Impacto Ambiental (EIR, por sus siglas en inglés) para la CEQA y una Evaluación Ambiental (EA, por sus siglas en inglés) para NEPA. La participación pública es fundamental durante esta fase. Se ofrecerán oportunidades durante los hitos clave para que la comunidad se comprometa con el proyecto, ofrezca comentarios y proporcione otros comentarios para ayudar a dar forma al proyecto.

Alternativas propuestas

Hay tres alternativas propuestas para este proyecto que se están evaluando.

> **Alternativa 1:** No se realizaría ninguna mejora. Como la demanda de tráfico aumenta en todo el corredor del proyecto, no se abordarían ni aliviarían los problemas operativos existentes.

> **Alternativa 2:** Construir dos carriles auxiliares en la I-405 en dirección norte y dos carriles auxiliares en la I-405 en dirección sur, así como elementos de Calles Completas y estrategias de Gestión del Sistema de Transporte (TSM, por sus siglas en inglés) y de Gestión de la Demanda de Transporte (TDM, por sus siglas en inglés), cuando sea factible.

> **Alternativa 3:** Construir e implementar elementos de calles completas y estrategias TSM/TDM, cuando sea factible.

Calendario

ESTAMOS AQUÍ

OTOÑO 2024	2025	INVIERNO 2026	PRIMAVERA 2027
Alcance público Reuniones públicas y periodo de comentarios sobre el alcance del proyecto	**Realización de análisis medioambientales y estudios técnicos**	**Publicación del EIR/EA Borrador** Publicación del borrador del EIR/EA	**Publicación del EIR/EA Final**

PARTICIPACIÓN PÚBLICA CONTINUA

ÁREA DE ESTUDIO DEL PROYECTO

> **CARRILES AUXILIARES:** carriles de corta distancia entre las rampas de entrada/salida diseñados para permitir el cambio de velocidad, la maniobrabilidad y otros fines operativos y de seguridad complementarios al movimiento del tráfico de paso.

> **MEJORAS DE CALLES COMPLETAS:** mejoras para promover las opciones de viaje multimodal. Los elementos incluyen aceras y rampas para bordillos conformes con la ADA, instalaciones adicionales para bicicletas, iluminación mejorada bajo los puentes para los cruces de peatones y ciclistas y mucho más.

> **ESTRATEGIAS DE GESTIÓN DE LOS SISTEMAS DE TRANSPORTE Y GESTIÓN DE LA DEMANDA DE TRANSPORTE (TSM/TDM):** Incluyen los siguientes elementos para mejorar la gestión del tráfico: sistemas de circuito cerrado de televisión, sistemas de medición de rampas, sistemas de detección de vehículos, sincronización de señales, adición de carriles de señalización/giro, señales de mensaje cambiante, etc. Estas estrategias permiten aumentar la eficacia sin incrementar el número de carriles de paso.

Financiación

Se prevé que la financiación del proyecto proceda de una combinación de fondos procedentes de impuestos, complementados potencialmente con fondos federales, estatales y de otras fuentes para fases futuras. Separadamente, la Fase de Aprobación del Proyecto y Documento Medioambiental (PA&ED, por sus siglas en inglés) se financia a través de la Medida R. Se prevé que el coste total ascienda a 80 millones.

Participación pública

Metro y Caltrans están comprometidos a la equidad, la transparencia y la maximización de la participación pública. La participación de la comunidad será continua durante todo el proceso ambiental, incluyendo oportunidades para que el público proporcione comentarios y aportaciones en los hitos clave. El programa de divulgación incluirá la participación en eventos comunitarios, así como la incorporación de la participación de las minorías, de bajos ingresos y las poblaciones con dominio limitado del inglés. Todos los materiales informativos del proyecto se facilitarán en inglés, español y tagalo. Para suscribirse a actualizaciones del proyecto o enviar comentarios, contacte con nosotros mediante los métodos indicados a continuación.

CONTÁCTENOS

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Nagpaplano kaming pahusayin ang kadaliang kumilos at kaligtasan sa kahabaan ng 405.

I-405 MULA SA WILMINGTON AV HANGGANG SA MGA PROYEKTONG PAGPAPABUTI SA PANGUNAHING KALYE

Dokumento ng Impormasyon – Tag-init ng 2024

Metro®

Pangkalahatang-ideya

May plano ang Metro na gawing mas madali ang paglilibot sa LA, kabilang ang mga pinahusay na proyekto sa kadaliang kumilos. Ang I-405 sa pamamagitan ng Lungsod ng Carson ay nagsisilbing isang mahalagang daanan sa Los Angeles County, na nagkokonekta sa mga masiglang komunidad ng South Bay patungo sa makabuluhang mga destinasyon na pang-ekonomiya at libangan sa buong rehiyon. Ang kahabaan ng freeway na ito mula I-110 hanggang Wilmington Av ay nakakaranas ng mabigat na daloy ng trapiko, na may higit sa 300,000 sasakyan na bumabagtas araw-araw, na ginagawa ang seksyong ito ng I-405 na isa sa pinakamatrapik na lugar sa Los Angeles.

Nakikipagtulungan ang Metro sa Departamento ng Transportasyon ng California (California Department of Transportation, Caltrans) para magmungkahi ng mga pagpapahusay sa pagpapabuti ng kaligtasan at mga operasyon sa corridor. Tatlong alternatibo ang sinusuri bilang bahagi ng iminungkahing Proyekto. Kabilang dito ang isang alternatibo na walang pagtatayo at dalawang alternatibo na may pagtatayo.

Mga Layunin ng Proyekto

Nilalayon ng proyekto na:

> Pahusayin ang pagiging maaasahan sa mga oras ng paglalakbay at kaligtasan sa kahabaan ng I-405.

> Magbigay ng mga patas at likas-kayang pagpipilian sa paglalakbay.

> Isulong ang pang-ekonomiyang ugnayan at pagbutihin ang pagiging accessible para sa paggalaw ng mga kalakal.

Proseso ng Pagsusuring Pangkapaligiran

Kasalukuyang sumasailalim sa proseso ng pagsusuring pangkapaligiran tulad ng ipinag-uutos ng Batas sa Kalidad ng Kapaligiran ng California (California Environmental Quality Act, CEQA) at ng Pambansang Batas sa Patakaran sa Kapaligiran (National Environmental Policy Act, NEPA), kung saan pinangunahan ng Caltrans ang prosesong ito. Malalaman sa pagsusuring ito ang mga potensyal na epekto sa kapaligiran, kabilang ang polusyon sa hangin at ingay, tubig at biyolohikal na mapagkukunan, at mga epekto ng trapiko. Nagsisimula ang proseso sa isang yugto ng saklaw para mangalap ng input mula sa mga pampublikong ahensya, stakeholder, at komunidad, na naglalayong tukuyin at tugunan nang maaga ang mga alalahanin sa kapaligiran.

Kasunod ng panahon ng pagsaklaw, ay ang mga teknikal na pag-aaral na inihahanda para tasahin nang mas malapit ang mga potensyal na epekto, na humahantong sa pagbuo ng isang Ulat sa Epekto sa Kapaligiran (Environmental Impact Report, EIR) para sa CEQA at isang Pagtatasa sa Kapaligiran (Environmental Assessment, EA) para sa NEPA. Mahalaga ang pakikilahok ng publiko sa yugtong ito. Magbibigay ng mga pagkakataon sa mahahalagang pangyayari para sa komunidad na makisali sa proyekto, mag-alok ng mga komento, at magbigay ng iba pang feedback para makatulong sa pagbuo ng proyekto.

Mga Iminungkahing Pagpapabuti

May tatlong iminungkahing alternatibo para sa proyektong ito na kasalukuyang sinusuri:

> **Alternatibo 1:** Walang magaganap na mga pagpapabuti. Habang tumataas ang pangangailangan sa trapiko sa buong corridor ng proyekto, hindi matutugunan o mapapagaan ang mga umiiral na isyu sa pagpapatakbo.

> **Alternatibo 2:** Gumawa ng dalawang auxiliary na linya sa northbound ng I-405 at dalawang auxiliary na linya sa southbound ng I-405 pati na rin ang Pagkompleto sa mga bahagi ng Mga Kalye at estratehiya ng Pamamahala sa Sistema ng Transportasyon (TSM) at Pamamahala sa Demand ng Transportasyon (TDM), kung saan posible.

> **Alternatibo 3:** Gumawa at ipatupad ang Mga Kompletong bahagi ng Kalye at mga estratehiya ng TSM/TDM, kung saan posible.

Iskedyul

NANDITO NA TAYO

TAGLAGAS 2024

Pampublikong Pag-iimbestiga

Pampublikong pagpupulong at panahon ng pagkomento sa pag-iimbestiga ng proyekto

2025

Magsagawa ng Pagsusuri sa Kapaligiran at Teknikal na Pag-aaral

TAGLAMIG NG 2026

Draft ng EIR/Paglabas ng EA

Mga pampublikong pagdinig at panahon ng pampublikong komento

TAGSIBÓL 2027

Panghuling EIR/Paglabas ng EA

PATULOY NA PAKIKILAHOK NG PUBLIKO

LUGAR NG PAG-AARAL NG PROYEKTO

> **MGA AUXILIARY NA LINYA:** mga linyang pangmalapitan sa pagitan ng mga rampa sa pasukan/labasan na idinisenyo para payagan ang pagbabago ng bilis, pagpapalit ng linya, at iba pang layuning pangkaligtasan at pagpapatakbo na pandagdag sa diretsong daloy ng trapiko.

> **PAGKOMPLETO SA MGA PAGPAPABUTI SA KALYE:** mga pagpapahusay para itaguyod ang mga multi-modal na pagpipilian sa paglalakbay. Kabilang sa mga pagpapahusay ang paggawa ng mga bangketa na sumusunod sa Batas para sa Mga Amerikanong may Kapansanan (Americans with Disabilities Act, ADA) at mga rampa sa gilid ng bangketa, karagdagang pasilidad para sa bisikleta, pagpapabuti ng ilaw sa ilalim ng mga tulay para sa mga tawiran ng pedestrian at bisikleta at higit pa.

> **MGA ESTRATEHIYA NG PAMAMAHALA SA SISTEMA NG TRANSPORTASYON AT PAMAMAHALA SA DEMAND NG TRANSPORTASYON (TSM/TDM):** kabilang dito ang mga sumusunod na bahagi para mapahusay ang pamamahala sa trapiko: pagdaragdag sa sistema ng closed circuit television, sistema ng pagsukat ng rampa, at sistema ng pag-detect ng sasakyan, pag-synchronize ng signal, pagbibigay ng signal/linya sa pag-ikot, karatulang nababago ang mensahe at iba pa. Ang mga estratehiyang ito ay nagbibigay-daan sa pagtaas ng kahusayan nang hindi dinadagdagan ang bilang ng mga karagdagang linya.

Pagpopondo

Ang pagpopondo para sa proyekto ay inaasahang magmumula sa kombinasyon ng lokal na pagpopondo sa buwis sa pagbebenta, na posibleng pupunan ng pamahalaang pederal, estado, at iba pang mapagkukunan para sa mga hinaharap na yugto ng proyekto. Bukod dito, ang Yugto ng Pag-apruba ng Proyekto at Dokumentong Pangkapaligiran (Project Approval and Environmental Document, PA&ED) ay pinondohan sa pamamagitan ng Panukala R.

Pakikilahok ng Publiko

Ang Metro at Caltrans ay nakatuon sa pagigigng patas, transparent at pag-maximize ng pakikilahok ng publiko. Magpapatuloy ang pakikipag-ugnayan sa komunidad sa kabuuan ng prosesong pangkapaligiran, kabilang ang mga pagkakataon para sa publiko na magbigay ng mga komento at input sa mga mahahalagang pangyayari. Kasama sa programa ng paglilingkod ang pakikilahok sa mga kaganapan sa komunidad pati na rin ang pakikipag-ugnayan sa minorya, may mababang kita at mga taong may limitadong kasanayan sa Ingles. Ang lahat ng materyales sa impormasyon ng proyekto ay ibinibigay sa Ingles, Espanyol at Tagalog. Para mag-sign up para sa mga update sa proyekto o magsumite ng mga komento, mangyaring makipag-ugnayan sa amin sa pamamagitan ng mga pamamaraan na nakalista sa ibaba.

MAKIPAG-UGNAYAN SA AMIN

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Caltrans

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Appendix C.4:

FAQ Sheet

Metro Caltrans

I-405 FROM WILMINGTON AV TO MAIN ST IMPROVEMENTS PROJECT
Frequently Asked Questions (FAQ)

We're planning to improve mobility and safety along the 405.

Metro has a plan to make it easier to get around LA, including projects that reduce congestion.

1. What is the I-405 from Wilmington Av to Main St Improvements Project?

The project is dedicated to improving mobility and safety for vehicle traffic and providing additional access and connectivity for pedestrians and bicyclists at local interchanges throughout the Project corridor. The purpose is to enhance traffic time reliability and safety along I-405, provide equitable and sustainable travel options, and encourage the use of high-occupancy vehicles and transit services. A total of three alternatives are being evaluated as part of the proposed Project. One being a no-build alternative and the other two as build alternatives. The build alternatives propose a combination of added auxiliary lanes, Complete Streets elements and Transportation Systems Management (TSM) and Transportation Demand Management (TDM) strategies. The addition of general purpose lanes is not proposed as part of this project. See Question 7 for more details.

2. Why was this corridor selected for improvements?

The I-405 through the City of Carson serves as a critical artery in Los Angeles County, connecting the vibrant communities of the South Bay to significant economic and recreational destinations throughout the region. This stretch of freeway from Main St (just east of the I-110 freeway) to Wilmington Av experiences heavy traffic flow, with over 300,000 vehicles traversing daily, making this section of the I-405 one of the most congested in the Los Angeles area. Providing improvements to this stretch of freeway will alleviate congestion and make for a better commute.

3. Who is leading the project?

Metro is working in coordination with the California Department of Transportation (Caltrans) to propose enhancements to the corridor. Caltrans is the Lead Agency under both the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA).

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4. What is the status of the project?

The project is in the Project Approval/Environmental Document (PA&ED) planning phase, which is required by both state and federal law. Currently, the project is undergoing Formal Scoping to engage agencies and the public to provide their views on the issues being addressed as part of the proposed project. This is an opportunity for the project team to solicit information such as the early identification of concerns and potential impacts early in the process to be considered as part of the technical studies. During this scoping period, project planners will identify existing issues and criteria that will be used to evaluate the project alternatives.

Metro will host two scoping meetings to provide the public with the opportunity to help shape the project. Metro will also provide other ways for the public to share comments, ask questions and receive information, such as via email, online tools and at community events.

5. What is the environmental process for the project?

State and federal law require the project to undergo the Project Approval/Environmental Document (PA&ED) planning phase, where an Environmental Impact Report (EIR) will be developed per the California Environmental Quality Act (CEQA), and an Environmental Assessment (EA) will be developed per the National Environmental Policy Act (NEPA). PA&ED begins with a scoping period and is followed by technical studies to assess potential impacts for each proposed alternative. Findings will be documented within the EIR/EA. Upon release of the Draft EIR/EA, public hearings will be held to collect public comments. These comments will be reviewed by the technical team and responses will be included within the Final EIR/EA, which is anticipated for Summer 2026. The planning phase would conclude with Caltrans signature on the Project Report.

6. What type of environmental studies are being conducted?

The EIR/EA will evaluate potential impacts of the project on the environment and address issues including, but not limited to, air quality, noise, traffic and community impacts during and after construction. A comprehensive description of the project and the proposed alternatives will be included to evaluate the project's effects on the environment and inform decision-makers and the public of reasonable avoidance, minimization and mitigation measures. The proposed alternatives will be evaluated through environmental studies, technical studies and design reviews to identify a preferred alternative.

7. What are the proposed alternatives for this project?

There are three proposed alternatives for this project that are being evaluated:

> **Alternative 1:** No improvements would take place; this is the no-build alternative which is required by law to be considered. As traffic demand increases throughout the project corridor, existing operational issues would not be addressed or alleviated.

> **Alternative 2:** Construct two auxiliary lanes on northbound I-405 and two auxiliary lanes on southbound I-405 as well as Complete Streets elements and Transportation System Management (TSM) and Transportation Demand Management (TDM) strategies, where feasible.

> **Alternative 3:** Construct and implement Complete Street elements and TSM/TDM strategies, where feasible.

8. Is there a Preferred Alternative?

At this time, there is no Preferred Alternative. The project team is dedicated to evaluating all three alternatives to identify the option that aligns best with all project objectives. A Preferred Alternative will be identified after the release of the Draft EIR/EA, and all comments will be considered, which is currently anticipated for Winter 2026.

9. Will there be any property acquisitions?

The project alternatives will not acquire any residential or commercial property along the corridor. There maybe be a need for temporary construction easements and the planning team are currently reviewing the need for easements during construction based on the final proposed improvements for each alternative.

10. What are auxiliary lanes and where are they being proposed? How does the addition of auxiliary lanes improve the current state of the project area?

Auxiliary lanes are short distance lanes located between entrance/exit ramps designed to allow for speed change, weaving and other safety and operational purposes supplementary to through-traffic movement. These outer lanes are proposed on the right side of the freeway to serve as a transition zone for cars entering the freeway and merging into the through-lanes. Auxiliary lanes are proposed between the following on-ramps and off-ramps:

> NB and SB I-405 Wilmington Av to Carson St

> NB and SB Carson St to Avalon Bl

The addition of auxiliary lanes enables vehicles to merge onto a freeway without impeding traffic flow and reduces the risk of collisions when entering the freeway. The addition of auxiliary lanes to the project area has the potential to minimize the occurrence of these issues that have been noted to occur frequently.

11. What are Complete Streets and what are some examples of potential improvements?

The proposed project would provide improvements to facilitate an integrated approach for all modes of transportation to enhance mobility, accessibility and connectivity in a Complete Streets environment for all communities along the existing corridor. "Complete Streets" is an approach to planning, designing and building streets that enables safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities. This approach also considers mobility improvements to accommodate older adults, people living with disabilities and parents or caretakers of small children.

Some examples of a Complete Street elements that are proposed as part of this project include ADA compliant sidewalks and curb ramps, additional bicycle facilities, improved lighting under bridges for pedestrian and bicycle crossings, safer crosswalks and the accommodation of future transit and multi-modal trail connections.

The project team is working in coordination with the City of Carson to implement Complete Streets elements at the following locations:

> I-405 and Main St Intersection

> I-405 and Avalon Bl Intersection

> I-405 and Carson St Intersection

> I-405 and Wilmington Av Intersection

> 213th St underneath I-405

12. What are Transportation Systems Management (TSM) and Transportation Demand Management (TDM) strategies and what are some examples of potential improvements?

TSM/TDM strategies may include the following elements to improve traffic management: closed circuit television systems, ramp metering systems, vehicle detection systems, signal synchronization, signalization/turn lane additions, changeable message signs and more. These strategies allow for increased efficiency without increasing the number of through lanes.

13. How is this project being funded?

Funding for the project is anticipated from a combination of local sales tax funding, and potentially federal, state and other funding sources being sought by Metro for future phases. The Project Approval and Environmental Document (PA&ED) Phase is funded through Measure R. The total cost is anticipated to be $80 million.

14. How can I participate in this project?

Metro and Caltrans are committed to equity, transparency and maximizing public participation. Community engagement will be ongoing throughout the environmental process, including opportunities for the public to provide comments and input at key milestones. The outreach program will participate in community events as well as incorporate engagement to minority, low-income and limited English proficiency populations. Project scoping meetings will be taking place in Summer 2024. All project information materials are provided in English, Spanish and Tagalog. To sign up for project updates or to submit comments, please contact us via the methods listed under "Contact Us".

Schedule

WE ARE HERE

FALL 2024	2025	WINTER 2026	SPRING 2027
Public Scoping Public meetings and project scoping comment period	**Conduct Environmental Analysis and Technical Studies**	**Draft EIR/EA Release** Public hearings and public comment period	**Final EIR/EA Release**

ONGOING PUBLIC PARTICIPATION

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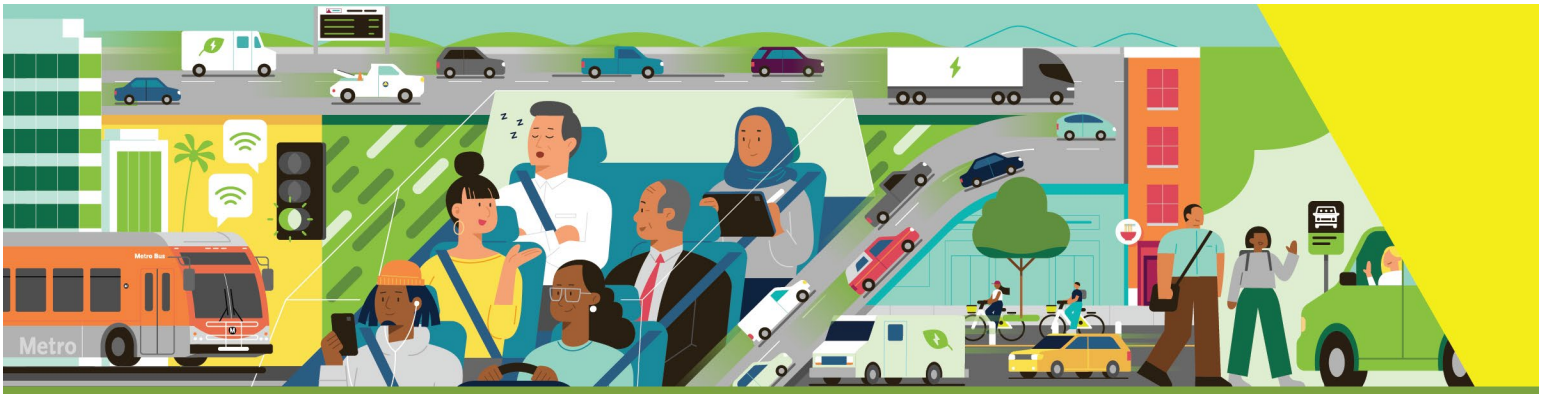


Proyecto de mejoras en la I-405 desde Wilmington Av hasta Main St

Estamos planeando mejorar la movilidad y la seguridad a lo largo de la 405.

Metro tiene un plan para facilitar el desplazamiento por Los Angeles, incluyendo proyectos de menos congestión.

1. ¿Qué es el Proyecto de Mejoras de la I-405 desde Wilmington Av hasta Main St?

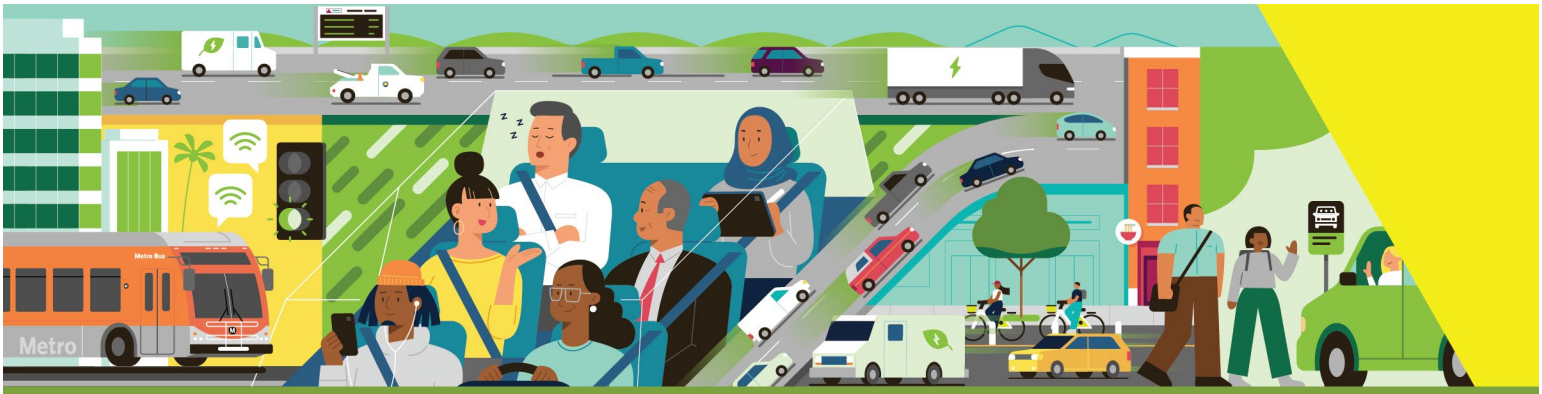
El proyecto está dedicado a mejorar la **movilidad** y la seguridad del tráfico de vehículos y a proporcionar acceso y conectividad adicionales para peatones y ciclistas en los intercambiadores locales a lo largo del corredor del Proyecto. El propósito es mejorar la fiabilidad y la seguridad del horario de tráfico a lo largo de la I-405, proporcionar opciones de viaje equitativas y sostenibles y fomentar el uso de vehículos de alta ocupación y servicios de tránsito. Se están evaluando un total de tres alternativas como parte del Proyecto propuesto. Una es la alternativa de no construir y las otras dos son alternativas de construir. Las alternativas de construcción proponen una combinación de carriles auxiliares añadidos, elementos de Calles Completas y estrategias de Gestión de Sistemas de Transporte (TSM, por sus siglas en inglés) y Gestión de la Demanda de Transporte (TDM, por sus siglas en inglés). La adición de carriles de uso general no se propone como parte de este proyecto. Vea la Pregunta 7 para más detalles.

2. ¿Por qué se seleccionó este corredor para realizar mejoras?

La I-405, que atraviesa la ciudad de Carson, es una arteria fundamental en el Condado de Los Angeles, ya que conecta las vibrantes comunidades del South Bay con importantes destinos económicos y recreativos de toda la región. Este tramo de autopista desde Main St (justo al este de la autopista 110) hasta Wilmington Av experimenta un intenso flujo de tráfico, con más de 300,000 vehículos circulando diariamente, lo que convierte a este tramo de la I-405 en uno de los más congestionados de la zona de Los Angeles. La mejora de este tramo de autopista aliviará la congestión y mejorará los desplazamientos al trabajo.

3. ¿Quién dirige el proyecto?

Metro está trabajando en coordinación con el Departamento de Transporte de California (Caltrans) para proponer mejoras en el corredor. Caltrans es la agencia principal en virtud tanto de la Ley de Calidad Ambiental de California (CEQA, por sus siglas en inglés) como de la Ley Nacional de Política Ambiental (NEPA, por sus siglas en inglés).



Proyecto de mejoras en la I-405 desde Wilmington Av hasta Main St

4. ¿Cuál es el estatus del proyecto?

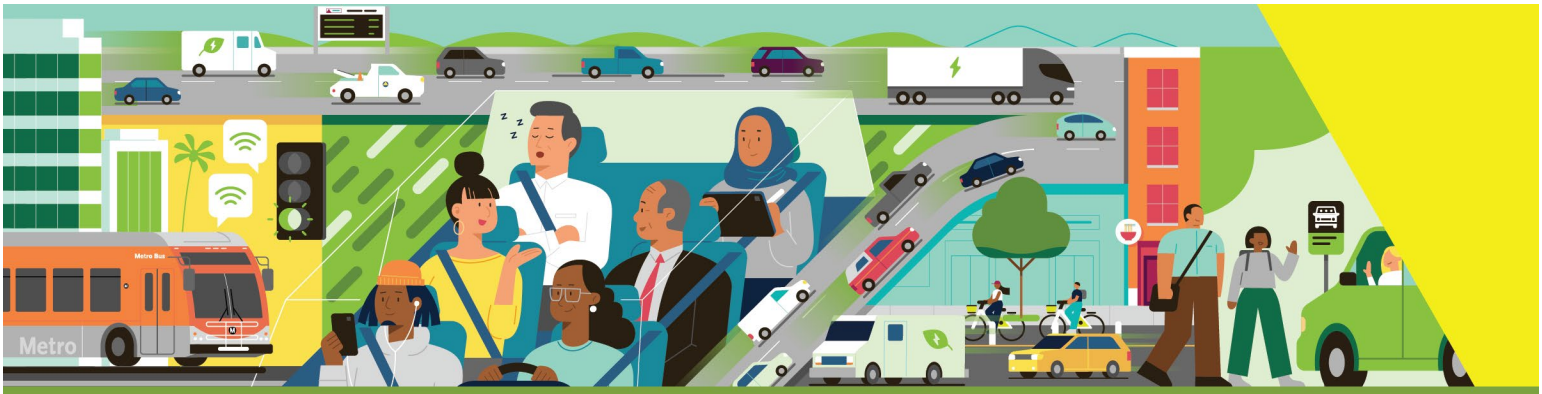
El proyecto se encuentra en la fase de planificación de Aprobación del Proyecto/Documento Medioambiental (PA&ED), exigida por la legislación estatal y federal. En la actualidad, el proyecto se encuentra en la fase de evaluación formal para que los organismos y el público puedan dar su opinión sobre las cuestiones que se abordarán en el marco del proyecto propuesto. Se trata de una oportunidad para que el equipo del proyecto solicite información, como la identificación temprana de preocupaciones e impactos potenciales en una fase temprana del proceso, para que se tengan en cuenta como parte de los estudios técnicos. Durante este periodo, los planificadores del proyecto identificarán los problemas existentes y los criterios que se utilizarán para evaluar las alternativas del proyecto.
Metro organizará dos reuniones para ofrecer al público la oportunidad de contribuir a dar forma al proyecto. Metro también proporcionará otras opciones para que el público comparta comentarios, haga preguntas y reciba información, como por ejemplo a través de correo electrónico, herramientas en línea y en eventos comunitarios.

5. ¿Cuál es el proceso ambiental del proyecto?

Las leyes estatales y federales exigen que el proyecto se someta a la fase de planificación de Aprobación del Proyecto/Documento Ambiental (PA&ED), en la que se elaborará un Informe de Impacto Ambiental (EIR, por sus silgas en inglés) con arreglo a la Ley de Calidad Ambiental de California (CEQA) y una Evaluación Ambiental (EA, en inglés) con arreglo a la Ley Nacional de Política Ambiental (NEPA). El PA&ED comienza con un período de estudio del alcance y es seguido de estudios técnicos para evaluar los impactos potenciales de cada alternativa propuesta. Los resultados se documentarán en el EIR/EA. Tras la publicación del borrador del EIR/EA, se realizarán audiencias públicas para recoger los comentarios del público. Estos comentarios serán revisados por el equipo técnico y las respuestas se incluirán en el EIR/EA Final, previsto para el verano de 2026. La fase de planificación concluirá con la firma del informe del proyecto por parte de Caltrans.

6. ¿Qué tipo de estudios medioambientales se están realizando?

El EIR/EA evaluará los impactos potenciales del proyecto sobre el medio ambiente y abordará cuestiones como, pero no limitado a la calidad del aire, el ruido, el tráfico y los impactos sobre la comunidad durante y después de la construcción. Se incluirá una descripción completa del proyecto y de las alternativas propuestas para evaluar los efectos del proyecto sobre el medio ambiente e informar a los responsables de la toma de decisiones y al público de las medidas razonables de evitación, minimización y mitigación. Las alternativas propuestas se evaluarán a través de estudios medioambientales, estudios técnicos y revisiones de diseño para identificar una alternativa preferida.



Proyecto de mejoras en la I-405 desde Wilmington Av hasta Main St

7. ¿Cuáles son las alternativas propuestas para este proyecto?

Hay tres alternativas propuestas para este proyecto que se están evaluando:

Alternativa 1: No se realizaría ninguna mejora. Como la demanda de tráfico aumenta en todo el corredor del proyecto, no se abordarían ni aliviarían los problemas operativos existentes.

Alternativa 2: Construir dos carriles auxiliares en la I-405 en dirección norte y dos carriles auxiliares en la I-405 en dirección sur, así como elementos de Calles Completas y estrategias de Gestión del Sistema de Transporte (TSM) y de Gestión de la Demanda de Transporte (TDM), cuando sea factible.

Alternativa 3: Construir e implementar elementos de calles completas y estrategias TSM/TDM, cuando sea factible.

8. ¿Existe una alternativa preferida?

En este momento no existe una alternativa preferida. El equipo del proyecto está dedicado a evaluar las tres alternativas para identificar la opción que mejor se alinee con todos los objetivos del proyecto. Se identificará una Alternativa Preferida después de la publicación del Borrador EIR/EA, y se considerarán todos los comentarios, lo que actualmente se anticipa para el invierno de 2026.

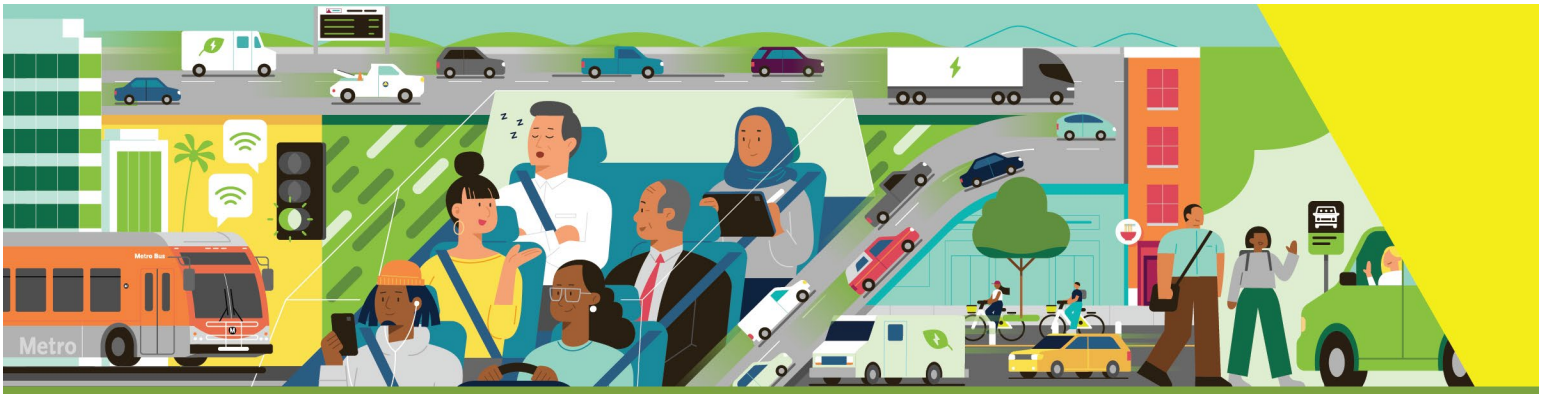
9. ¿Se adquirirán propiedades?

Las alternativas del proyecto no adquirirán ninguna propiedad residencial o comercial a lo largo del corredor. Es posible que se necesiten servidumbres de construcción temporales y el equipo de planificación está estudiando actualmente la necesidad de servidumbres durante la construcción en función de las mejoras finales propuestas para cada alternativa.

10. ¿Qué son los carriles auxiliares y dónde se proponen? ¿Cómo mejora la adición de carriles auxiliares el estado actual de la zona del proyecto?

Los carriles auxiliares son carriles de corta distancia situados entre las rampas de entrada/salida diseñados para permitir el cambio de velocidad, la maniobra de vehículos y otros fines operativos y de seguridad complementarios al movimiento del tráfico de paso. Estos carriles exteriores se proponen en el lado derecho de la autopista para servir como zona de transición para los coches que entran en la autopista y se incorporan a los carriles de paso. Se proponen carriles auxiliares entre las siguientes rampas de entrada y salida:

- NB y SB I-405 Wilmington Av a Carson St
- NB y SB de Carson St a Avalon Blvd.



La adición de carriles auxiliares permite a los vehículos incorporarse a una autopista sin obstaculizar el flujo de tráfico y reduce el riesgo de colisiones al entrar en la autopista. La adición de carriles auxiliares en la zona del proyecto tiene el potencial de minimizar la aparición de estos problemas que se han observado que ocurren con frecuencia.

11. ¿Qué son las Calles Completas y cuáles son algunos ejemplos de posibles mejoras?

El proyecto propuesto proporcionaría mejoras para facilitar un enfoque integrado para todos los modos de transporte con el fin de mejorar la movilidad, la accesibilidad y la conectividad en un entorno de Calles Completas para todas las comunidades a lo largo del corredor existente. "Calles Completas" es un enfoque de la planificación, el diseño y la construcción de calles que permite el acceso seguro de todos los usuarios, incluidos peatones, ciclistas, automovilistas y usuarios del transporte público de todas las edades y capacidades. Este enfoque también tiene en cuenta las mejoras de movilidad para acomodar a los adultos de mayor edad, las personas que viven con discapacidades y los padres o cuidadores de niños pequeños. Algunos ejemplos de elementos de una calle completa que se proponen como parte de este proyecto incluyen aceras y rampas de acera que cumplan con la Ley de Estadounidenses con Discapacidades (ADA, por sus siglas en inglés), instalaciones adicionales para bicicletas, iluminación mejorada bajo los puentes para los cruces de peatones y ciclistas, cruces peatonales más seguros y la acomodación de futuras conexiones de tránsito y senderos multimodales.
El equipo del proyecto está trabajando en coordinación con la ciudad de Carson para implementar elementos de Calles Completas en los siguientes lugares:

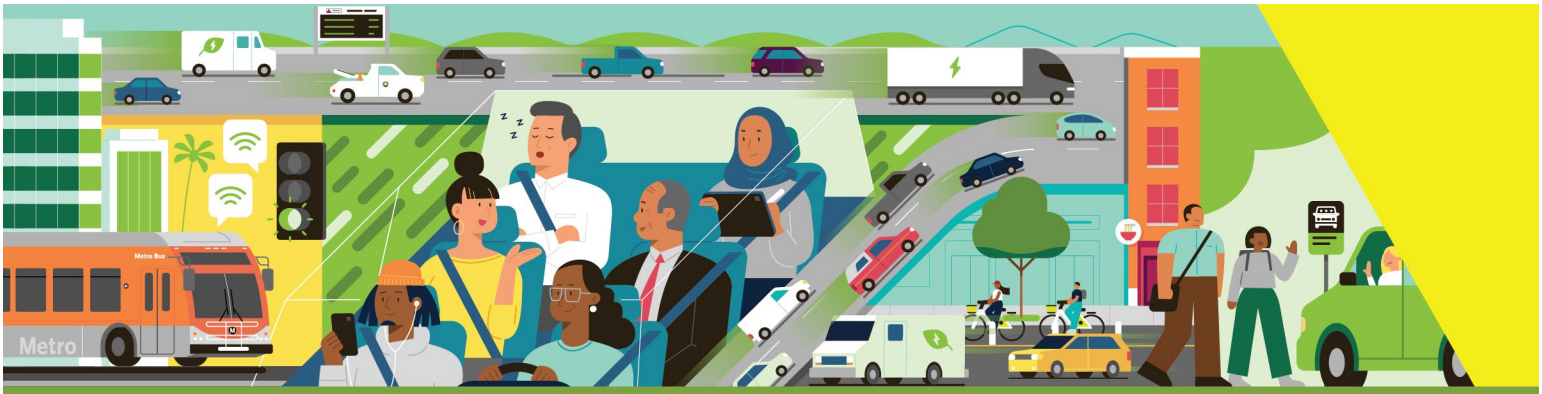
- Intersección entre I-405 and Main St
- Intersección entre I-405 and Avalon Bl
- Intersección entre la I-405 y la calle Carson
- Intersección entre la I-405 y Wilmington Av.
- 213th St bajo I-405

12. ¿Qué son las estrategias de gestión de los sistemas de transporte (TSM) y de gestión de la demanda de transporte (TDM) y cuáles son algunos ejemplos de posibles mejoras?

Estrategias de gestión de los sistemas de transporte y Gestión de la demanda de transporte (TSM/TDM): Incluyen los siguientes elementos para mejorar la gestión del tráfico: sistemas de circuito cerrado de televisión, sistemas de medición de rampas, sistemas de detección de vehículos, sincronización de señales, adición de carriles de señalización/giro, señales de mensaje cambiante, etc. Estas estrategias permiten aumentar la eficacia sin incrementar el número de carriles de paso.

13. ¿Cómo se financia este proyecto?

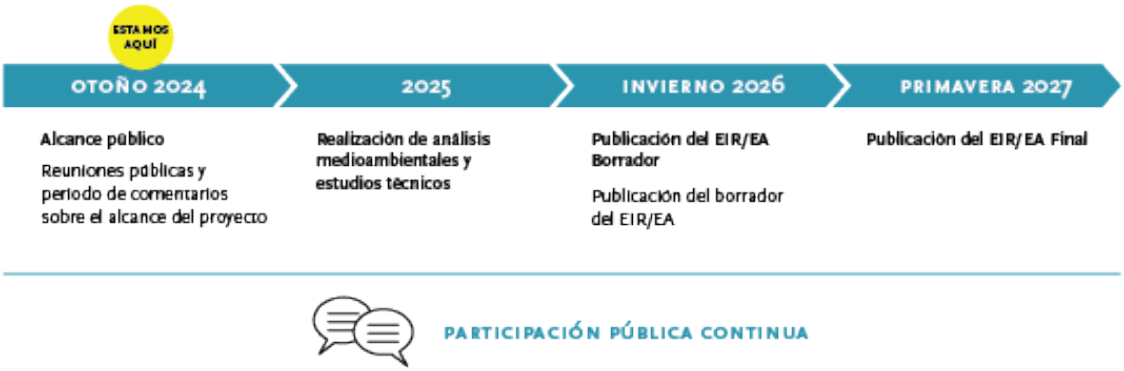
Se prevé que la financiación del proyecto proceda de una combinación de fondos procedentes de impuestos, potencialmente, de fondos federales, estatales y de otras fuentes de financiación que Metro

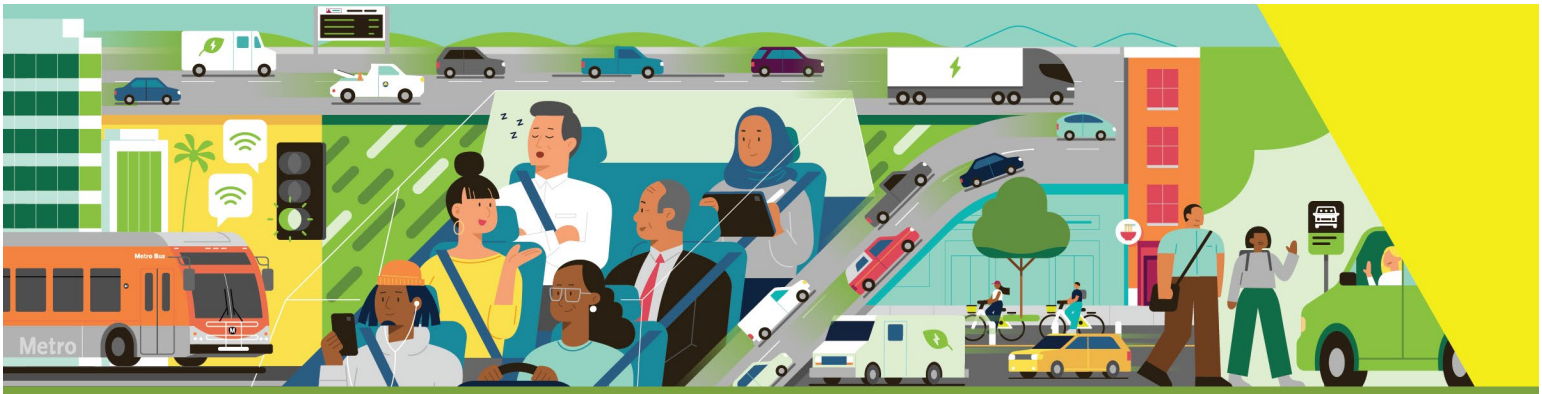


está buscando para fases futuras. La fase de Aprobación del Proyecto y Documento Medioambiental (PA&ED) se financia a través de la Medida R. Se prevé que el coste total sea de $80 millones de dólares.

14. ¿Cómo puedo participar en este proyecto?

Metro y Caltrans están comprometidos con la equidad, la transparencia y la maximización de la participación pública. La participación de la comunidad será continua a lo largo de todo el proceso ambiental, incluyendo oportunidades para que el público proporcione comentarios y aportaciones en los hitos clave. El programa de divulgación participará en eventos comunitarios e incorporará la participación de minorías, personas de bajos ingresos y personas con conocimientos limitados de inglés. Las reuniones sobre el alcance del proyecto tendrán lugar en el verano de 2024. Todos los materiales de información del proyecto se proporcionan en inglés, español y tagalo. Para suscribirse a las actualizaciones del proyecto o enviar comentarios, póngase en contacto con nosotros a través de los métodos enumerados en "Contacto".





Mga Proyekto ng Pagpapahusay sa I-405 mula sa Wilmington Av hanggang sa Main St

Nagpaplano kami ng pagpapahusay sa kadaliang kumilos at kaligtasan sa kahabaan ng 405.

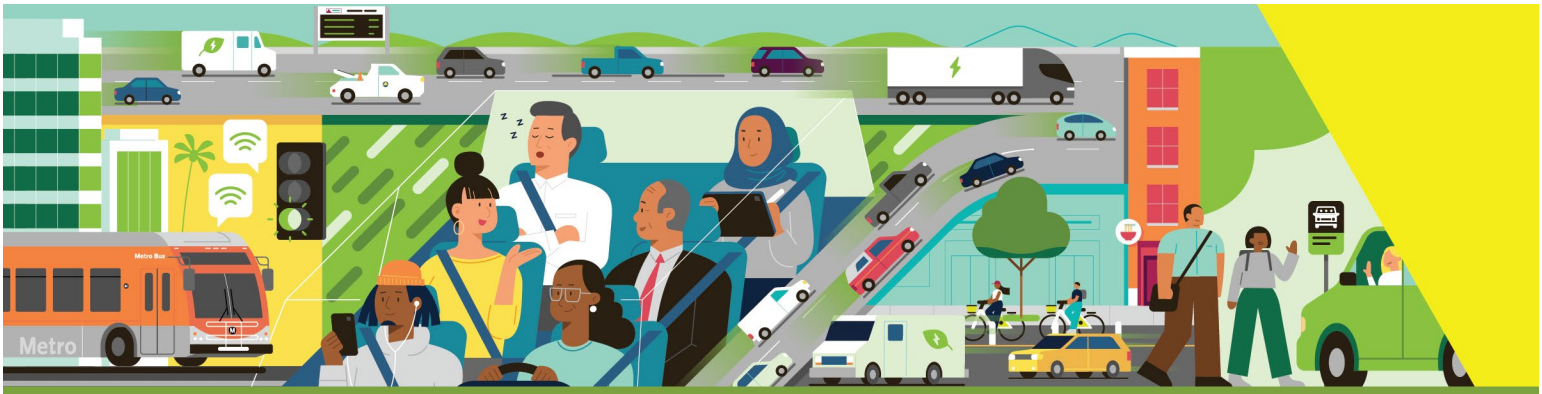
Metro ay may plano upang gumawa ng mas madali upang makakuha ng paligid ng Los Angeles, kabilang ang mas mababa sa mga proyekto sa pag-aabot

1. Ano ang Mga Proyekto ng Pagpapahusay sa I-405 mula sa Wilmington Av hanggang sa Main St?

Nakatuon ang proyekto sa pagpapahusay ng kadaliang kumilos at kaligtasan para sa dumaraang sasakyan at pagbibigay ng karagdagang access at koneksyon para sa mga naglalakad at nagbibisikleta sa mga lokal na pagpapalitan sa buong corridor ng Proyekto. Ang layunin ay para mapahusay ang pagiging maaasahan sa oras ng trapiko at kaligtasan sa kahabaan ng I-405, magbigay ng mga karampatan at napapanatiling pagpipilian sa paglalakbay, at hikayatin ang paggamit ng mga sasakyang mas maraming naikakargang tao at mga serbisyo ng transit. Sinusuri ang kabuuang tatlong alternatibo bilang bahagi ng iminungkahing Proyekto. Ang isa ay isang alternatibo na walang pagtatayo at ang ibang dalawa ay mga alternatibo na may pagtatayo. Ang mga alternatibo na may pagtatayo ay nagmumungkahi ng kombinasyon ng mga karagdagang pantulong na daan, mga Kompletong bahagi ng Kalye at mga estratehiya ng Pamamahala sa Sistema ng Transportasyon (Transportation Systems Management, TSM) at Pamamahala sa Demand ng Transportasyon (Transportation Demand Management, TDM). Hindi iminungkahi bilang bahagi ng proyektong ito ang pagdaragdag ng mga daan na pangkalahatan ang gamit. Tingnan sa *Tanong 7* para sa karagdagang detalye.

2. Bakit napili ang corridor na ito para sa mga pagpapahusay?

Ang I-405 na dumadaan sa Lungsod ng Carson ay nagsisilbing isang mahalagang daanan sa Los Angeles County, na nagkokonekta sa masisiglang komunidad ng South Bay patungo sa mga makabuluhang na pang-ekonomiya at pang-libangang destinasyon sa buong rehiyon. Ang kahabaan ng freeway na ito mula sa Pangunahing Kalye (sa silangan lang ng 110 freeway) hanggang Wilmington Av ay nakakaranas ng mabigat na daloy ng trapiko, na may higit sa 300,000 sasakyan na bumabagtas araw-araw, na ginawa ang seksyong ito ng I-405 na isa sa pinaka-matrapik na lugar sa Los Angeles. Ang pagsasagawa ng mga pagpapahusay sa kahabaan ng freeway na ito ay magpapagaan sa sobrang trapik at magreresulta ng isang mas mahusay na pagbiyahe.



Mga Proyekto ng Pagpapahusay sa I-405 mula sa Wilmington Av hanggang sa Main St

3. Sino ang nangunguna sa proyekto?

Nakikipagtulungan ang Metro sa Departamento ng Transportasyon ng California (California Department of Transportation, Caltrans) para magmungkahi ng mga pagpapahusay sa corridor. Ang Caltrans ay ang Nangungunang Ahensya sa ilalim ng parehong Batas sa Kalidad ng Kapaligiran ng California (California Environmental Quality Act, CEQA) at ng Batas sa Pambansang Patakaran sa Kapaligiran (National Environmental Policy Act, NEPA).

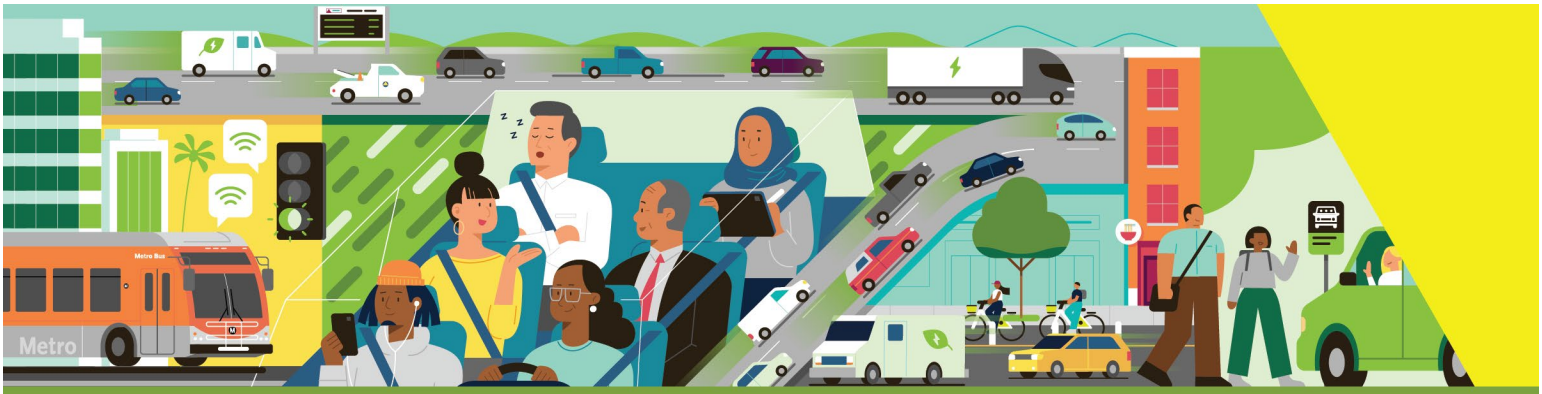
4. Ano ang kasalukuyang katayuan ng proyekto?

Ang proyekto ay nasa yugto ng pagpaplano ng Pag-apruba ng Proyekto/Dokumentong Pangkapaligiran (Project Approval/Environmental Document, PA/ED), na kinakailangan ng parehong pang-estado at pederal na batas. Sa kasalukuyan, sumasailalim sa Pormal na Pag-iimbestiga ang proyekto para makasali ang mga ahensya at para magbigay ang publiko ng kanilang pananaw sa mga isyung tinatalakay bilang bahagi ng panukalang proyekto. Isa itong pagkakataon para sa team ng proyekto para humingi ng impormasyon tulad ng maagang pagtukoy ng mga alalahanin at mga potensyal na epekto sa maagang bahagi ng proseso para maituring bilang bahagi ng mga teknikal na pag-aaral. Sa panahong ito ng pag-iimbestiga, tutukuyin ng mga tagaplano ng proyekto ang mga umiiral na isyu at pamantayan na gagamitin para suriin ang mga alternatibong proyekto.

Magho-host ang Metro ng dalawang pagpupulong sa pag-iimbestiga para mabigyan ng pagkakataon ang publiko na makatulong sa paghubog sa proyekto. Magbibigay din ang Metro ng iba pang paraan para sa publiko na magbahagi ng mga komento, magtanong at tumanggap ng impormasyon, tulad ng sa pamamagitan ng email, mga online na tool at mga kaganapan sa komunidad.

5. Ano ang prosesong pangkapaligiran para sa proyekto?

Ang pang-estado at pederal na batas ay nag-uutos sa proyekto na sumailalim sa yugto ng Pag-apruba ng Proyekto/Dokumentong Pangkapaligiran (PA/ED), kung saan ang isang Ulat sa Epekto sa Kapaligiran (Environmental Impact Report, EIR) ay binuo sa bawat Batas sa Kalidad ng Kapaligiran ng California (California Environmental Quality Act, CEQA), at isang Pagtatasa sa Kapaligiran (Environmental Assessment, EA) ay binuo sa bawat Batas sa Pambansang Patakaran sa Kapaligiran (National Environmental Policy Act, NEPA). Nagsisimula ang PA/ED sa isang panahon ng pag-iimbestiga at sinusundan ng mga teknikal na pag-aaral para masuri ang mga potensyal na epekto para sa bawat iminungkahing alternatibo. Idodokumento ang mga natuklasan sa loob ng EIR/EA. Sa paglabas ng Draft ng EIR/EA, magsasagawa ng mga pampublikong pagdinig para mangolekta ng mga pampublikong komento. Susuriin ang mga komentong ito ng teknikal na team at isasama ang mga tugon sa loob ng panghuling EIR/EA, na inaasahan para sa Tag-init ng 2026. Ang yugto ng pagpaplano ay magtatapos sa paglagda ng Caltrans sa Ulat ng Proyekto.



6. Anong uri ng pag-aaral sa kapaligiran ang isinasagawa?

Susuriin ng EIR/EA ang mga potensyal na epekto ng proyekto sa kapaligiran at tutugunan ang mga isyu kabilang ang ngunit hindi limitado sa, kalidad ng hangin, ingay, trapiko, at mga epekto sa komunidad habang isinasagawa ang at pagkatapos ng konstruksiyon. Isasama ang isang komprehensibong paglalarawan ng proyekto at ang mga iminungkahing alternatibo para suriin ang mga epekto ng proyekto sa kapaligiran at ipaalam sa mga gumagawa ng desisyon at sa publiko ang makatuwirang hakbang sa pag-iwas, pagpapababa, at pagpapagaan. Susuriin ang mga iminungkahing alternatibo sa pamamagitan ng mga pag-aaral sa kapaligiran, teknikal na pag-aaral at review ng disenyo para matukoy ang ginustong alternatibo.

7. Ano ang mga iminungkahing alternatibo para sa proyektong ito?

May tatlong iminungkahing alternatibo para sa proyektong ito na kasalukuyang sinusuri:

Alternatibo 1: Walang pagbabagong magaganap; Ito ang alternatibong walang itatayo na hinihingi ng batas na dapat isaalang-alang. Habang tumataas ang demand ng trapiko sa buong corridor ng proyekto, hindi matutugunan o mapapagaan ang mga umiiral na isyu sa pagpapatakbo.

Alternatibo 2: Gumawa ng dalawang pantulong na daan sa northbound ng I-405 at dalawang pantulong na daan sa southbound ng I-405 pati na rin ang mga Kompletong Bahagi ng Kalye at estratehiya ng Pamamahala sa Sistema ng Transportasyon (Transportation System Management, TSM) at Pamamahala sa Demand ng Transportasyon (Transportation Demand Management, TDM), kung saan posible.

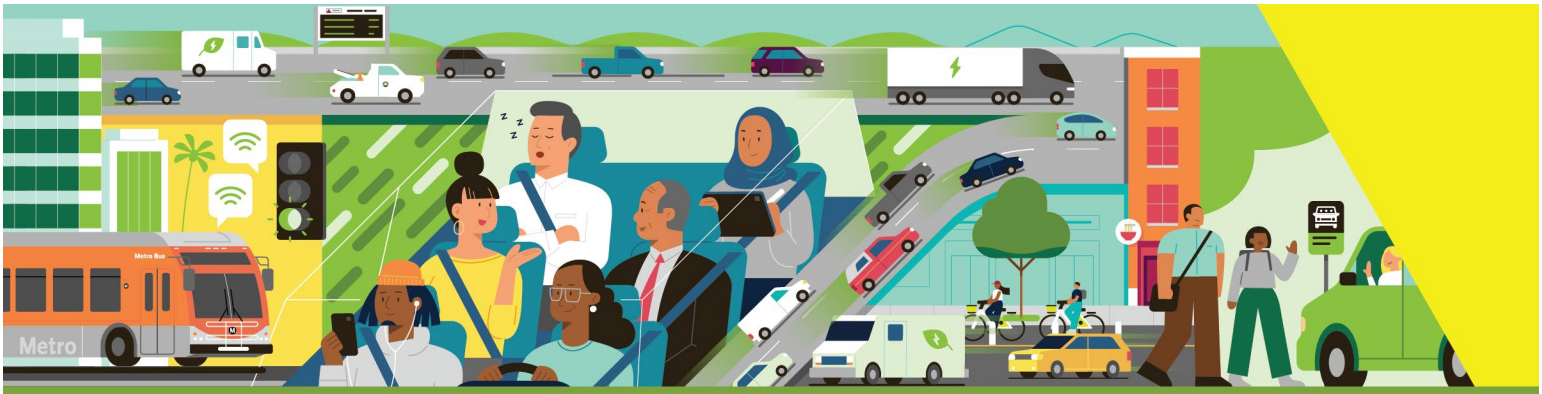
Alternatibo 3: Bumuo at ipatupad ang mga Kompletong Bahagi ng Kalye at estratehiya ng TSM / TDM, kung saan posible.

8. Mayroon bang Ginustong Alternatibo?

Sa panahong ito, walang Ginustong Alternatibo. Nakatuon ang team ng proyekto sa pagsusuri sa lahat ng tatlong alternatibo para matukoy ang pagpipilian na pinakamahusay na nakahanay sa lahat ng layunin ng proyekto. Matutukoy ang isang Ginustong Alternatibo pagkatapos ng paglabas ng Draft ng EIR/EA, at isasaalang-alang ang lahat ng komento, na kasalukuyang inaasahan para sa Taglamig ng 2026.

9. Magkakaroon ba ng anumang pagkuha ng ari-arian?

Ang mga alternatibong proyekto ay hindi kukuha ng anumang tirahan o komersyal na ari-arian sa kahabaan ng corridor. Marahil ay may pangangailangan para sa mga pansamantalang kaginhawahan ng pagtatayo at kasalukuyang sinusuri ng team sa pagpaplano ang pangangailangan para sa mga kaginhawaan sa panahon ng pagtatayo batay sa panghuling iminungkahing pagpapahusay para sa bawat alternatibo.



10. Ano ang mga pantulong na daan at saan iminumungkahi ang mga ito? Paano napapahusay ng pagdaragdag ng mga pantulong na daan ang kasalukuyang kalagayan ng lugar ng proyekto?

Ang mga pantulong na daan ay mga maikling distansyang daan na matatagpuan sa pagitan ng mga rampa sa pasukan/labasan na idinisenyo para payagan ang pagbabago ng bilis, pagpapalit ng linya, at iba pang layunin sa kaligtasan at pagpapatakbo na pandagdag sa patuloy na paggalaw ng trapiko. Ang mga panlabas na daan na ito ay iminungkahi sa kanang bahagi ng freeway para magsilbing isang lugar ng paglipat (transition zone) para sa mga kotse na pumapasok sa freeway at nagsasanib sa mga karadagang daan (through-lane). Ang mga pantulong na daan ay iminungkahi sa pagitan ng mga sumusunod na mga on-ramp at off-ramp:

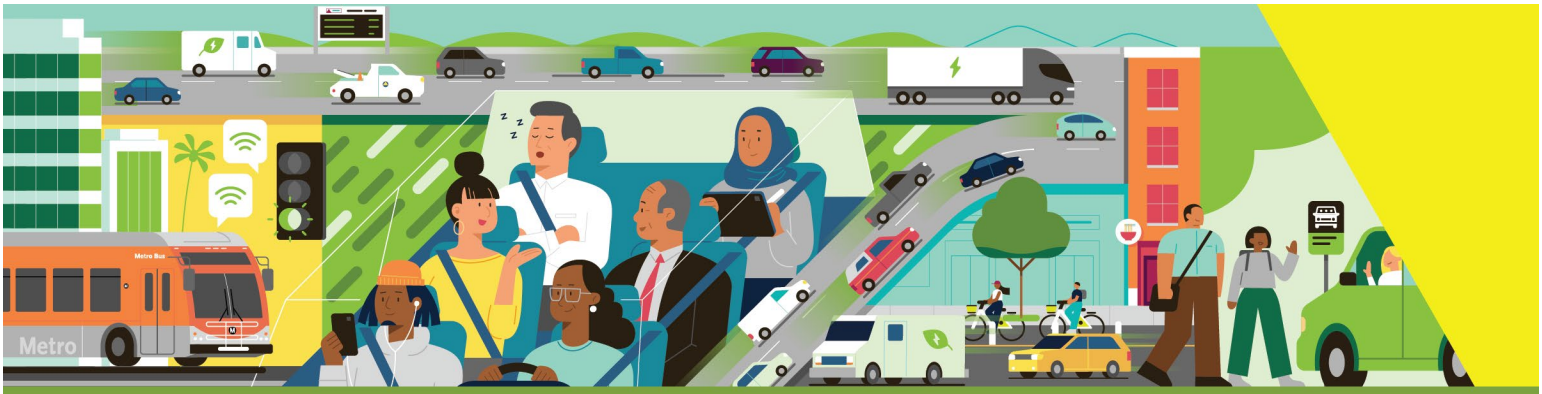
- NB at SB ng I-405 sa Wilmington Av hanggang sa Carson St
- NB at SB ng Carson St hanggang sa Avalon Blvd

Ang pagdaragdag ng mga pantulong na daan ay nagbibigay-daan sa mga sasakyan na sumanib sa isang freeway nang hindi hadlang sa daloy ng trapiko at binabawasan ang panganib ng mga banggaan kapag pumapasok sa freeway. Ang pagdaragdag ng mga pantulong na daan sa lugar ng proyekto ay posibleng makabawas ng paglitaw ng mga isyung ito na napansin na madalas na nangyayari.

11. Ano ang mga Kompletong Kalye at ano ang ilang halimbawa ng mga potensyal na pagpapahusay?

Ang iminungkahing proyekto ay magbibigay ng mga pagpapahusay para mapadali ang isang pinagsamang estratehiya para sa lahat ng paraan ng transportasyon para mapahusay ang

kadaliang kumilos, pagiging accessible, at koneksyon sa isang Kompletong kapaligiran ng Kalye para sa lahat ng komunidad sa kahabaan ng kasalukuyang corridor. Ang “Kompletong Kalye” ay isang estratehiya sa pagpaplano, pagdidisenyo, at pagtatayo ng mga kalye na nagbibigay-daan sa ligtas na access para sa lahat ng gumagamit, kabilang ang mga naglalakad, nagbibisikleta, motorista at sumasakay ng transit sa lahat ng edad at kakayahan. Isinasaalang-alang din ang estratehiya na ito ang mga pagpapabuti sa kadaliang kumilos para mapaunlakan ang mga matatandang nasa hustong gulang, taong nabubuhay na may mga kapansanan at mga magulang o katiwala ng maliliit na bata. Ang ilang halimbawa ng isang mga Kompletong bahagi ng Kalye na iminungkahi bilang bahagi ng proyektong ito ay kinabibilangan ng mga bangketa na sumusunod sa Batas para sa mga Amerikanong may Kapansanan (Americans with Disabilities Act, ADA) at mga rampa sa gilid ng bangketa, karagdagang pasilidad para sa bisikleta, pinahusay na pag-iilaw sa ilalim ng mga tulay para sa mga tawiran ng naglalakad at nagbibisikleta, mas ligtas na mga crosswalk at ang akomodasyon ng mga koneksyon sa transit at multi-modal na daan sa hinaharap.



Mga Proyekto ng Pagpapahusay sa I-405 mula sa Wilmington Av hanggang sa Main St

Nagsasagawa ng koordinasyon ang team ng proyekto sa Lungsod ng Carson para ipatupad ang mga Kompletong bahagi ng Kalye sa mga sumusunod na lokasyon:

- I-405 at Interseksyon ng Main St
- I-405 at Interseksyon ng Avalon Bl
- I-405 at Interseksyon ng Carson St
- I-405 at Interseksyon ng Wilmington Av
- 213th St sa ilalim ng I-405

12. Ano ang mga estratehiya sa Pamamahala sa Sistema ng Transportasyon (TSM) at Pamamahala sa Demand ng Transportasyon (TDM) at ano ang ilang halimbawa ng mga potensyal na pagpapahusay?

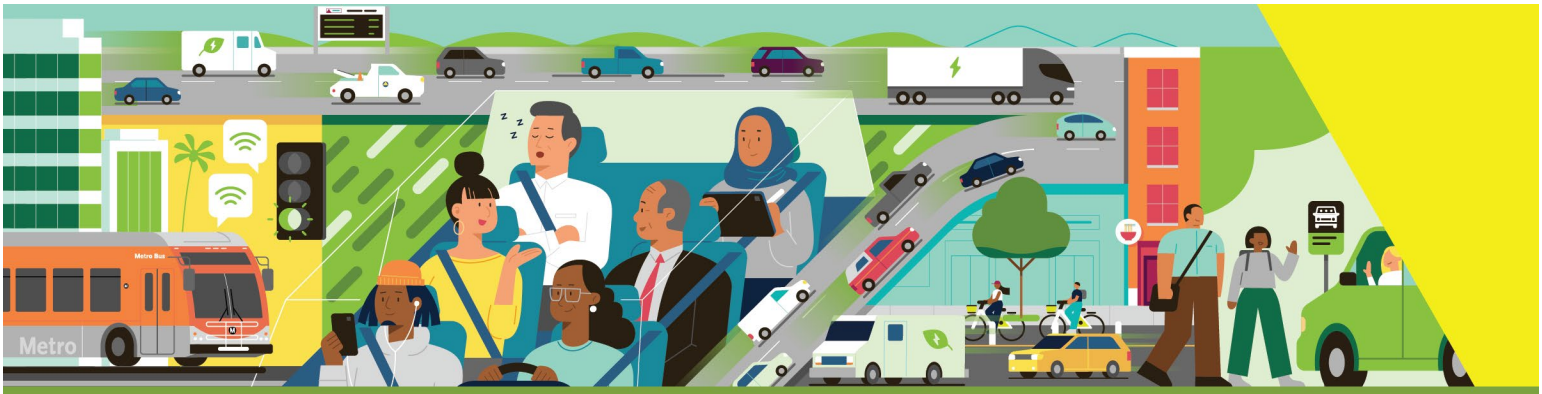
Ang mga estratehiya ng TSM/TDM ay maaaring isama ang mga sumusunod na bahagi para mapahusay ang pamamahala ng trapiko: Mga sistema ng closed circuit na television, sistema ng pagsukat ng rampa, at sistema ng pag-detect ng sasakyan, pag-synchronize ng signal, pagbibigay ng signal/linya sa pagliko, karatulang nababago ang mensahe at iba pa. Ang mga estratehiyang ito ay nagbibigay-daan sa pagtaas ng kahusayan nang hindi dinadagdagan ang mga nagpapatuloy na daan (trough lane).

13. Paano pinopondohan ang proyektong ito?

Ang pagpopondo para sa proyekto ay inaasahang magmumula sa kombinasyon ng lokal na pagpopondo sa buwis sa pagbebenta, na posibleng pupunan ng pamahalaang pederal, pang-estado, at iba pang mapagkukunan ng pagpopondo na hinahanap ng Metro para sa mga susunod na yugto. Ang Yugto ng Pag-apruba ng Proyekto/Dokumentong Pangkapaligiran (PA&ED) na pinopondohan sa pamamagitan ng Panukala R. Ang kabuuang gastos ay inaasahan na maging $80 milyon.

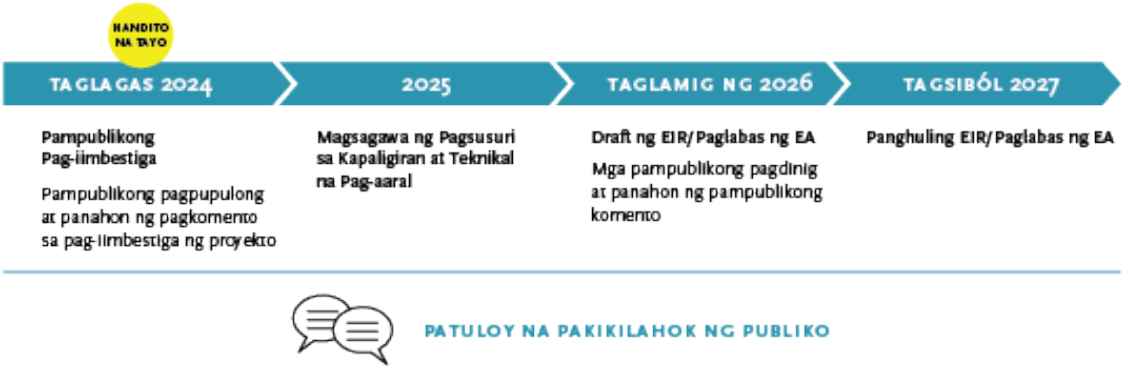
14. Paano ako makakalahok sa proyektong ito?

Ang Metro at Caltrans ay nakatuon sa pagigigng patas, transparent at pag-maximize ng pakikilahok ng publiko. Ang pakikipag-ugnayan sa komunidad ay magpapatuloy sa buong prosesong pangkapaligiran, kabilang ang mga pagkakataon para sa publiko na magbigay ng mga komento at input sa mga pangunahing pangyayari. Kasama sa programa ng paglilingkod ang pakikilahok sa mga kaganapan sa komunidad pati na rin ang pakikipag-ugnayan sa minorya, may mababang kita at mga taong may limitadong kasanayan sa Ingles. Ang mga pagpupulong sa pag-iimbestiga ng proyekto ay magaganap sa Tag-init ng 2024. Ang lahat ng materyales sa impormasyon ng proyekto ay ibinigay sa Ingles, Espanyol at Tagalog. Para mag-sign up



Mga Proyekto ng Pagpapahusay sa I-405 mula sa Wilmington Av hanggang sa Main St

para sa mga update sa proyekto o magsumite ng mga komento, mangyaring makipag-ugnayan sa amin sa pamamagitan ng mga pamamaraan na nakalista sa ilalim ng “Makipag-ugnayan sa Amin”.



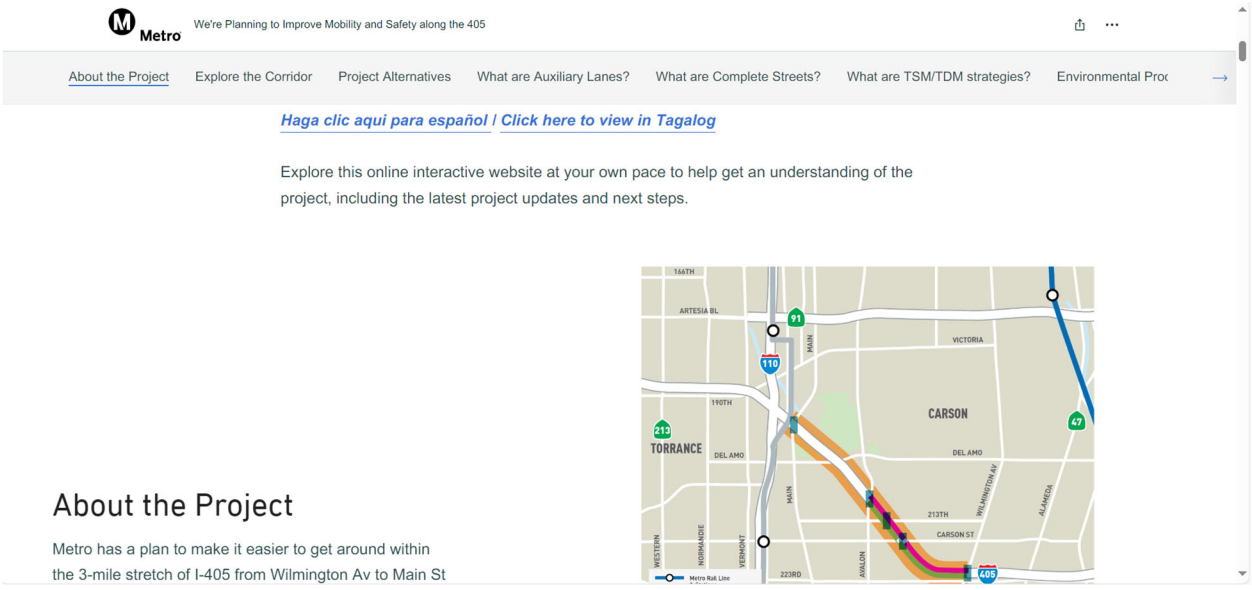
Appendix C.5: Project StoryMap

Metro Caltrans

I-405 from Wilmington Av to Main St Improvements Project

Appendix C.5 Project StoryMap

Link: https://arcg.is/1OjOCS



About the Corridor

- On I-405 from Main Street to Wilmington Avenue
- Approximately 3 miles
- Over 300,000 vehicles daily
- Located within the City of Carson

Project Goals

The project seeks to provide improved connectivity and increase multimodal access within the corridor by:

- Enhancing traffic time, reliability, and safety along I-405.
- Providing equitable and sustainable travel options.
- Promoting economic connectivity and accessibility for goods movement.

Project Status

A Project Study Report (PSR/PDS) was completed in October 2020.

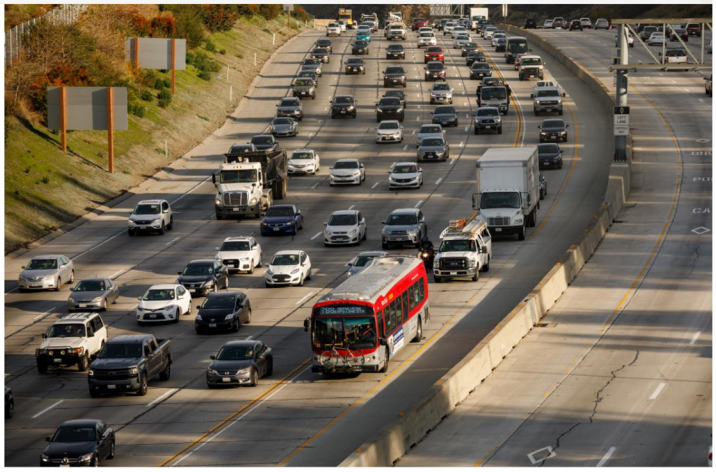
The project is currently in the Project Approval and Environmental Document (PA&ED) phase, which began in November 2023. This process is mandated by the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA).

A formal scoping period will begin during Fall 2024 to gather input from public agencies, stakeholders, and the community, aiming to identify and address environmental concerns. Following the scoping period, technical studies will be prepared to assess potential impacts more closely, leading to the development of a draft Environmental Impact Report (EIR) for CEQA and

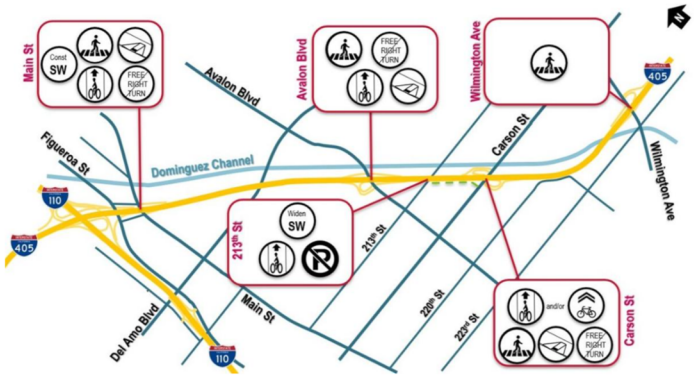
Project Alternatives

Metro is considering three alternatives and will study how each performs in accomplishing the project's overall goals:

- **A No Build Alternative (Alternative 1):** A No Build Alternative must be evaluated as a comparative baseline to the build alternatives representing what would happen if no action was taken.
- **Build Alternatives (Alternatives 2 & 3):** At this stage, no alternative has been selected and no determination has been made to proceed with any of the proposed improvements.



What are Complete Streets?



Metro We're Planning to Improve Mobility and Safety along the 405

← Explore the Corridor Project Alternatives What are Auxiliary Lanes? What are Complete Streets? What are TSM/TDM strategies? Environmental Process Stay Involved

Stay Involved

Metro welcomes your input and ongoing public participation is critical during the environmental planning stage. Be sure to sign up to receive project updates and details on public involvement opportunities.

Sign up for Updates!

Resources

To learn more about the project and access project information, please use the following resources:

- Project Fact Sheet
- Frequently Asked Questions (FAQs)

Appendix D.1: Postcard

Metro

Caltrans

CONTACT US
CONTÁCTENOS
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wilmington@metro.net

metro.net/405wilmington

323.466.3876 x2
Español
323.466.3876

中文	x3	русский	x7
한국어	x4	Հայերէն	x8
Tiếng Việt	x5	ภาษาไทย	x9
日本語	x6	ሀገረሰብኛ	x10

All Metro meetings are held in ADA accessible facilities and are accessible by transit. ADA accommodations and translations are available by calling 323.466.3876 or California Relay service at 711 at least 72 hours in advance.

Todas las reuniones de Metro se llevan a cabo en instalaciones con accesibles conforme a la Ley para Estadounidenses con Discapacidades (American Disabilities Act, ADA) y son accesibles por transporte público. Las adaptaciones de la ADA y las traducciones están disponibles llamando al 323.466.3876 o al Servicio de Retransmisión de California al 711, por lo menos 72 horas de anticipación.

Naa-access ng mga taong may kapansanan ang lahat ng pagpupulong sa Metro. Nagbibigay ng pagsasalin sa Espanyol at Tagalog. Available ang iba pang akomodasyon at pagsasalin ng ADA sa pamamagitan ng pagtawag sa 323.466.3876 nang hindi bababa sa 72 oras na mas maaga.

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Metro

One Gateway Plaza
MS 99-17-2
Los Angeles, CA 90012

metro.net/405wilmington

We're planning to improve mobility and safety along the 405.

Estamos planeando mejorar la movilidad y la seguridad a lo largo de la 405.

Nagpaplano kaming pahusayin ang kadaliang kumilos at kaligtasan sa kahabaan ng 405.

I-405 WILMINGTON AV TO MAIN ST IMPROVEMENTS PROJECT

PROYECTO DE MEJORAS DE LA I-405 DESDE WILMINGTON AV HASTA MAIN ST

I-405 MULA SA WILMINGTON AV HANGGANG SA MGA PROYEKTONG PAGPAPABUTI SA PANGUNAHING KALYE

Metro

Metro has a plan to make it easier to get around LA, with projects that improve mobility, accessibility and safety. Metro is formally initiating studies for the I-405 from Wilmington Av to Main St Improvements Project and would like your input. The stretch of freeway on I-405 from Wilmington Av to Main St experiences heavy traffic flow, with over 300,000 vehicles traversing daily, making this section one of the most congested in the LA area. This project will enhance safety and operation in the corridor, improving your commute.

Join Us

Join us for a scoping meeting in person or on Zoom to learn more about the project and provide your input on the proposed improvements.

Scoping comments will be considered in the preparation of the Draft Environmental Impact Report (EIR) and Environmental Assessment (EA) in accordance with federal/state requirements.

Meeting Details

MEETING #1 (VIRTUAL)
September 17, 2024, 12–1:30pm
Webinar Link: *bit.ly/405WilmingtonMeeting*
Webinar ID: 841 8469 6530
Call in Number: 213.338.8477

MEETING #2 (IN PERSON)
September 19, 2024, 6–7:30pm
Carson Event Center
801 Carson St, Carson, CA 90745

Submit a Comment

The formal public scoping comment period ends on Thursday, October 10, 2024. Comments may be submitted via:

U.S. MAIL:
Karl Price, Senior Environmental Scientist
California Dept. of Transportation
Division of Environmental Planning
100 S Main St, MS 16A
Los Angeles, CA 90012

PROJECT EMAIL:
wilmington@metro.net

Metro tiene un plan para facilitar los desplazamientos por Los Angeles, con proyectos que mejoran la movilidad, la accesibilidad y la seguridad. *Metro está iniciando formalmente los estudios para el Proyecto de Mejoras de la I-405 desde Wilmington Av hasta Main St y le gustaría conocer su opinión. El tramo de autopista de la I-405 desde Wilmington Av hasta Main St tiene un gran flujo de tráfico, con más de 300,000 vehículos circulando diariamente, lo que convierte a este tramo en uno de los más congestionados de la zona de Los Angeles. Este proyecto mejorará la seguridad y el funcionamiento del corredor, mejorando sus desplazamientos al trabajo.*

Acompáñenos

Acompáñenos en las reuniones públicas sobre el alance a través de Zoom o en persona para saber más sobre este Proyecto y dar su opinión sobre las mejoras propuestas.

Los comentarios sobre el alcance se tendrán en cuenta en la preparación del Borrador del Informe de Impacto Ambiental (EIR, por sus siglas en inglés) y la Evaluación Ambiental (EA, por sus siglas en inglés) de acuerdo con los requisitos federales/estatales.

Detalles de las reuniones

REUNIÓN #1 (VIRTUAL)
Martes, 17 de septiembre de 2024, 12–1:30pm
Enlance de webinario: bit.ly/405WilmingtonMeeting
ID de webinario: 841 8469 6530
Número de llamada: 872.240.3311
Número de acceso: 763 551 621

REUNIÓN #2 (EN PERSONA)
Jueves, 19 de septiembre 2024, 6–7:30pm
Carson Event Center
801 Carson St, Carson, CA 90745

Envíe un comentario

El periodo formal de comentarios públicos sobre el alcance finaliza el jueves 10 de octubre de 2024. Los comentarios pueden enviarse a través de:

CORREO DE U.S.:
Karl Price, Senior Environmental Scientist
California Dept. of Transportation
Division of Environmental Planning
100 S Main St, MS 16A
Los Angeles, CA 90012

CORREO ELECTRÓNICO DEL PROYECTO:
wilmington@metro.net

May plano ang Metro na gawing mas madali ang paglilibot sa LA, sa pamamagitan ng mga proyektong nagpapahusay sa kadaliang kumilos, pagiging naa-access, at kaligtasan. *Pormal nang nagpasimula ang Metro ng mga pag-aaral para sa Proyekto ng Mga Pagpapahusay sa I-405 mula Wilmington Avhanggang sa Main St at gusto nila ang iyong input. Nakakaranas ang kahabaan ng freeway sa I-405 mula Wilmington Avenue hanggang sa Main Street ng mabigat na daloy ng trapiko, na may higit sa 300,000 sasakyang dumadaan araw-araw, na ginagawa ang seksyong ito na isa sa pinakamatrapik na lugar sa LA. Ang proyektong ito ay magpapahusay sa kaligtasan at pagpapatakbo sa corridor, na magpapahusay sa iyong pagbiyahe.*

Samahan kami

Samahan kami sa magaganap na mga pampublikong pagpupulong sa pagtatasa sa Zoom o nang personal para matuto nang higit pa tungkol sa Proyektong ito at ibigay ang iyong input sa mga iminungkahing pagpapahusay.

Isasaalang-alang ang mga komento sa pagtatasa sa paghahanda ng Draft ng Ulat sa Epekto sa Kapaligiran (Environmental Impact Report, EIR) at Pagtatasa sa Kapaligiran (Environmental Assessment, EA) alinsunod sa mga kinakailangan ng pamahalaang pederal/estado.

Mga Detalye ng Pagpupulong

PAGPUPULONG #1 (VIRTUAL)
Martes, Setyembre 17, 2024, 12–1:30pm
Link ng Webinar: bit.ly/405WilmingtonMeeting
Numero na Tatawagan: 571.317.3122
Access Code: 473 802 821

PAGPUPULONG #2 (NANG PERSONAL)
Huwebes, Setyembre 19, 2024, 6–7:30pm
Carson Event Center
801 Carson St, Carson, CA 90745

Magsumite ng Komento

Magtatapos ang pormal na panahon ng pagsusumite ng pampublikong komento sa pagtatasa sa Huwebes, Oktubre 10, 2024. Maaaring isumite ang mga komento sa pamamagitan ng:

U.S. MAIL:
Karl Price, Senior Environmental Scientist
California Dept. of Transportation
Division of Environmental Planning
100 S Main St, MS 16A
Los Angeles, CA 90012

EMAIL NG PROYEKTO:
wilmington@metro.net

Appendix D.2: Postcard Distribution Area List

Metro

Caltrans

I-405 from Wilmington Av to Main St Improvements Project
Appendix D.2 Postcard Distribution Area List

APN_D	OWNERNAME	OWNER2	M_ADDRESS	M_CITY	M_STATE	M_ZIP	M_ZIP4	TYPE	Column1
7315-004-032	1118 EAST LLC	OR OCCUPANT		CARSON	CA	90745		1-Property Owner	
7315-004-033	KOLL PER CORAL TREE LLC	OR OCCUPANT		LOS ANGELES	CA	90067		1-Property Owner	
7315-006-003	TESORO REFINING AND MARKETING COMPANY LLC	OR OCCUPANT		SAN ANTONIO	TX	78259		1-Property Owner	
7315-008-020	WATSON LAND CO	OR OCCUPANT		CARSON	CA	90745		1-Property Owner	
7315-008-029	SOLUTIA INC LESSOR	OR OCCUPANT		BOSTON	MA	02109		1-Property Owner	
7315-008-030	SOLUTIA INC LESSOR	OR OCCUPANT		KINGSPORT	TN	37662		1-Property Owner	
7315-008-905	CO SANITATION DIST NO 8	OR OCCUPANT		WHITTIER	CA	90601		1-Property Owner	
7315-031-016	TRI MODAL DISTRIBUTION SERVICES INC	OR OCCUPANT		LONG BEACH	CA	90810		1-Property Owner	
7315-031-026	1500 E 223RD STREET LLC	OR OCCUPANT		CARSON	CA	90746		1-Property Owner	
7315-031-027	INTERNATIONAL PAPER COMPANY	OR OCCUPANT		MEMPHIS	TN	38101		1-Property Owner	
7315-031-028	CARSON 223RD ST LLC	OR OCCUPANT		BEVERLY HILLS	CA	90210		1-Property Owner	
7315-031-901	LA COUNTY FLOOD CONTROL DISTRICT	OR OCCUPANT		ALHAMBRA	CA	91803		1-Property Owner	
7315-038-028	ENRI 2 LLC	OR OCCUPANT		FRESNO	CA	93792		1-Property Owner	
7315-038-038	FJ CARSON RP LLC	OR OCCUPANT		LAS VEGAS	NV	89117		1-Property Owner	
7315-039-001	CARSON ESTATE CO	OR OCCUPANT		RANCHO DOMINGUEZ	CA	90220		1-Property Owner	
7315-039-011	LITHIA REAL ESTATE INC	OR OCCUPANT		MEDFORD	OR	97501		1-Property Owner	
7315-039-013	WEISS FAMILY LTD PTNSHP	OR OCCUPANT		ROLLING HILLS EST	CA	90274		1-Property Owner	
7315-040-003	NORMA TOUBES	OR OCCUPANT		ROLLING HILLS EST	CA	90274		1-Property Owner	
7315-040-004	STAN LUCAS	OR OCCUPANT		LONG BEACH	CA	90806		1-Property Owner	
7315-040-006	L AND M FRANKLIN ENTERPRISES LP	OR OCCUPANT		WEST HILLS	CA	91307		1-Property Owner	
7315-040-011	MACLAND INVESTMENTS	OR OCCUPANT		WOODLAND HILLS	CA	91367		1-Property Owner	
7315-040-012	VERMEULEN PROPERTIES 5 LLC	OR OCCUPANT		ORANGE	CA	92868		1-Property Owner	
7315-040-014	7-ELEVEN INC	OR OCCUPANT		DALLAS	TX	75221		1-Property Owner	
7315-040-900	L A COUNTY	OR OCCUPANT		LOS ANGELES	CA	90012		1-Property Owner	
7316-025-097	ALPERT AND ALPERT IRON AND METAL CO	OR OCCUPANT		LOS ANGELES	CA	90023		1-Property Owner	
7316-027-015	DAVID L #IN	OR OCCUPANT		LONG BEACH	CA	90810		1-Property Owner	
7327-001-005	TERMINAL CAR LEASING INC	OR OCCUPANT		CARSON	CA	90749		1-Property Owner	
7327-001-007	INTER GROUP INVESTMENT INC	OR OCCUPANT		KATY	TX	77491		1-Property Owner	
7327-001-270	L A CITY DEPT OF WATER AND POWER	OR OCCUPANT		LOS ANGELES	CA	90051		1-Property Owner	
7327-002-013	EQUILON ENTERPRISES LLC	OR OCCUPANT		HOUSTON	TX	77210		1-Property Owner	
7327-005-011	CORY NEGLEY	OR OCCUPANT		CARSON	CA	90745		1-Property Owner	
7327-005-015	VINCENT A ZANKICH	OR OCCUPANT		CARSON	CA	90745		1-Property Owner	
7327-005-024	RAJENDRA B & MANJU R MAKAN	OR OCCUPANT		RANCHO PALOS VERD	CA	90275		1-Property Owner	
7327-005-025	BHARTI D PATEL	OR OCCUPANT		LONG BEACH	CA	90815		1-Property Owner	
7327-005-029	LYNNE ANGIONE	OR OCCUPANT		ARCADIA	CA	91007		1-Property Owner	
7327-005-030	FENGCHANG HU	OR OCCUPANT		TORRANCE	CA	90504		1-Property Owner	
7327-005-031	KATHARINE M LIU	OR OCCUPANT		PASADENA	CA	91107		1-Property Owner	
7327-005-032	JAESIL HA	OR OCCUPANT		REDONDO BEACH	CA	90277		1-Property Owner	
7327-005-033	SILVANO & ROSA OROZCO	OR OCCUPANT		HAWTHORNE	CA	90250		1-Property Owner	
7327-005-034	FRANK L & KAREN O HARRIS	OR OCCUPANT		CARSON	CA	90749		1-Property Owner	
7327-005-035	PATRICIA RENE	OR OCCUPANT		CARSON	CA	90745		1-Property Owner	
7327-005-036	YIRONG LU	OR OCCUPANT		LAGUNA NIGUEL	CA	92677		1-Property Owner	
7327-005-037	JUDITH M ABCEDE	OR OCCUPANT		CARSON	CA	90745		1-Property Owner	
7327-005-039	ANASTASIA L WILLIAMS	OR OCCUPANT		CARSON	CA	90745		1-Property Owner	
7327-005-040	JUN LU	OR OCCUPANT		PASADENA	CA	91101		1-Property Owner	
7327-005-041	RICHARD & THERESA MORALES	OR OCCUPANT		CARSON	CA	90745		1-Property Owner	
7327-005-043	PHALLEN S GASKIN	OR OCCUPANT		CULVER CITY	CA	90232		1-Property Owner	
7327-005-044	ILDEFONSO & OLIVIA HABIL	OR OCCUPANT		CARSON	CA	90745		1-Property Owner	
7327-005-045	AA REAL ESTATE HOLDING LLC	OR OCCUPANT		GARDENA	CA	90248		1-Property Owner	
7327-005-062	SOUTH BAY CHURCH OF GOD AT TORRANCE INC	OR OCCUPANT		TORRANCE	CA	90504		1-Property Owner	
7327-005-063	LEI & VERGINIA VINOYA	OR OCCUPANT		CARSON	CA	90745		1-Property Owner	
7327-005-064	GENEVA WRIGHT	OR OCCUPANT		CARSON	CA	90745		1-Property Owner	
7327-005-065	ROSHOMON COLE	OR OCCUPANT		CARSON	CA	90745		1-Property Owner	
7327-005-066	ROBIN A & JORDAN A QUINTANA	OR OCCUPANT		CARSON	CA	90745		1-Property Owner	
7327-005-067	LEONILA Q & SOCRATES NEBRIDA	OR OCCUPANT		CARSON	CA	90745		1-Property Owner	
7327-005-068	KATHRYN J VIRZI	OR OCCUPANT		CARSON	CA	90745		1-Property Owner	
7327-005-069	SUZIE M GEE	OR OCCUPANT		MONTEREY PARK	CA	91754		1-Property Owner	
7327-005-070	WILLIE E PARKER	OR OCCUPANT		CARSON	CA	90745		1-Property Owner	
7327-005-071	ARIEL C POUNDS	OR OCCUPANT		CARSON	CA	90745		1-Property Owner	
7327-005-072	MIGUEL A VEGA	OR OCCUPANT		CARSON	CA	90746		1-Property Owner	

I-405 from Wilmington Av to Main St Improvements Project
Appendix D.2 Postcard Distribution Area List

7327-005-073	DON I & FATIMA G BAYLON	OR OCCUPANT	[redacted]	CARSON	CA	90745	1-Property Owner
7327-005-074	CHARLITA CULPEPPER	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7327-005-075	RENESE ELLIS	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7327-005-076	IVAYLO A CHAPRAZOV	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7327-005-077	MYRA R KINNEY	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7327-005-078	KEITH T & KAREN E WADA	OR OCCUPANT		TORRANCE	CA	90503	1-Property Owner
7327-005-079	FRANCIS R & MARIE A NATIVIDAD	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7327-005-080	WALTER J SPURGIASZ	OR OCCUPANT		FOOTHILL RANCH	CA	92610	1-Property Owner
7327-005-081	MARGO A WASHINGTON LA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7327-005-082	JEANNE R ANGELES	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7327-005-083	ISABEL A ECHEVERRIA MA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7327-005-084	IRELLA RUIZ	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7327-005-085	JOSELITO D TOPACIO	OR OCCUPANT		CARSON	CA	90810	1-Property Owner
7327-005-086	JOSEPH Y KURIHARA	OR OCCUPANT		CERRITOS	CA	90703	1-Property Owner
7327-005-087	TANIA V TORRES	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7327-005-088	GEORGE & GRETL YOUNG	OR OCCUPANT		TORRANCE	CA	90510	1-Property Owner
7327-005-089	DERSHIUNG CHEN	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7327-005-091	DILLON S DE SILVA	OR OCCUPANT		WEST COVINA	CA	91791	1-Property Owner
7327-005-092	ESSENCE C WILSON	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7327-005-093	MICHELLE PALACIO	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7327-005-094	REYNALDO B BASTO	OR OCCUPANT		FULLERTON	CA	92832	1-Property Owner
7327-005-095	ROCIO M LOPEZ	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7327-005-096	CLARISSA CLAROS	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7327-005-097	SHALE GARLAND	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7327-005-098	CASEY & CORNELIA ESPINO	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7327-005-099	SHARON L GUIDRY	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7327-005-100	GILBERT L MOXLEY	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7327-005-101	SIAM GRADNEY INVESTMENTS LLC	OR OCCUPANT		TORRANCE	CA	90510	1-Property Owner
7327-005-102	JENNIFER HO	OR OCCUPANT		CERRITOS	CA	90703	1-Property Owner
7327-005-103	VALENTINO L & ELAINE LOPEZ	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7327-005-104	TRIEDSTONE MISSIONARY B#IST CHURCH OF LOS ANC	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7327-005-106	ALEXANDER & ROSANNA SERRANO	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7327-006-042	CHARLES I & CHUKWUMA AMAKA OKOYE	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7327-006-043	HUMBERTO & LILIA GARIBAY	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7327-006-063	ISIDRO C & ESPERANZA CORONA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7327-006-070	LEAH A CNSRV PERALTA MARGARET CNSEE MCCUE	OR OCCUPANT		LONG BEACH	CA	90802	1-Property Owner
7327-006-071	TANCREDO L GURAY	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7327-006-072	IVETTE CAMPA	OR OCCUPANT		GRANADA HILLS	CA	91344	1-Property Owner
7327-006-074	MARIA T PACHECO	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7327-006-075	DAVID L & TASHA Y GETER	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7327-006-076	MARIA RAMIREZ	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7327-008-001	GLENN C WILLIAMS	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7327-008-002	2019-1 IH BORROWER LP	OR OCCUPANT		DALLAS	TX	75201	1-Property Owner
7327-008-003	ANGEL H & EDITH S HERRERA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7327-008-004	ALINA A & KIM H PHAM	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7327-008-005	AVEDIS H & CHERI R OVAYAN	OR OCCUPANT		SUNLAND	CA	91040	1-Property Owner
7327-008-006	ARLENE E MANGAOANG	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7327-008-007	JOSE M NEVAREZ	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7327-008-008	JED R ESPIRITU	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7327-008-009	RUNGNAPHA CASUPANG	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7327-008-010	FAUSTINO S GREGORIO	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7327-008-011	ADEBA LLC	OR OCCUPANT		BURBANK	CA	91505	1-Property Owner
7327-008-012	ULYSSES M LEE	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7327-008-013	PAZ G ZALAMEA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7327-008-014	ROMEO Z & CORAZON P FLORES	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7327-008-015	CAROLYN ANTES	OR OCCUPANT		CERRITOS	CA	90703	1-Property Owner
7327-008-016	ROSALIA G BREGANZA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7327-008-017	BENJAMIN & LIDIA CA#LLANOS	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7327-008-018	DOROTEO E & EVANGELINE M QUERO	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7327-008-019	GLORIA CUBANGBANG	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7327-008-020	ISAIAH & MARIETTA DACIO	OR OCCUPANT		CARSON	CA	90745	1-Property Owner

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7327-008-021	RICARDO & VERONICA ENRIQUEZ	OR OCCUPANT	[redacted]	CARSON	CA	90745	1-Property Owner
7327-008-022	GUZMAN & FELIZADARA SOBREMONTE	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7327-008-023	ARTURO & MARIA B DELGADO	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7327-008-024	LIWAYWAY N SANTOS	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7327-008-025	ESPERIDION & MYRNA SEBASTIAN	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7327-008-026	MIRABETH R MILLAN	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7327-008-027	MIRABETH & IMELDA MILLAN	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7327-008-028	ALFREDO & BLANCA GUTIERREZ	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7327-008-029	CONRAD A AMIDAR	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7327-008-030	VERA L DORSEY	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7327-008-031	DANILO & CORAZON BERNAL	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7327-008-032	CORAZON V EA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7327-008-033	ALMA L MILLAN	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7327-008-034	ANDRES & RENEE R ALONSO	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7327-008-035	MERMA I ASIS	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7327-008-036	RODOLFO M CAPULONG	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7327-008-037	NIEVES J PEREYRA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7327-008-038	CLARITA ENCARNACION	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7327-008-039	RENE N & LOURDES P BRAGA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7327-008-040	GUADALUPE & ALEX SERNA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7327-008-041	ANN N ANDAYA GUADA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7327-008-042	GEL T GALIDO	OR OCCUPANT		LOS ANGELES	CA	90042	1-Property Owner
7327-008-043	CARMEN B LOZADA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7327-008-044	2017 2 IH BORROWER LP	OR OCCUPANT		DALLAS	TX	75201	1-Property Owner
7327-008-045	CRISELLE F VELA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7327-008-046	ANDREW & BERTHA NUNEZ	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7327-008-047	BERTHA & MIGUEL CEJA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7327-008-048	JANE ALIMURUNG	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7327-008-049	NICKOLAS & VERONICA CASTILLO	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7327-008-053	JOEL A ASPRER	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7327-008-054	DARRYL KWOCK	OR OCCUPANT		REDONDO BEACH	CA	90278	1-Property Owner
7327-008-055	MICHAEL W & KIMBERLEY WOODS	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7327-008-056	MARK D & EVA M VENTURA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7327-008-057	DEIDRE BLAKE	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7327-008-058	AIDA VIDALLO	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7327-008-059	WALTER C & BARBARA A FREEMAN	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7327-008-060	ROGELIO A & GLORIA MEDINA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7327-008-061	CALVIN & HETTIE DAVIS	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7327-008-062	CARL M & LA JUNE MCGINNIS	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7327-008-065	GILL M REESE	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7327-008-066	FERNANDO & ROXANNE RIVAS	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7327-008-067	SUSAN GRACE	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7327-008-068	ERIC DAVIS	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7327-008-069	VIOLET G POLITAN	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7327-008-070	CELSO C & EDITHA P ROQUE	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7327-008-071	RHONDA M JONES	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7327-008-072	CARLOS M & ROSE M GONZALEZ	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7327-008-073	JOY GUNTALILIB	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7327-008-074	ALLISON B & MARIA L BAJO	OR OCCUPANT		CARSON	CA	90749	1-Property Owner
7327-008-075	SATWINDER SINGH	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7327-008-076	WANDA L FRANK	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7327-008-079	ANTONIO B & MYRNA BAYYA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7327-008-080	RASHAD A & DEQUITA J MFUME	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7327-008-081	OLUFEMI OGUNKUADE	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7327-008-082	PIO & RUFINA DINEROS	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7327-008-083	JENI O NEFF	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7327-008-084	PAUL & KATHREEN SAGMIT	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7327-008-085	JON D ROMERO	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7327-008-086	EVA P DE RAMA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7327-008-087	TUNG H DAO	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7327-008-088	CYNTHIA V SABARUDIN	OR OCCUPANT		CARSON	CA	90745	1-Property Owner

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7327-008-089	JAMES L & MYLAN WAUGH	OR OCCUPANT	[redacted]	CARSON	CA	90745	1-Property Owner
7327-008-090	KEVIN TATE	OR OCCUPANT		CARSON	CA	90746	1-Property Owner
7327-008-091	MARIBETH C VALDEZ	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7327-008-092	OLUSHOLA E & OLUWABUNMI G ALUKO	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7327-008-093	HOSEA HARRIS	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7327-008-094	AMADOR A & LOURDES G RAMOS	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7327-008-095	MARITA A TALLUD	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7327-008-096	ENO ATTAH	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7327-008-097	CLYDE & JOLETTA CASSEL	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7327-008-098	ESTRELLA M & SANTOS A FILAMOR	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7327-008-099	KHANH VAN VU	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7327-008-100	FREDA L WATSON	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7327-008-101	EDDIE B & MICHELLE R GIBBS	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7327-008-102	REGINA R SMITH	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7327-008-123	JENARO C & ZENAIDA R PANAY	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7327-008-125	SHIRLEY G GARCIA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7327-008-126	DEMONTE THOMPSON	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7327-008-127	JAIME & FAYE BAGALAY	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7327-008-128	AFUSATU A BELLO	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7327-008-129	LUTHER & MONESHA ABRAMS	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7327-008-130	RENER V & LUDIVINA G MOYA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7327-008-131	JAMES K & RACHEL V SHANNON	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7327-008-132	IJEOMA V OGBONNIA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7327-008-133	ROSAISELA C CHAVEZ	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7327-010-001	RAMON R & BING TAYAG	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7327-010-002	RAKIEKE PUAAULI	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7327-010-003	JASON C & TIFFANY N DAVIS	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7327-010-004	RODNEY PAGUYO	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7327-010-005	MARILEE S BEARDEN	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7327-010-006	ABRAHAM & ROSEMARIE PAZ	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7327-010-007	TERRY D & CAROLYN LEE	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7327-010-008	LYLE P & EVELYN O SERRANO	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7327-010-009	ANDREW M & MONIQUE GRIEGO	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7327-010-010	REBECCA N BEDFORD	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7327-010-011	JOSEPH HERRERA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7327-010-012	DANILO M SAN PEDRO	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7327-010-014	21611 PERRY STREET LLC	OR OCCUPANT		WEST HOLLYWOOD	CA	90069	1-Property Owner
7327-011-019	CHARLES F & TERESA L MASON	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7327-011-020	IMELDA B CHOKEMESIL	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7327-011-021	TIMOTHY C & MACRINA JOHNSON	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7327-011-033	SHIU & PREMILA JATAN	OR OCCUPANT		CARSON	CA	90746	1-Property Owner
7327-011-034	RODOLFO B & LEONILA L SINGIAN	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7327-011-035	FREDERIK F & MISHARI S ZULUETA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7327-011-036	LYDIA T NESBITT	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7327-011-037	KAREN WASHAM	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7327-011-038	CHIDIEBERE C & MAURICE C ANYADIKE	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7327-011-039	FRANCISCO G & EDITH C ROSALES	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7327-011-040	IAN T & JOY M SALAVARIA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7327-011-041	ALFREDO & BONNIE A TESORO	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7327-011-900	CARSON CITY	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-001-013	SIX PARCELS LLC	OR OCCUPANT		NORTH HOLLYWOOD	CA	91605	1-Property Owner
7328-001-020	MDV TROPHY CARSON CA LLC	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-002-001	JACKSON BERTHA L DECD EST OF	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-002-002	WAYNE H ELAM	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-002-003	CHARITO U SIPIN	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-002-004	DOROTHY D WHITE	OR OCCUPANT		HUNTINGTON BEACH	CA	92647	1-Property Owner
7328-002-005	JONEL C & VICKY D PIER	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-002-006	RAUL F & EDNA C NAJERA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-002-007	MARCELINO MARTINEZ	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-002-008	REBECCA J PEARSON	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-002-009	HUGO J & MARIA ZUNIGA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner

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7328-002-010	ROBERT CRUTCHFIELD	OR OCCUPANT	[redacted]	CARSON	CA	90745	1-Property Owner
7328-002-012	ANCIRES M MENDOZA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-002-013	ANNIE M BROADNAX	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-002-014	ROBERT J JOY	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-002-015	VICKI M THOMAS	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-002-016	SATAPORN ANANKUNUPAKAHN	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-002-017	MICHAEL F LEGASPI	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-002-018	JOSEPH TANIFOR	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-002-019	#PHEN G MACIAS	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-002-027	CARMELA & TESS MARQUEZ	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-002-028	DEBRA A RIVIE	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-002-029	JOE & LINDA TRULL	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-002-030	AESOPO M CANILANG	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-002-031	RUBY R BAUTISTA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-002-032	ERNESTO ALVAREZ	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-002-033	INLAND PROPERTIES US INC	OR OCCUPANT		BURNABY BC CANADA		5C6C9	1-Property Owner
7328-002-035	ROBBY D CAPITLY	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-002-037	AURORA B & ARIEL ROMUALDO	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-002-038	NATALIE Y GRIER	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-002-039	ZEWDITU TADESSE	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-002-040	LEVAIN GROUP LLC	OR OCCUPANT		NAPERVILLE	IL	60565	1-Property Owner
7328-002-041	ROBERT BIGGS	OR OCCUPANT		LOS ANGELES	CA	90009	1-Property Owner
7328-002-042	JUANITO P & MARITES L TORRES	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-002-043	IRMA M HERNANDEZ	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-003-001	DAMON A BANKSTON	OR OCCUPANT		REDONDO BEACH	CA	90278	1-Property Owner
7328-003-002	DOROTHY MASCARINAS	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-003-003	LESSELL & BETTY HE#R	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-003-004	FRANCISCO & LINDA NAVALTA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-003-005	CARMEN MEZA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-003-006	HAROLD J & CAROLYN J SHOFNER	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-003-007	SHELDON S & ASHA S STOKES	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-003-008	ROSETTA B TROTTER	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-003-009	HIDEO & JUNE M HONMA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-003-010	MARCO GOMEZ	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-003-011	MIKE S GOMEZ	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-003-012	RONALD D SIMMONS	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-003-013	EVELYN M CHANDLER	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-003-014	TRACI GOODPA#R	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-003-015	MELIZZA L CONTRADOR	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-003-016	CARL L & SHIRLEY J COOPWOOD	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-003-017	DANIEL G & MARIA Y MORENO	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-003-018	EDDIE A & ROSEMARIE CRUZ	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-003-019	SERGIO CARRILLO	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-003-020	BRIAN LE	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-003-021	ROCK & KATHY SEURSING	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-003-022	ROMIE S & GEMMA D DORIA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-003-023	JAVIER & GABRIELA PALACIOS	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-003-024	EDITHA Q ASUGUI	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-003-026	HELEN O MITCHEL	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-003-027	IRENE Q & JOANNE A CASTILLO	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-003-028	CAROLINE D & TERRY A CABILOGAN	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-003-029	CESAR L & SUSAN T LAO	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-003-030	MARY A BROWN	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-003-031	BEVERLY W CHRYSTAL	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-003-032	RAUDEL CISNEROS	OR OCCUPANT		WILMINGTON	CA	90748	1-Property Owner
7328-003-033	DELFIN & ELISA IGLESIAS	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-003-034	SERGIO L AVILA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-003-035	DOUGLAS & KEESHA CLARK	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-004-001	JOSEPH & CAROLYN NARTEY	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-004-002	JOSE R & BEATRIZ ALCALA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-004-003	JAVIER & CLAUDIA GONZALEZ	OR OCCUPANT		CARSON	CA	90745	1-Property Owner

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7328-004-004	RODELIE G & CRISANTA M CORTEZ	OR OCCUPANT	[redacted]	CARSON	CA	90745	1-Property Owner
7328-004-005	LINDA J SIMS	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-004-006	SOCORRO & JOSE A PADILLA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-004-007	GERARDO ALVAREZ	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-004-008	JORGE & VIVIANNA TORRES	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-004-009	ARTHUR GATLIN	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-004-010	FRANK S MITCHELL	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-004-011	MYRON T & EDWINA A MAILO	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-004-013	TERESA K CHAVEZ	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-004-014	LAURA R WARD	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-004-015	MEGAN A SMITH	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-004-016	LEROY W SPICER	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-004-017	COATIE & MILDRED BRANDON	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-004-018	MICHAEL & MILDRED MELENDEZ	OR OCCUPANT		LONG BEACH	CA	90808	1-Property Owner
7328-004-019	GERARDO LEON	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-004-020	JAMES GOMEZ	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-004-021	JORGE & GABRIELA V COBOS	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-004-022	ADDIE L PHILLIPS	OR OCCUPANT		NORTH LAS VEGAS	NV	89032	1-Property Owner
7328-004-023	WALTER & JEANNETTE GONZALEZ	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-004-024	MANUELITO C & MAYLIN C CENABRE	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-004-025	CRISPINIANO E BLANCO	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-004-026	ZACHARY SUGRUE	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-004-027	MIGUEL & ADRIANA NORIEGA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-005-001	EULOJIO PEREZ	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-005-002	TUAN & PHILLIP TRAN	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-005-003	MARCUS P & SYLVIA M VABREY	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-005-004	LANCE & RENEE T LENTZ	OR OCCUPANT		MOORPARK	CA	93021	1-Property Owner
7328-005-005	SHIRLEY M BLUSH	OR OCCUPANT		RANCHO PALOS VERD	CA	90275	1-Property Owner
7328-005-006	NORMAN & KATHLEEN TAIRA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-005-007	JESUS & JANIS MEZA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-005-008	JOSEPHINE C SAN NICOLAS	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-005-009	CRAMUEL D & MONINA C DETORIO	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-005-010	HARRY G & MILDRED M DUNLAP	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-005-011	WILLIE & AUDREY BRIGHTMON	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-005-012	DAVID & MAVIS B BUGGS	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-005-013	EDGARDO J CONSOLACION	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-005-015	FRED F YAKURA	OR OCCUPANT		FOUNTAIN VALLEY	CA	92708	1-Property Owner
7328-005-017	HOMES ON VERA LLC	OR OCCUPANT		TORRANCE	CA	90502	1-Property Owner
7328-005-019	AMALIA R RACIMO	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-005-020	TOCHUKWU E OKAFOR	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-005-021	CRAIG A IMAMURA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-005-022	V EMILE & SANDRA BROWN	OR OCCUPANT		LOS ANGELES	CA	90057	1-Property Owner
7328-005-023	SANDRA J APPLEBAUM	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-005-024	CARMENCITY N FRANCISCO	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-005-025	LAWRENCE A GLUCHOW	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-005-026	RAMIL S SARMIENTO	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-005-027	ROBERT & NELIA E BILOBEAU	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-005-028	JAMES D CRUTCHFIELD	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-005-029	OLALEKAN S OKUNOLA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-005-030	LUISITO V & ELSIE V DE DIOS	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-005-031	TERESITA GUZMAN	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-005-032	TORRY M MCTYER	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-005-033	JENNIFER A BRENNER	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-005-034	HAYDEE R & LESLIE A CAPULONG	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-005-035	JUSTIN H & VIVIAN S SHIN	OR OCCUPANT		NEWPORT BEACH	CA	92660	1-Property Owner
7328-007-011	ANGELO LOPEZ	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-007-012	RANDY & LOUIS J WOOLDRIDGE	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-007-013	WILMA V & CLAYTON G BRYANT	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-007-014	WILMA V BRYANT	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-007-015	ANDRE M CONEY	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-007-016	JOSE A & FAITH BAQUIRAN	OR OCCUPANT		CARSON	CA	90745	1-Property Owner

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7328-007-017	ALPHONSO COLLINS	OR OCCUPANT	[redacted]	CARSON	CA	90745	1-Property Owner
7328-007-022	EDWARD P & GERTRUDES T CRUZ	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-007-023	CARLOS R & TRENA G DIAZ	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-007-024	CURTIS & MAHALIA DANIEL	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-007-025	MELVIN T & TAMMY L FARMER	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-007-026	GUSSIE M BAKER WATERS	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-007-027	JAMES MCDONALD	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-007-028	LINDA L TEM	OR OCCUPANT		LONG BEACH	CA	90808	1-Property Owner
7328-007-029	LISA M SHELLEY	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-007-030	FLOYD G & OLEVIA CARMOUCHE	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-007-031	RUBEN T & ROSITA R DIOQUINO	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-007-032	IHS PROPERTY WEST LP	OR OCCUPANT		CORONA	CA	92879	1-Property Owner
7328-007-035	EDUARDO R QUERUBIN	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-008-001	DANIEL C PASCUAL	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-008-002	TAAZMIN IMANI	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-008-003	JOSE & GABRIELA COBOS	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-008-004	ARTHUR GATIN	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-008-005	ANGELITO & OFELIA ESPEJO	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-008-006	ERIC NAVARRO	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-008-007	ANTONIO R & YOLANDA L CRIZALDO	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-008-008	SALVADOR & MARIA G GONZALEZ	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-008-009	JULITO L ENCANTO	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-008-010	CEZAR & CLEMFRADA GADDI	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-008-011	LEILANI V DEL MAR	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-008-013	LIVIA A HOUSEHOLDER	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-008-014	FERMIN & ZENAIDA UBALDO	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-008-015	CARROLLE L & ARIYANNA K SIMIEN	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-008-016	STUART T HONDA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-008-017	TENA & CORNELIOUS COLLIER	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-008-018	RAYDENE H ILAGAN	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-008-019	CHRISTOPHER D & MESCHELLE B BEDUYA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-008-020	MIGUEL & ROSALBA RODRIGUEZ	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-008-021	JUAN E & NADINE C MELARA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-008-022	WALTER & WENDIE CARPENTER	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-008-023	VALENTINE R & MARIA I CORTEZ	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-008-024	KEVIN D MATHEWS	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-008-025	ROBIN L WEATHERS	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-008-026	MIGRAL & ROSITA M PEREZ	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-008-027	BOBETT & JEREMY SODERBURG	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-008-028	ROSALIE B BAUTISTA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-008-029	LEORIC & RAQUEL MIJARES	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-008-030	OFELIA M DATUIN	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-008-031	SALVADOR & CARMEN SANDOVAL	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-008-032	MARK T BUN	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-008-034	PAUL MAGDZIAK	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-008-035	KAREN C PARKER	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-008-036	LLOYD A ESTACIO	OR OCCUPANT		TORRANCE	CA	90504	1-Property Owner
7328-008-037	CHRISTOPHER & HANZEL F RABADON	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-008-038	MANUEL M & DOLORES DOMINGUEZ	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-008-039	WILLIS & PATRICIA FEGLEY	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-008-040	JOSE L & MARIA T JAURIGUE	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-008-041	MICHAEL D LYON	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-008-042	CHRI#NE HAWKINS RICHARDSON	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-008-043	EMMA ALEGRE	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-008-044	JEFFERSON & JOSEFINA CRUZ	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-009-001	MONTANO & RUTH ORTIZ	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-009-002	MATTHEW J & APRIL M RIVERA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-009-003	JOSE A & CHERIE L MARTINEZ	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-009-004	MARIA M RODRIGUEZ	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-009-005	BERNARDO E GARCIA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-009-006	ALFREDO N & CLARISSA H AVILA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner

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7328-009-007	ALEJANDRO HURTADO	OR OCCUPANT	[redacted]	CARSON	CA	90745	1-Property Owner
7328-009-008	RICHARD D & VIRGINIA LALLA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-009-009	MICHAEL D WARD	OR OCCUPANT		SACRAMENTO	CA	95835	1-Property Owner
7328-009-010	ZENAIDA A SARNO	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-009-011	RICARDO RODRIGUEZ	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-009-012	MICHAEL DRAKE	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-009-013	TAYLOR PHILANTHROPIES KRISTINE	OR OCCUPANT		IRVINE	CA	92612	1-Property Owner
7328-009-014	JANET WINSTON	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-009-015	RUDOLPH & EVA G CARACOZA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-009-016	JORGE A & CLAUDIA T MORA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-009-017	ANGEL & KATHLEEN C VILLANUEVA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-009-018	LUNINGNING ARAYATA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-009-019	GEORGE BURCIAGA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-009-020	LOLITA AGUILAR	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-009-021	RORY & CRISTINA E TABATT	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-009-022	FRANCISO M FAVIS	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-009-023	CRISANTA R SANTOS	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-009-024	ANGELLENE & GETACHEW TAMRAT	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-009-025	RACHEL S BARRICA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-009-026	JOSE L & MARIA Y INFANTE	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-009-027	GLORIA MARQUEZ	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-009-042	ANNETTE M MULLIN	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-009-043	NESTOR T & ANALIZA B SANTIAGO	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-009-044	#VE T & LESIA A ESTRELLA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-009-045	TERESITA A ARAGON	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-009-046	EVELYN D PINZON	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-009-047	MA TERESITA TEODORO	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-009-048	RAUL & ALICIA SARABIA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-009-051	GERTRUDES I GUILLERMO	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-009-052	LESA P G CABATINGAN	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-010-002	RAFAEL R & JOVITA T GUITERREZ	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-010-003	RAFAEL ANGUIANO	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-010-004	REYNALDO P & ELMA D JOSAFAT	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-010-005	FLORENCE CALDERON	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-010-006	MARIA E SANDOVAL	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-010-007	VIVENCIO DAVID	OR OCCUPANT		HARBOR CITY	CA	90710	1-Property Owner
7328-010-008	OFELIA BARNACHEA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-010-009	JESUS & CELIA HERNANDEZ	OR OCCUPANT		CITRUS HEIGHTS	CA	95621	1-Property Owner
7328-010-011	MANUEL F & KATHLEEN P REYES	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-010-012	KHRISTOPHER & KARLO BOBILES	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-010-014	DELFINA H DEANDA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-010-015	REYNALDO TAMIO	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-010-016	ROBERTO & FRANCISCA RODRIGUEZ	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-010-017	HECTOR A MACIAS	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-010-018	LAURENCE & DAWN V ARJOON	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-010-019	ALEX PEREY	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-010-020	RAFAEL & HILDA CAMBEROS	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-010-021	JASIRI T SADIKIFU	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-010-022	MANUEL R & MARIA DUARTE	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-010-023	PRISCILLA M DAUZ	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-010-024	DONNA J YORK	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-010-025	ANTONIO T & ROSA P INIGUEZ	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-010-026	ARMANDO Z & GRACIA GOMEZ	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-010-027	PEDRO & KATHRYN MARTINEZ	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-010-028	LEOPOLDO CHAVEZ	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-010-029	JOHN & ANNA S WADE	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-010-030	GUADALUPE & AMPARO RAYA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-011-015	MARTHA VAZQUEZ	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-011-016	MICHAEL SHAMPINE	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-011-017	GLADYS T BETS	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-011-018	JOSEPHINE PANGELINA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner

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7328-011-019	MELANIO R & ANGELINA BAUTISTA	OR OCCUPANT	[redacted]	CARSON	CA	90745	1-Property Owner
7328-011-020	FAIGOFIE FAAITUALA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-011-021	JESUS & MARIA GUZMAN	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-011-022	GLORIA R WESTBROOK	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-011-023	SAUL W & MYRNA MARTINEZ	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-011-024	VICENTE JIMENEZ	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-011-026	JOSE A ALGIRE	OR OCCUPANT		TORRANCE	CA	90501	1-Property Owner
7328-011-027	RANDY L & ALISA B DERRACO	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-011-028	EDWIN R HABACON	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-011-029	SAPELIA S & SOLOMONA UILI	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-011-030	CHERONA C BABB MAYNARD	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-011-031	ALENA E & JEREMY K CONRAD	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-011-032	KAMA AINA CORPORATION	OR OCCUPANT		PALOS VERDES PNSL	CA	90274	1-Property Owner
7328-011-033	MENIARITA G THOMPSON	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-011-034	VICTORIA A STIBBIE	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-011-035	AMPARO M PUA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-011-036	RICHARD D & MICHELLE S BERNAL	OR OCCUPANT		BELLFLOWER	CA	90706	1-Property Owner
7328-011-037	EMILIO & SILVINA CANCINO	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-011-038	JAMES & LINDA D YARBER	OR OCCUPANT		CHINO	CA	91708	1-Property Owner
7328-011-039	VIRGINIA TOKUDOMI	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-011-040	JOSEPH Y & JAYNE N DOI	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-011-041	DESERIE C & IGNACIO J NUNEZ	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-011-042	WILLIE B SMITH	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-014-003	ELAINE ALEXANDRES	OR OCCUPANT		IRVINE	CA	92603	1-Property Owner
7328-014-004	EDWARD & GHADA AWADALLA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-014-005	ROBERT B & BRENDA F KLEEGE	OR OCCUPANT		SAN DIEGO	CA	92130	1-Property Owner
7328-014-012	DELWIN & PAULETTE C RILEY	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-014-013	HIPOLITO & ELSA SALAZAR	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-014-014	PETER RASHKIN	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-014-015	GODWIN O & ADAOBI D UDECHUKWU	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-014-016	JUAN C & MARISA PANTOJA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-014-017	RICHARD S & SONIA B YUSON	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-014-018	MITSURU MORI	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-014-019	#VEN & DANIELA SISNEROS	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-014-020	LESE MATAU	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-014-021	#VEN A & DANIELA SISNEROS	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-014-022	KARYN N CARPENTER	OR OCCUPANT		HENDERSON	NV	89052	1-Property Owner
7328-014-023	BRENSON ODUNZE	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-014-024	JOSEPH JAQUIAS	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-014-025	MARIA T & SELVIN M GARCIA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-014-026	JAMES T & MONIQUE A RAEL	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-014-027	LORETO G YBANEZ	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-014-028	MERIAM & JERRY C RATCLIFFE	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-014-029	VIRGILIO M & RIZALINA C ZABALA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-014-030	REU & DONIELLE AYALA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-014-031	ALEJANDRO GARIBAY	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-014-032	MAXIMO S LOPEZ	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-014-033	EFREN & ISELA ALVAREZ	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-014-049	ADAN & BILLIE FIGUEROA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-014-050	ANTONIO F & SEVERINA L MAMARIL	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-015-001	JOSEPHINE BOYON	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-015-002	JUSTIN A CRUZ	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-015-003	PAUL & NATASHA ROBERTS	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-015-004	CHRISTOPHER M & TERRI F FIGUEROA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-015-005	DEANNA C GARCIA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-015-006	DOROTHY A WAGNER	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-015-007	BERNICE HOSEA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-015-008	MARGARET I HERNANDEZ	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-015-009	MILTON E RAUDALES	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-015-010	FRED C & PATRICIA A PASCUAL	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-015-011	REEM AWAD JARRAR	OR OCCUPANT		ANAHEIM	CA	92807	1-Property Owner

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7328-015-012	HECTOR & MARTHA CASTRUITA	OR OCCUPANT	[redacted]	CARSON	CA	90745	1-Property Owner
7328-015-013	FELIX Z AVELLANA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-015-014	GERALD V & DONNA M KELLY	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-015-015	ANDRE & GLENDA DUNN	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-015-016	MARIA D ZABALA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-015-018	ANTONIO & SILVIA RUBIN	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-015-019	MICHAEL ONWUKWE	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-015-020	FRITZIE K JASMIN	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-015-021	THOMAS A MARINELLO	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-015-022	EDUARDO & E#LITA RAMIREZ	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-015-023	JOYCE D BROWN	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-015-024	JOSE DE ANDA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-015-025	GLENDA J PETTY	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-016-001	INSONG OSCAR J AND REMEDIOS I	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-016-002	NEAL FIGUEROA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-016-003	TERRENCE COLLINS	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-016-004	ELIZABETH LUCERO	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-016-005	BARBARA A SALEVAO	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-016-006	DAWN C DESUACIDO	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-016-007	RONALD P BRAGA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-016-008	BERNE K SISON	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-016-009	GEORGE E JO ANNE DIXON	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-016-010	VIRGINIA M ERICKSON	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-016-011	HAROLD & MARTHA NEUMANN	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-016-012	ARTHUR L & BELINDA S LINTAO	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-016-013	THOMAS & EDDIE MCCASKILL	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-016-014	FEDERICO & GRICELDA GARIBAY	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-016-015	RICHARD M & HIROKO NOGAWA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-016-016	MACARIO & MARIA C GARIBAY	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-016-017	RUBEN A & MARIA G MARTINEZ	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-016-018	MARY AGUIRRE	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-016-019	ANGELINA DE LA ROSA	OR OCCUPANT		LAGUNA NIGUEL	CA	92677	1-Property Owner
7328-016-020	BABRU CHOWDHURY	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-016-021	LILLIAN JEFFRIES	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-016-022	FRANCISCO JESUS	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-016-023	NICOLA Z WASHINGTON GUTIERREZ	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-016-024	RICHARD WASHINGTON	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-016-025	ADEOYE M & CHRISTIANA O OGUNLADE	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-016-027	FRANCISCO & CARMEN RODRIGUEZ	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-016-028	JONATHON S DAVIS	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-016-029	IAN M CANDOY	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-016-030	DIVINE R MONES	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-016-031	JOSE A GONZALEZ	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-016-032	CARLOS C & MARIA F CAMPANO	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-016-033	LUTCHIE M & ALFRED D DIVINAGRACIA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-016-034	MARIA MASANGKAY	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-016-035	ERIC D & NORA L MOMOLI	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-016-036	HENRY M & ALBERTA ROY	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-016-037	RAYMOND WATIS	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-016-038	ARACELY & JOSE D RAYGOZA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-016-039	JAIME & ILIAN SALDANA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-016-040	MARY W WEINBERG	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-016-041	NINA N BRANDT	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-017-001	OSCAR A VELASCO	OR OCCUPANT		LONG BEACH	CA	90755	1-Property Owner
7328-017-004	JOE R & CELIA F TRUJILLO	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-017-007	EDWARD S THALHEIMER	OR OCCUPANT		LONG BEACH	CA	90807	1-Property Owner
7328-017-008	NESTOR G & JOAN R ROMBLON	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-017-010	PERRY BOYD	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-017-011	PATRICIA A RAHMAN	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-017-012	CYNTHIA MUNOZ	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-017-013	IRENE D DE VERA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner

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7328-017-014	SAUL E SANDOVAL	OR OCCUPANT	[redacted]	CARSON	CA	90745	1-Property Owner
7328-017-015	PAULO & EMILIA S PUELIU	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-017-016	BENNIE HARRIS	OR OCCUPANT		COMPTON	CA	90222	1-Property Owner
7328-017-017	ARACELI R ROSSI	OR OCCUPANT		LONG BEACH	CA	90805	1-Property Owner
7328-017-018	FEDERICO S & NINA R FRANCO	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-017-019	JEROME M & CINNIAMON B JACKSON	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-017-020	CONNIE V SONGCAYAUON	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-017-021	VICTOR P & AMALIA A ROMERO	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-017-022	GUILLERMO ALVAREZ	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-017-023	PEARLIE M HEMDANE	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-017-024	MOHAMMED AYALA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-017-025	ERNEST & MAYOLA T BOYKIN	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-017-026	VINCENT V & CONNIE V SONGCAYAUON	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-017-027	ROSELLA VISORDE	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-017-028	MICHAEL O & GABRIELA VELASCO	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-017-030	TESORO REFINING AND MARKETING COMPANY LLC	OR OCCUPANT		SAN ANTONIO	TX	78259	1-Property Owner
7328-017-031	MANUEL B & IMELDA J GABRIEL	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-017-032	MANUEL T & CORAZON C ABAD	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-019-001	EDGARDO R & KATRINA T SOLIVEN	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-019-002	SEVERINO B & BELLA R GROSPE	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-019-003	RAMIRO TOVAR	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-019-004	MARTHA G ZAMUDIO	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-019-006	MARIO GODOY	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-019-007	THOMAS & LIZA G TRICE	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-019-008	DINDO & ROSARIO TALLO	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-019-009	JESSIE & ROSALINDA FERNANDEZ	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-019-010	GEORGE A SAN AGUSTIN	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-019-011	GERARDO & GUADALUPE GOMEZ	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-019-012	DANIEL & EVA L TAYLOR	OR OCCUPANT		LODI	CA	95240	1-Property Owner
7328-019-013	JULI A JAVIER	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-019-014	GHENHIS K & VEENA S NAEOLE	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-019-015	DIEGO L & NORA E BAUTISTA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-019-016	JOSEPH B & BRENDA E HOWARD	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-019-017	ANTOINE GIBSON	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-019-018	ABRAHAM A & MARIA L RODELA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-019-019	FIDEL Q & GERALDA I CLERIGO	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-019-020	EDDIE B & ELMA I SALINAS	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-019-021	GIL AREIGA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-019-022	WILLIE C BURSEY	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-019-023	LOTHAR G CARDENAS	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-019-024	ROMULO A & VENUS P NAVARRO	OR OCCUPANT		CERRITOS	CA	90703	1-Property Owner
7328-019-025	LILIAN NGUYEN	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-019-026	QAZI & AFREEN JASIM	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-019-027	LEEZEL TANGLAO	OR OCCUPANT		DALLAS	TX	75205	1-Property Owner
7328-019-028	ROCHELLE D PAIGE JACKSON	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-019-029	NADIA H HERNANDEZ	OR OCCUPANT		LOS ANGELES	CA	90001	1-Property Owner
7328-019-030	NORMA R GUZMAN	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-019-031	#VE ROMERO	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-019-032	PEDRO & MARGO ALCANTAR	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-019-033	JOSE G & LUCIA G DENA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-019-034	ROLANDO & JOSEPHINE RUVALCABA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-019-043	MICHELE A JOHNSON	OR OCCUPANT		BUCKEYE	AZ	85326	1-Property Owner
7328-019-044	IMOGENE C TROTTER	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-019-045	SERGIO & ADRIENNE N RUVALCABA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-019-046	JAMES E & LELA M ODOM	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7328-019-047	BRADFORD & PAMELA BRYANT	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-001-009	STUART SACKLEY	OR OCCUPANT		MANHATTAN BEACH	CA	90266	1-Property Owner
7332-001-010	TORRANCE HEALTH ASSOCIATION INC	OR OCCUPANT		TORRANCE	CA	90505	1-Property Owner
7332-001-011	MERONA ENTERPRISES INC	OR OCCUPANT		DOWNEY	CA	90241	1-Property Owner
7332-001-016	MOHAMED & YASMEEN ASIF	OR OCCUPANT		RANCHO PALOS VERD	CA	90275	1-Property Owner
7332-001-019	ENRIQUE M & JOSEPHINE S PALLERA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner

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7332-001-020	VERA M O NEAL	OR OCCUPANT	[redacted]	CARSON	CA	90745	1-Property Owner
7332-001-034	PARK AVALON CARSON LLC	OR OCCUPANT		MOUNTAIN VIEW	CA	94043	1-Property Owner
7332-001-036	AMJAD & GULSHAN J PASHA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-003-028	FLORENCIA P & RAMON CRUZ	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-004-001	NORBERT TOUBES	OR OCCUPANT		ROLLING HILLS EST	CA	90274	1-Property Owner
7332-004-900	L A UNIFIED SCHOOL DIST	OR OCCUPANT		LOS ANGELES	CA	90017	1-Property Owner
7332-005-002	DARRETT B & SHARON HOOKS	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-005-003	DAVID DIN	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-005-004	PETE P PATTERSON	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-005-005	CELSO E VEGA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-005-006	NICHOLAS A & HEATHER A HAYES	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-005-007	E#LEI A PENULIAR	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-005-008	ERLINDA C SALCEDO	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-005-009	ANGEL F & MARYLOU C IDIO	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-005-010	PRINCE A DICK	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-005-011	MELVIN ELLIS	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-005-012	IKE D & JULIET OKONKWO	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-005-013	NORMANDO V FAJARDO	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-005-014	VICTOR D APLACA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-005-015	ANTONIO & LAURIE ROJAS	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-005-016	NOE BELLO	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-005-017	EDWARD G & CECILIA DE GALICIA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-005-018	MARIA L & MARTIN CARRILLO	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-005-019	EDEN D & CARMINA TUPLANO	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-005-020	LOURDES B & BUTCH B CRUZ	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-005-021	JOSE R & SYLVIA R ASUNCION	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-005-022	REYNALDO G & CAROLINE S BUAN	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-005-023	DANIEL C & ARLENE A LOPEZ	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-005-024	RAUL CONTRERAS	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-005-025	ANTONIO F PAEA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-005-026	PEDRITO M & MARIA E REYES	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-005-027	CARLOS & ROSELLE LINTAO	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-005-028	DOROTHY MCCREIGHT	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-005-029	CRAIG A & MERLITA T MALLETTE	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-006-001	CHRISTOPHER VICTORY	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-006-002	MIGUEL C & MARIA C RAMOS	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-006-003	GAURAV & JAYA DHUNGANA BENJADE	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-006-004	MANUEL & E#R S DE GUZMAN	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-006-005	JESS & RIZ FAJARDO	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-006-006	JANICE C MURCH	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-006-007	CORPUZ JOEY P AND CLARINA C	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-006-008	EDGARDO L & TANYA L CRUZ	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-006-009	EXPEDITO M & JUANITA C GUZMAN	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-006-010	HUGO J MUNOZ	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-006-011	21926 FOLEY AVE LLC	OR OCCUPANT		PALM BEACH GARDEN	FL	33418	1-Property Owner
7332-006-012	RONILLO & JOSEPHINE V LUMUCSO	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-006-013	LUCIA M ANCHETA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-006-014	LANCE JEFFERSON P AGUILAR	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-006-015	DAYSE E YEPEZ	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-006-016	FRANCISCO REYES	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-006-017	VICTORIA PARRA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-006-018	BEN A FLORES	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-006-020	NEMENSIO R FRANCISCO	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-006-021	GERARDO & MARIA MARQUEZ	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-006-022	ZENAIDA N GARCIA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-007-001	TINA H NGUYEN	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-007-002	HILDA YEPEZ	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-007-003	ROGELIO & MELISSA GARCIA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-007-004	IMELDA L & RONILO LLONA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-007-005	ALAIN TEJEDA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-007-006	AURELIO P & MARIA V CRUZ	OR OCCUPANT		CARSON	CA	90745	1-Property Owner

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7332-007-007	JERRY L SHANNON	OR OCCUPANT	[redacted]	CARSON	CA	90745	1-Property Owner
7332-007-008	RYAN B & EVELYN FULLER	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-007-009	SARAH REYES	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-007-010	VICTOR H LARIOS	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-007-011	MARIA F RODRIGUEZ	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-007-012	AVELINO R & VIRGIE G LAFRADES	OR OCCUPANT		ANAHEIM	CA	92808	1-Property Owner
7332-007-013	TOMAS M & MARY T SALAS	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-007-014	MARIA G RODRIGUEZ	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-007-015	DAVID O & RACHAEL A OWOKOLE	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-007-016	VIDAL J & ANDREA RODRIGUEZ	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-007-017	ELVIRA A CARRETO	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-008-001	CESAR H & MARY L RODRIGUEZ	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-008-002	CESAR J PADILLA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-008-003	JOSE L CONTRERAS	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-008-004	MARY M & FELICIA V TAYLOR	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-008-005	TANIA N & EDWARD J BLANCO	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-008-006	KIM DOLAN	OR OCCUPANT		OXNARD	CA	93035	1-Property Owner
7332-008-007	JANINE L THOMAS	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-008-008	LUIS & BELIA CABRERA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-008-009	ROBERTO & MARIA VILLASENOR	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-008-010	RENE BEYELER	OR OCCUPANT		HAWTHORNE	CA	90250	1-Property Owner
7332-008-011	ARTURO A & VIRGINIA B VILLANUEVA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-008-012	MANUEL U & DORA L ARROYO	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-008-013	ANSELMO NAVARRO	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-008-014	IMELDA M & GERRY R PALIMA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-008-015	SALLY MEJIA	OR OCCUPANT		LOS ANGELES	CA	90037	1-Property Owner
7332-008-016	CORAZON GOMEZ	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-008-017	SHAWN #IN	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-008-019	HORTENCIA MARTA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-008-020	SERVANDO B & NINFA M SANCHEZ	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-008-021	ARON & REBECA PARRA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-008-022	MARGARITO & MARIA A AVILA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-008-023	MARIA I MIRANDA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-008-024	FERDINAND E & CHERYL R QUEVEDO	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-008-025	ALFONSO FIGUEROA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-008-026	ALVARO & JUANA OLIVARES	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-009-023	ALFONSO & CONSUELO PARRA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-009-024	RUBEN A & MARIA C GORRE	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-009-025	ARTURO & MARGARITA MONTOYA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-009-026	HAMILTON AQUINO	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-009-027	GRACIELA REYES	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-009-028	ALFRED & CARMEN ESPINOZA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-009-029	MANUEL S & ALFREDO G OCHOA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-009-030	JOSE SIERRA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-009-031	RAFAEL & MARIA GOMEZ	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-009-032	KEVIN L & NICOLLE TUCKER	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-009-033	SALOME & EVALIA CASTANEDA	OR OCCUPANT		TORRANCE	CA	90501	1-Property Owner
7332-009-036	OIL CHEMICAL AND ATOMIC WORKERS INTER UNION	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-009-037	REYNALDO D & NENITA A ANTONIO	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-009-038	E#LA B YAMASHIRO	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-009-039	VIVENCIO M & TESSIE Y ZABALA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-009-040	VIRGILIO M & OPHELIA B CASTANEDA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-009-041	ZOILA L ACOSTA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-009-042	WILLIAM RAMIREZ	OR OCCUPANT		LONG BEACH	CA	90801	1-Property Owner
7332-009-043	FRANCES M PACULBA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-009-044	JUPETE & AILEEN STINSON	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-009-045	DOREEN BEAUPIERRE	OR OCCUPANT		CARSON	CA	90746	1-Property Owner
7332-009-046	CESAR M & LETICIA R REYES	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-009-047	VIRGILIO M & OPHELIA B CASTANEDA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-009-049	JOSE & PHOEBE DAUZ	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-009-050	JAIME REVELES	OR OCCUPANT		CARSON	CA	90745	1-Property Owner

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7332-009-051	ANTONIO & EUFROCINIA CRUZ	OR OCCUPANT	[redacted]	CARSON	CA	90745	1-Property Owner
7332-009-052	DANIEL & CARMEN SALAS	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-009-053	JOHN & PATRICIA BRACEROS	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-009-054	EDUARDO R & YOLANDA L MASCARDO	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-009-055	JOSEPH Q & MILAGROS B GAN	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-009-056	ROMEO T & SOCORRO B GRUEZO	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-009-057	MELVEEN J & SUSANA FREDELUCES	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-009-058	FELICIDAD G CATBAGAN	OR OCCUPANT		CARSON	CA	90746	1-Property Owner
7332-009-059	SILVIA CASTRO	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-009-060	JIMMY D & ANN M STINSON	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-010-003	ARACELI HERNANDEZ	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-010-004	ISMAEL & CONSUELO ALMANZA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-010-005	KENNETH R & PAMELA J OGLE	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-010-006	JOSE PEREZ	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-010-007	RAUL ABURTO	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-010-008	JOSE R PERALTA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-010-009	JESUS S SERVAS	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-010-010	GABRIEL BECERRA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-010-011	MARIO & BARBARA TORRES	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-010-012	RAFAEL & ADELA CARRANZA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-010-013	JONATHAN M & M RENELEE LUNA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-010-014	JOSE & NATALIE PADILLA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-010-015	DVOSHA G PLEASANT	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-010-016	REYNALDO & MARICHU ARO	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-010-017	MARGARITA AREVALO	OR OCCUPANT		STALLION SPRINGS	CA	93561	1-Property Owner
7332-010-018	PILAR SAMUELS	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-010-019	JOSE & TOMASA L RAYA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-010-020	LIMASENE R & SHIRLEY TUUU	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-010-021	JIMMY & EDNA R BATAN	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-010-022	TIFFANY V BASA	OR OCCUPANT		HARBOR CITY	CA	90710	1-Property Owner
7332-010-023	ESQUIN & RAQUEL OLIVA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-010-024	WINEFREDO & MAREUL L CAMPO	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-010-025	VICENTE & MARTINA MORALES	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-010-026	ALBERT TATE	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-010-027	ARLENE D & FLORENCE J ONGKINGCO	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-010-028	LUZMARIA MARTINEZ	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-010-032	CARLOS & VIRGINIA ECHEVARRIA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-011-002	WENDY & UBER HERNANDEZ	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-011-003	SILBINO A RAMIREZ	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-011-004	ADELFO C & MARIA B ZABALA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-011-005	RAUL R RAMIREZ	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-011-006	ANDRES DAILO	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-011-007	ENGELMAN LLC	OR OCCUPANT		TORRANCE	CA	90501	1-Property Owner
7332-011-008	BRENDAN & JINGLE TUAZON	OR OCCUPANT		STOCKTON	CA	95209	1-Property Owner
7332-011-009	ABRAHAM & NANCY ANGUIANO	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-011-010	ELLEN M ALEXANDER	OR OCCUPANT		LAKEWOOD	CA	90713	1-Property Owner
7332-011-011	JAMES & REBECCA SHARP	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-011-012	BRENDA J RAMIREZ	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-011-013	ROBERTO & ADRIAN VALADEZ	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-011-014	ING C & KIM K LIM	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-011-015	LINETTE & MARIETTA NAPALAN	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-011-026	TRACY KNOX	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-011-027	ADIL M YUSUF	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-011-028	MATTIE L GARDETTE	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-011-029	JI SUN KIM	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-011-030	ANTHONY L & EVELYN A VIDAL	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-011-031	ANGELA GONZALEZ	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-011-032	RICHELLE L DOMINGO	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-011-033	JACKLYN R ELLIS	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-011-034	MICHAEL R & YVETTE A CARLOS	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-011-035	BRICIO BUENO	OR OCCUPANT		CARSON	CA	90745	1-Property Owner

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7332-011-036	TINA M KISHISHITA	OR OCCUPANT	[redacted]	CARSON	CA	90745	1-Property Owner
7332-011-037	WENDY & ORALTH R CORDERO	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-011-038	GUILLERMO P RECINOS	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-011-039	JASON H GUIDRY	OR OCCUPANT		LONG BEACH	CA	90808	1-Property Owner
7332-011-040	ORLANDO MELENDEZ	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-011-041	MAX MARTINEZ	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-011-042	MARK C & CARLA C HARPER	OR OCCUPANT		CARSON	CA	90746	1-Property Owner
7332-011-043	JASON R & KARINA R SAM	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-011-044	EDWARD Y & RACHEL M PARK	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-011-045	ELEANOR P ESTIVA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-011-046	VON X HOLLIDAY WAREEN JA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-011-047	JANE P SMITH	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-011-048	DEBRA V GAINES	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-011-049	MARIBEL B & EMMANUEL Z FRANCISCO	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-011-050	SAMUEL URBINA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-011-051	LILIBETH A QUITANGON	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-011-052	BLESILDA G & PEDRO A CRUZ	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-011-053	DEMING SHEN	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-011-054	DARLENE S JACKSON	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-011-055	MICHAEL & CAROL A CARODINE	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-011-056	JOSE L & FLAMELA B JAMIR	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-011-057	HUGO ESPINOZA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-011-058	ROMAN CHUA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-011-059	NICK & JAZEL M ABANG	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-011-060	MARCO A & PATRICIA AGUILERA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-011-061	JAMESE HONEST	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-011-062	ARNEL NADAL	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-011-063	IVAN O CAMPBELL	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-011-064	RON HARRIS	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-011-065	NELSON T & FLOREDITA R TABBADA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-011-066	IGNACIO F MARTIN	OR OCCUPANT		PORTERVILLE	CA	93257	1-Property Owner
7332-011-067	JENNIFER M DE JESUS	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-011-068	HILIANA JAUREGUI	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-011-069	WANETTA MILES	OR OCCUPANT		CARSON	CA	90746	1-Property Owner
7332-011-070	MARYDGRACE & JEFFREY CANILLO	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-011-071	TANYA L CARLTON	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-011-072	MAMIKO IGARASHI	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-011-073	VINCE V GIANG	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-011-074	ANTHONY C & #PHANIE V HICKS	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-011-075	ARNOLD & RUBY C POBLETE	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-011-076	ZENAIDA ISRALEL	OR OCCUPANT		TORRANCE	CA	90505	1-Property Owner
7332-011-077	FELICITO S & JASMIN R AURE	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-011-078	GABRIEL & MARIA CEJA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-012-014	MANUEL & JOSEFINA BEJARANO	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-012-015	ARMANDO S ALATORRE	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-012-016	SARA SANCHEZ	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-012-017	MARCO T AGUILAR	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-012-019	CHRISTOPHER D & CAROLYN F LEE	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-012-023	LUIS F & MIREYA E NAPOLES	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-012-025	DAMARIS HIGUERA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-012-029	JUAN L & ANDREA GARCIA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-012-031	DAMARIS HIGUERA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-012-035	JOHN L REHM	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-012-041	ALBERT C & GABRIEL A CASTANEDA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-012-042	HERNAN U & ALEXIS U AREVALO	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-012-043	MARIA C & MARCIA A VAN CLEAVE	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-012-044	ALI ALVAREZ	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-012-045	DANIEL & LAURA V GAMEZ	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-013-001	EFREN S & MARLETTE E ESPINOZA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-013-002	NOROLLAH GHAMARI	OR OCCUPANT		RANCHO PALOS VERD	CA	90275	1-Property Owner
7332-013-003	UDEME C EBEKA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner

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7332-013-004	ROWENA B & RENATO TUANO	OR OCCUPANT	[redacted]	CARSON	CA	90745	1-Property Owner
7332-013-005	EMMA I NICOLAS	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-013-006	PAULA & DAVID VENEGAS	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-013-007	CESAR R & ESPERANZA DUARTE	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-013-008	AGAPITO & GLORY ESIAS	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-013-009	MARCIA J ALLEN	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-013-010	JIMSON P & AURORA L GARCIA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-013-014	BEATA SANTOS	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-013-015	NORMA M HERNANDEZ	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-013-016	RAUL & MARIA FUENTES	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-013-017	GERARDO & CHRISTOPHER RECINOS	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-013-018	FIDEL G RENTERIA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-013-019	RAMIRO J & EMMA VILLA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-013-020	MARTIN & ELVIA M ARANA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-013-021	ELIZABETH B GUPIT	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-013-022	MANUEL & MARIA S ALCALA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-013-023	MOISES M VILLALOBOS	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-013-024	GERARDO R & LETICIA O PASCUA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-013-025	SIGFREDO QUINONES	OR OCCUPANT		CIALES	PR	00638	1-Property Owner
7332-013-026	GILBERTO SANTILLAN	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-013-027	JOSE L & ALICE M VILLA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-013-028	ROBERTO & RACHEL DE LA CRUZ	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-013-029	ARTEMIO P NORIEGA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-013-030	ANTONIO RAMIREZ	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-013-031	ALICIA B CASTRO	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-013-032	AMJAD & GULSHAN J PASHA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-014-001	CESAR F & RIZALINA C DEGUZMAN	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-014-002	MARITZA CROUCIER	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-014-003	JORGE & DEENA M SANDOVAL	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-014-004	ARMANDO & SANDRA G GUERRERO	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-014-007	ALONZO WINSTON	OR OCCUPANT		CARSON	CA	90749	1-Property Owner
7332-014-008	NOEL E & MARIBEL Y TABASCO	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-014-010	SERGIO GUEVARA	OR OCCUPANT		TORRANCE	CA	90502	1-Property Owner
7332-014-011	LIBBY A ABIVA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-014-012	EDWARD & SHEILA HUGULEY	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-014-013	COREY A & BRENDA J GUY	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-014-014	EMMANUEL A SOLARES	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-014-015	DEADRA DOCTOLERO	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-014-016	CONSUELO B SALINAS	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-014-019	RYAN & BELINDA PAYNE	OR OCCUPANT		LOS ANGELES	CA	90043	1-Property Owner
7332-014-020	WAYLAND Y & DONNA VIDA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-014-021	JOHN H ATKINSON	OR OCCUPANT		MANHATTAN BEACH	CA	90266	1-Property Owner
7332-014-022	ERROL HEMADY	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-014-023	YOLANDA BURKE	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-014-024	ANTONIO & MARIA J PEREZ	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-014-025	LORENA SHAW	OR OCCUPANT		REDONDO BEACH	CA	90278	1-Property Owner
7332-014-026	JUAN & BERTHA GUERRERO	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-014-027	ADRIANA DELGADO	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-014-028	FERNANDO & EDITHA LAXA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-014-029	RENATO B & AMELIA R SACLOLO	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-014-031	ROLANDO R & ROSEMINDA E MILLAN	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-014-032	NEMIE P & MACY H MOSEQUERA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-014-033	MANUEL & MARIA S ALCALA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-014-034	DALE M STUCKER	OR OCCUPANT		TORRANCE	CA	90501	1-Property Owner
7332-014-035	JANET E & REYNALDO L LUIS	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-014-036	JUDINA B MORALES MA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-015-001	DONNY B & ERLINDA B BANICO	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-015-002	DOMINGO L & CONCHITA MANIO	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-015-003	ROBERT & LUCILLE VALENZUELA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-015-004	GUSTAVO ESPINOZA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-015-005	IH6 PROPERTY WEST LP	OR OCCUPANT		PASADENA	CA	91107	1-Property Owner

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7332-015-006	JACINTO CABRERA	OR OCCUPANT	[redacted]	CARSON	CA	90745	1-Property Owner
7332-015-007	EDERLINA S MACANAS	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-015-008	INAYAT & ZEENAT HUSSAIN	OR OCCUPANT		TORRANCE	CA	90505	1-Property Owner
7332-015-009	WILLIE A & DONNA J NEALY	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-015-010	RONALD UILI	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-015-011	DONALDO C REED	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-015-012	VANESSA HERRERA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-015-013	CHRIS B & ABIGAIL M CAMEGLA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-015-014	LIBRADA A ABIVA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-015-025	CHUNG L YU	OR OCCUPANT		TORRANCE	CA	90505	1-Property Owner
7332-015-026	ERWIN & ARVY P DOMINGO	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-015-027	LANI B & RENATO G LINGAD	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-015-028	AURORA & ROSABIEN PETISME	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-015-035	HONORATA R MONZON	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-015-036	PHYLLIS M & WAYMOND O WILEY	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-015-037	JENNIFER CISNEROS	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-015-038	DANIEL F & MARIA E CHAVEZ	OR OCCUPANT		WEST SACRAMENTO	CA	95691	1-Property Owner
7332-015-039	IRENEO & PRECILA BULATAO	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-015-040	CLARITA M TIBAYAN	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-015-041	RAUL M & ROSARIO G DEL ROSARIO	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-015-048	ERNESTO R & CARMENCITA CARLOS	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-015-049	TEOFILO & FLOR SAN GABRIEL	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-015-050	NAKIE RUSSELL	OR OCCUPANT		CHATSWORTH	CA	91311	1-Property Owner
7332-015-051	SYLVIA REYES	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-015-052	JESUS & ROSALBA AMEZQUITA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-015-053	RESTITUTO T SANTONIL	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-015-054	EDGAR CASTANEDA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-015-055	SAM & EUNICE JHO	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-015-056	COOK MICHAEL DECD EST OF AND COOK JOSEPH	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-015-057	FRANCISCA FELIPE	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-015-058	MATTHEW A SALAS	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-015-059	JOHN C & MADELAINE C REMIGIO	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-015-060	VERONICA Z AQUINO	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-015-061	BERNARDO & HAZEL MANALANG	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-015-062	FLOR A VIRAY	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-015-063	ERNESTO C DINGLAS	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-015-064	DANILO J & NOEMI T JORDA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-015-065	ANGEL B & JULIA M MENDOZA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-015-066	MENO F & MERLIE B ELMA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-015-067	DANILO L DELA CRUZ	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-015-068	PEDRO C MASANGCAY	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-015-069	WELLBORN D & MADELYN L PAGDILAO	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-015-070	MANNY A & NELLIE M DE LA CRUZ	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-015-071	GABRIEL & GUADALUPE S VELAZQUEZ	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-015-074	FRANCISCO & MAGANA MAGANA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-015-075	RICARDO & JARLENE MARQUEZ	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-015-076	BONG C & DUCK J HAN	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-015-077	ROBERTA L SANDERS	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-015-078	JASON G & MAUREEN M HUGO	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-015-079	FLORITO B & DOLORES ESTIVA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-017-032	HELNER GUZMAN	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-017-033	JOSEPH E & JOEL E BANTAYAN	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-017-034	DOLORES M CORTEZ	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-017-035	PATRICIA LUNA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-017-036	MELISSA NAVARRO RAMIREZ	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-017-037	WILISON C & MARY S LIM	OR OCCUPANT		TORRANCE	CA	90501	1-Property Owner
7332-017-038	ROSA SALAZAR	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-017-039	HUMBERTO & ELVIA D ORTIZ	OR OCCUPANT		GARDENA	CA	90249	1-Property Owner
7332-017-040	ANGELINA R GUTIERREZ	OR OCCUPANT		ESCONDIDO	CA	92026	1-Property Owner
7332-017-041	MARINA GONZALEZ	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-017-042	SALVADOR CARRILLO	OR OCCUPANT		CARSON	CA	90745	1-Property Owner

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7332-017-043	WILL P ABELLA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-017-046	JAMES & MARIA F HAGAR	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-017-048	FLORENCIO VILLACORTA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-017-049	WILLIAM O & CORAZON A FARAMIL	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-017-050	JULIUS B & EMMA F SALANGA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-017-051	RAUL M MARTINEZ	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-017-052	MICHELLE G GUILLERMO	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-017-053	RODEGAR T ANGELES	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-017-054	KENNETH W LEE	OR OCCUPANT		CARSON	CA	90749	1-Property Owner
7332-017-056	ALEJANDRO M & ELENITA ERNACIO	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-018-007	ASHLEY M SOSA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-018-008	NICANOR C & JEAN A PANAY	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-018-009	MIGUEL & ANGELINA GARCIA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-018-010	LAYTHAN C & LIDIA M ARMOR	OR OCCUPANT		VALLEY VILLAGE	CA	91607	1-Property Owner
7332-018-011	MARY & JAMES G MOODY	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-018-012	VANESSA D LABRADOR	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-018-013	ANIELKA BALDIZON MORENO	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-018-014	FRANCISCO & OFELIA ALCALA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-018-015	GERARDO GARCIA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-018-016	RUAL VALDIVIA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-018-017	JUAN & CATALINA INFANTE	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-018-018	AGUSTIN & SILVIA E MORALES	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-018-019	JUANITA ESQUIVIAS	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-018-020	JAVIER & ELOISA SALGADO	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-018-021	PAMELA R & WALTER S HORTON	OR OCCUPANT		RAMONA	CA	92065	1-Property Owner
7332-018-041	MARSHA HUEBNER	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-018-042	SALVATORE & SHIRLEY MOLINARI	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-018-043	NILO P & NELY V BAUTISTA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-018-044	VICKI SCOTT	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-018-045	LAURIE & ENRIQUE V MENDIETA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-019-029	NOLITO B & PRISCILA B MOJICA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-019-030	JOSE L VILLA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-022-028	RUDY M & ROSE MARIE AGUIRRE	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-022-029	VERONICA CAOILE	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7332-022-030	JOSE L GOMEZ	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7334-015-109	ERIC A GOTIANSE	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7334-015-110	DAVENDRA & PREM L PRASAD	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7334-015-134	SUVADIT & SUWINEE CHITCHAKKOL	OR OCCUPANT		ALBUQUERQUE	NM	87104	1-Property Owner
7334-015-135	ROGELIO L & LUCITA ARCIBAL	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7334-015-136	RANDY & NUBIA CAMPBELL	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7334-015-137	JOHNNY O LAO	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7334-015-138	PETER O LAO	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7334-015-139	JOHN BAEZ	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7334-015-140	GLORIA A DERAIN	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7334-015-141	THOL CHHAN	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7334-015-142	LAL N THANTRI	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7336-004-016	SOUTHBAY CARSON LLC	OR OCCUPANT		SAN RAFAEL	CA	94901	1-Property Owner
7336-005-003	FIRST FAMILY COMPANY LTD	OR OCCUPANT		TUCSON	AZ	85719	1-Property Owner
7336-005-007	GUADALUPE BURGENO	OR OCCUPANT		LONG BEACH	CA	90815	1-Property Owner
7336-005-037	USA WA#OF CALIFORNIA INC	OR OCCUPANT		CHICAGO	IL	60690	1-Property Owner
7336-006-015	VICTORIA S CUBEIRO	OR OCCUPANT		NEWPORT BEACH	CA	92660	1-Property Owner
7336-006-017	CA POPPY LLC	OR OCCUPANT		PALOS VERDES ESTA	CA	90274	1-Property Owner
7336-006-018	MK LIEU LLC	OR OCCUPANT		LA HABRA HEIGHTS	CA	90631	1-Property Owner
7336-006-019	PENSKE TRUCK LEASING CO L P	OR OCCUPANT		READING	PA	19607	1-Property Owner
7336-006-020	GGJOLO PROPERTIES LLC	OR OCCUPANT		FULLERTON	CA	92833	1-Property Owner
7336-006-021	BOTTLING GROUP LLC	OR OCCUPANT		DALLAS	TX	75266	1-Property Owner
7336-009-006	WATSON PARTNERS LP	OR OCCUPANT		ATLANTA	GA	30354	1-Property Owner
7336-010-026	MG EVOLVE APARTMENTS LLC	OR OCCUPANT		SAN DIEGO	CA	92121	1-Property Owner
7337-001-026	IMPERIAL AVALON LLC	OR OCCUPANT		LOS ALAMITOS	CA	90720	1-Property Owner
7337-002-047	JOSE V & MIRIAM P NEBRES	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7337-002-048	JORDAN ESPIRITU	OR OCCUPANT		CARSON	CA	90745	1-Property Owner

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7337-002-049	SHELBY G PAGADUAN	OR OCCUPANT	[redacted]	CARSON	CA	90745	1-Property Owner
7337-002-053	FRANK AIFUWA	OR OCCUPANT		REDONDO BEACH	CA	90278	1-Property Owner
7337-002-054	EUGENIA N IKEGBU	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7337-004-001	ANDRIAN HULL	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7337-004-002	ALVARO & NATIVIDAD PRIETO	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7337-004-003	JOSE S & ARACELY MUNIZ	OR OCCUPANT		SIGNAL HILL	CA	90755	1-Property Owner
7337-004-004	ERNESTO & JANICE MACABEO	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7337-004-005	JAIME E & IRMA LUNA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7337-004-006	ROBERT NAMBA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7337-004-007	GLADYS DAVIS	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7337-004-008	MARIA A & MAYRA SABATIN	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7337-004-009	KEVIN & EDITH M REYES	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7337-004-010	PHILLIP S WELCH	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7337-004-011	JULIETA A KIHARA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7337-004-012	CESAR M & WILHELMINA F BULOSAN	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7337-004-013	ANTONIO & ROSARIO CARDENAS	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7337-004-014	ARTURO A EGANA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7337-004-015	LUCILA S CRISOSTOMO	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7337-004-016	OK YE NAKAMA	OR OCCUPANT		TORRANCE	CA	90504	1-Property Owner
7337-004-017	RACHEL THOMAS	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7337-004-018	JENNIFER J & BERNARD ALIGO	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7337-004-019	ROSALIN LIWAG	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7337-004-020	MARGARET L JOHNSON	OR OCCUPANT		SAN PEDRO	CA	90734	1-Property Owner
7337-004-021	CESAR & ZENAIDA ZAVALLA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7337-004-022	BEATA M SANTOS	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7337-004-023	SERVANDO & NINFA SANCHEZ	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7337-004-024	RODNEY Y & SOON H CHAING	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7337-004-025	ARTHUR Q & MARILOU B ORO	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7337-004-026	RONALD & FRANCISS ZAMORA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7337-004-027	DEVIN & MARIVIC P SIMMONS	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7337-004-028	MICHAEL S & DIANA P MISAGAL	OR OCCUPANT		TORRANCE	CA	90505	1-Property Owner
7337-004-029	EMMANUEL & RIZALINA REYES	OR OCCUPANT		IRVINE	CA	92620	1-Property Owner
7337-004-030	JOSE W HENRIQUEZ	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7337-004-031	TRYSTA P & ALLAN ALVAREZ	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7337-004-032	SELMA K BAILEY	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7337-004-033	BEVERLY A DIPAOLO	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7337-004-034	WILLIAM J HENDRICKSON	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7337-004-035	CEDRIC M & KIMBERLY D POSEY	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7337-004-036	CLAUDIA F MERETE	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7337-004-037	ELIZABETH L VY	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7337-004-038	CEZAR L & ELEONOR I CAJITA	OR OCCUPANT		SAN BENITO	TX	78586	1-Property Owner
7337-004-039	TED E DUARTE	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7337-004-040	LITO C & PRAXEDES O AQUINO	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7337-004-041	PEGGIE S GRAHAM	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7337-004-042	VAN NGUYEN & PHUONG TO NGO THANH	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7337-004-043	MARK H JORDAN	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7337-004-044	GIL P & CONSUELO C AGUILAR	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7337-004-045	JOHN A & ROSEMARIE O GRABER	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7337-004-047	EQUILON ENTERPRISES LLC LESSOR	OR OCCUPANT		LOS ANGELES	CA	90071	1-Property Owner
7337-005-008	KAMBIZ KATIRAI	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7337-005-017	BRUNSWIG OFFICE CENTER LP	OR OCCUPANT		LOS ANGELES	CA	90010	1-Property Owner
7337-005-018	CARSON HOTEL LLC	OR OCCUPANT		LONG BEACH	CA	90802	1-Property Owner
7337-005-022	BONG M & SOON J JUNG	OR OCCUPANT		LOS ANGELES	CA	90010	1-Property Owner
7337-005-903	CARSON CITY	OR OCCUPANT		LOS ANGELES	CA	90071	1-Property Owner
7337-006-922	CARSON CITY	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7337-007-001	WE#RN POSTAL REALTY HOLDINGS LLC	OR OCCUPANT		CEDARHURST	NY	11516	1-Property Owner
7337-007-009	ROBERT S & PATRICIA A MARQUEZ	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7337-007-010	JORGE E & JANYTHE M NORTHLAND	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7337-007-011	REYNALDO M & BARBARA J IGNACIO	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7337-007-012	ALFRED & ROSA HUERTA	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7337-007-013	HAO ZHANG	OR OCCUPANT		CARSON	CA	90745	1-Property Owner

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7337-007-014	KELLY & KATHERINE BEYER	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7337-007-019	WE#RN POSTAL REALTY HOLDINGS LLC	OR OCCUPANT		CEDARHURST	NY	11516	1-Property Owner
7337-007-021	ERIC V & LOURDES M GONZALEZ	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7337-007-022	IMELDA LORENZO	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7337-007-023	KEANA INVESTMENT HOLDINGS LLC	OR OCCUPANT		BEVERLY HILLS	CA	90212	1-Property Owner
7337-008-001	RICHARD M & IMELDA P POBLETE	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7337-008-002	GABRIEL & ELIA R GODOY	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7337-008-013	LEIMON L & YERIN H TORRES	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7337-008-014	OLUDARE & OLUWAKEMI OLOWOOKERE	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7337-008-029	STRATZEN INC	OR OCCUPANT		CARSON	CA	90745	1-Property Owner
7339-009-002	VIRGIL O CICORIA	OR OCCUPANT		WILMINGTON	CA	90744	1-Property Owner
7339-009-003	KIHO KIM	OR OCCUPANT		LOS ANGELES	CA	90020	1-Property Owner
7339-014-014	WA#RESOURCE TECHNOLOGIES INC	OR OCCUPANT		NEWPORT BEACH	CA	92660	1-Property Owner
7339-016-003	JAMES & TAMARA CHRISTIAN	OR OCCUPANT		NEWPORT BEACH	CA	92663	1-Property Owner
7339-016-004	KL FENIX CORPORATION	OR OCCUPANT		GARDENA	CA	90248	1-Property Owner
7339-016-007	KL FENIX CORPORATION	OR OCCUPANT		GARDENA	CA	90248	1-Property Owner
7339-016-012	KL FENIX CORPORATION	OR OCCUPANT		GARDENA	CA	90248	1-Property Owner
7339-017-002	GOODYEAR TIRE AND RUBBER CO	OR OCCUPANT		AKRON	OH	44316	1-Property Owner
7339-017-004	BHARAT BHATTARAI	OR OCCUPANT		ROLLING HILLS EST	CA	90274	1-Property Owner
7339-018-001	DASAMAE INC	OR OCCUPANT		ROWLAND HEIGHTS	CA	91748	1-Property Owner
7339-018-002	R AND M VEADY INC	OR OCCUPANT		LOS ANGELES	CA	90014	1-Property Owner
7339-018-003	CARSON BUILDING LLC	OR OCCUPANT		AGOURA HILLS	CA	91301	1-Property Owner
7339-018-010	ARCHLAND PROPERTY II LP	OR OCCUPANT		CHICAGO	IL	60666	1-Property Owner
7339-018-013	DASAMAE INC	OR OCCUPANT		CHINO HILLS	CA	91709	1-Property Owner
7339-018-014	CARSON PLAZA HOLDINGS LP	OR OCCUPANT		LOS ANGELES	CA	90024	1-Property Owner
7339-018-016	COMMERCIAL NET LEASE REALTY LP	OR OCCUPANT		ORLANDO	FL	32801	1-Property Owner
7339-018-017	20501 CFA CARSON LLC LESSOR	OR OCCUPANT		CARSON	CA	90746	1-Property Owner
7339-018-021	DANIEL LASHEN	OR OCCUPANT		LOS ANGELES	CA	90048	1-Property Owner
7339-018-022	J AND Z CAPITAL LLC	OR OCCUPANT		LOS ANGELES	CA	90049	1-Property Owner
7339-018-027	MNG II LP	OR OCCUPANT		SOLANA BEACH	CA	92075	1-Property Owner
7339-018-028	F & C NDIFORCHU	OR OCCUPANT		CARSON	CA	90746	1-Property Owner
7339-018-030	PLAZA AVALON INVESTMENTS LLC	OR OCCUPANT		SAN PEDRO	CA	90732	1-Property Owner
7339-018-031	SALES DRIVERS CHAUFFEURS	OR OCCUPANT		CARSON	CA	90746	1-Property Owner
7339-018-033	INTROPY LLC	OR OCCUPANT		LONG BEACH	CA	90806	1-Property Owner
7339-018-034	REDONDO BEACH GROUP LLC	OR OCCUPANT		GARDENA	CA	90247	1-Property Owner
7339-018-035	GLENN RO#N	OR OCCUPANT		LOS ANGELES	CA	90049	1-Property Owner
7339-018-036	MARJAN PENYASIAN	OR OCCUPANT		CARSON	CA	90746	1-Property Owner
7339-018-037	ALDERMAN CARSON LLC	OR OCCUPANT		SAUSALITO	CA	94965	1-Property Owner
7381-024-024	ATLAS VI JCP CARSON LLC	OR OCCUPANT		NEW YORK	NY	10019	1-Property Owner
7381-024-027	EIGHT STREET DEVELOPMENT CO LESSOR	OR OCCUPANT		MINNEAPOLIS	MN	55440	1-Property Owner
7381-024-029	AVALON CENTER LLC	OR OCCUPANT		MARINA DEL REY	CA	90292	1-Property Owner
7381-024-031	TODD SCHIFFMAN	OR OCCUPANT		WEST HOLLYWOOD	CA	90069	1-Property Owner
7381-024-033	20710 AVALON LLC	OR OCCUPANT		CALABASAS	CA	91302	1-Property Owner
7381-024-034	FAIRWAY COLIMA DE NINE LLC	OR OCCUPANT		DIAMOND BAR	CA	91765	1-Property Owner
7381-024-038	J AND J CARSON LLC LESSOR	OR OCCUPANT		CALABASAS	CA	91302	1-Property Owner
7381-025-009	SAZERAC HISTORIC BUILDING	OR OCCUPANT		LOS ANGELES	CA	90004	1-Property Owner
7381-025-010	SOUTHBAY PLAZA EQUITIES LLC	OR OCCUPANT		SANTA MONICA	CA	90405	1-Property Owner
7381-025-011	SOUTHBAY PLAZA EQUITIES LLC	OR OCCUPANT		SANTA MONICA	CA	90405	1-Property Owner
7381-025-014	R T PROPERTY MANAGEMENT LLC	OR OCCUPANT		MANHATTAN BEACH	CA	90266	1-Property Owner
7381-025-015	BALRAJ BRAR	OR OCCUPANT		RANCHO PALOS VERD	CA	90275	1-Property Owner
7381-025-033	ANTHONY SIGALOS	OR OCCUPANT		NEWPORT BEACH	CA	92661	1-Property Owner
7381-025-034	AVALON EQUITIES LLC	OR OCCUPANT		SANTA MONICA	CA	90405	1-Property Owner
7381-025-035	SMBD INVESTMENTS LP	OR OCCUPANT		AKRON	OH	44316	1-Property Owner
7381-025-036	Y AND Y REALTY LLC	OR OCCUPANT		PHILADELPHIA	PA	19132	1-Property Owner
7381-025-071	CARSON HOSPITALITY GROUP INC	OR OCCUPANT		CANOGA PARK	CA	91303	1-Property Owner
	CURRENT OCCUPANT			CARSON	CA	90745	4200 2-Situs
	CURRENT OCCUPANT			CARSON	CA	90745	6121 2-Situs
	CURRENT OCCUPANT			CARSON	CA	90810	1611 2-Situs
	CURRENT OCCUPANT			CARSON	CA	90810	1609 2-Situs
	CURRENT OCCUPANT			CARSON	CA	90745	4309 2-Situs
	CURRENT OCCUPANT			CARSON	CA	90745	4301 2-Situs

I-405 from Wilmington Av to Main St Improvements Project
Appendix D.2 Postcard Distribution Area List

CURRENT OCCUPANT	[redacted]	CARSON	CA	90745	4309 2-Situs
CURRENT OCCUPANT		CARSON	CA	90745	4303 2-Situs
CURRENT OCCUPANT		CARSON	CA	90745	4316 2-Situs
CURRENT OCCUPANT		CARSON	CA	90745	4313 2-Situs
CURRENT OCCUPANT		CARSON	CA	90745	4355 2-Situs
CURRENT OCCUPANT		CARSON	CA	90745	4315 2-Situs
CURRENT OCCUPANT		CARSON	CA	90745	4314 2-Situs
CURRENT OCCUPANT		CARSON	CA	90745	4314 2-Situs
CURRENT OCCUPANT		CARSON	CA	90745	4317 2-Situs
CURRENT OCCUPANT		CARSON	CA	90745	4322 2-Situs
CURRENT OCCUPANT		CARSON	CA	90810	1608 2-Situs
CURRENT OCCUPANT		CARSON	CA	90810	1610 2-Situs
CURRENT OCCUPANT		CARSON	CA	90810	1610 2-Situs
CURRENT OCCUPANT		CARSON	CA	90810	1610 2-Situs
CURRENT OCCUPANT		CARSON	CA	90810	1610 2-Situs
CURRENT OCCUPANT		CARSON	CA	90745	4308 2-Situs
CURRENT OCCUPANT		CARSON	CA	90745	4308 2-Situs
CURRENT OCCUPANT		CARSON	CA	90745	4308 2-Situs
CURRENT OCCUPANT		CARSON	CA	90810	1610 2-Situs
CURRENT OCCUPANT		CARSON	CA	90810	1604 2-Situs
CURRENT OCCUPANT		CARSON	CA	90810	1634 2-Situs
CURRENT OCCUPANT		CARSON	CA	90810	1644 2-Situs
CURRENT OCCUPANT		CARSON	CA	90810	1644 2-Situs
CURRENT OCCUPANT		CARSON	CA	90810	1603 2-Situs
CURRENT OCCUPANT		CARSON	CA	90745	2-Situs
CURRENT OCCUPANT		CARSON	CA	90745	1648 2-Situs
CURRENT OCCUPANT		CARSON	CA	90745	1631 2-Situs
CURRENT OCCUPANT		CARSON	CA	90745	1631 2-Situs
CURRENT OCCUPANT		CARSON	CA	90745	1641 2-Situs
CURRENT OCCUPANT		CARSON	CA	90745	1641 2-Situs
CURRENT OCCUPANT		CARSON	CA	90745	1641 2-Situs
CURRENT OCCUPANT		CARSON	CA	90745	1641 2-Situs
CURRENT OCCUPANT		CARSON	CA	90745	1642 2-Situs
CURRENT OCCUPANT		CARSON	CA	90745	1642 2-Situs
CURRENT OCCUPANT		CARSON	CA	90745	1642 2-Situs
CURRENT OCCUPANT		CARSON	CA	90745	1642 2-Situs
CURRENT OCCUPANT		CARSON	CA	90745	1643 2-Situs
CURRENT OCCUPANT		CARSON	CA	90745	1644 2-Situs
CURRENT OCCUPANT		CARSON	CA	90745	1644 2-Situs
CURRENT OCCUPANT		CARSON	CA	90745	1644 2-Situs
CURRENT OCCUPANT		CARSON	CA	90745	1644 2-Situs
CURRENT OCCUPANT		CARSON	CA	90745	1644 2-Situs
CURRENT OCCUPANT		CARSON	CA	90745	1665 2-Situs
CURRENT OCCUPANT		CARSON	CA	90745	1687 2-Situs
CURRENT OCCUPANT		CARSON	CA	90745	1686 2-Situs
CURRENT OCCUPANT		CARSON	CA	90745	1674 2-Situs
CURRENT OCCUPANT		CARSON	CA	90745	1674 2-Situs
CURRENT OCCUPANT		CARSON	CA	90745	1678 2-Situs
CURRENT OCCUPANT		CARSON	CA	90745	1678 2-Situs
CURRENT OCCUPANT		CARSON	CA	90745	1680 2-Situs
CURRENT OCCUPANT		CARSON	CA	90745	1681 2-Situs
CURRENT OCCUPANT		CARSON	CA	90745	1683 2-Situs
CURRENT OCCUPANT		CARSON	CA	90745	1685 2-Situs
CURRENT OCCUPANT		CARSON	CA	90745	1685 2-Situs
CURRENT OCCUPANT		CARSON	CA	90745	1609 2-Situs
CURRENT OCCUPANT		CARSON	CA	90745	1609 2-Situs
CURRENT OCCUPANT		CARSON	CA	90745	1605 2-Situs
CURRENT OCCUPANT		CARSON	CA	90745	1603 2-Situs
CURRENT OCCUPANT		CARSON	CA	90745	1602 2-Situs
CURRENT OCCUPANT		CARSON	CA	90745	1601 2-Situs
CURRENT OCCUPANT		CARSON	CA	90745	1615 2-Situs

I-405 from Wilmington Av to Main St Improvements Project
Appendix D.2 Postcard Distribution Area List

CURRENT OCCUPANT	[redacted]	CARSON	CA	90745	1611 2-Situs
CURRENT OCCUPANT		CARSON	CA	90745	1667 2-Situs
CURRENT OCCUPANT		CARSON	CA	90745	1659 2-Situs
CURRENT OCCUPANT		CARSON	CA	90745	2-Situs
CURRENT OCCUPANT		CARSON	CA	90745	1607 2-Situs
CURRENT OCCUPANT		CARSON	CA	90745	1613 2-Situs
CURRENT OCCUPANT		CARSON	CA	90745	1668 2-Situs
CURRENT OCCUPANT		CARSON	CA	90745	2381 2-Situs
CURRENT OCCUPANT		CARSON	CA	90745	2342 2-Situs
CURRENT OCCUPANT		CARSON	CA	90745	2342 2-Situs
CURRENT OCCUPANT		CARSON	CA	90745	2305 2-Situs
CURRENT OCCUPANT		CARSON	CA	90745	1628 2-Situs
CURRENT OCCUPANT		CARSON	CA	90745	2313 2-Situs
CURRENT OCCUPANT		CARSON	CA	90745	2312 2-Situs
CURRENT OCCUPANT		CARSON	CA	90745	2312 2-Situs
CURRENT OCCUPANT		CARSON	CA	90745	1629 2-Situs
CURRENT OCCUPANT		CARSON	CA	90745	2340 2-Situs
CURRENT OCCUPANT		CARSON	CA	90745	2310 2-Situs
CURRENT OCCUPANT		CARSON	CA	90745	2311 2-Situs
CURRENT OCCUPANT		CARSON	CA	90745	2362 2-Situs
CURRENT OCCUPANT		CARSON	CA	90745	2339 2-Situs
CURRENT OCCUPANT		CARSON	CA	90745	2311 2-Situs
CURRENT OCCUPANT		CARSON	CA	90745	2307 2-Situs
CURRENT OCCUPANT		CARSON	CA	90745	2307 2-Situs
CURRENT OCCUPANT		CARSON	CA	90745	2361 2-Situs
CURRENT OCCUPANT		CARSON	CA	90745	2348 2-Situs
CURRENT OCCUPANT		CARSON	CA	90745	5600 2-Situs
CURRENT OCCUPANT		CARSON	CA	90745	5600 2-Situs
CURRENT OCCUPANT		CARSON	CA	90745	2406 2-Situs
CURRENT OCCUPANT		CARSON	CA	90745	2406 2-Situs
CURRENT OCCUPANT		CARSON	CA	90745	2406 2-Situs
CURRENT OCCUPANT		CARSON	CA	90745	2413 2-Situs
CURRENT OCCUPANT		CARSON	CA	90745	2419 2-Situs
CURRENT OCCUPANT		CARSON	CA	90745	2419 2-Situs
CURRENT OCCUPANT		CARSON	CA	90745	2415 2-Situs
CURRENT OCCUPANT		CARSON	CA	90745	2415 2-Situs
CURRENT OCCUPANT		CARSON	CA	90745	2408 2-Situs
CURRENT OCCUPANT		CARSON	CA	90745	2408 2-Situs
CURRENT OCCUPANT		CARSON	CA	90745	2440 2-Situs
CURRENT OCCUPANT		CARSON	CA	90745	2440 2-Situs
CURRENT OCCUPANT		CARSON	CA	90745	2409 2-Situs
CURRENT OCCUPANT		CARSON	CA	90745	2409 2-Situs
CURRENT OCCUPANT		CARSON	CA	90745	2409 2-Situs
CURRENT OCCUPANT		CARSON	CA	90745	2409 2-Situs
CURRENT OCCUPANT		CARSON	CA	90745	2420 2-Situs
CURRENT OCCUPANT		CARSON	CA	90745	2421 2-Situs
CURRENT OCCUPANT		CARSON	CA	90745	2422 2-Situs
CURRENT OCCUPANT		CARSON	CA	90745	2436 2-Situs
CURRENT OCCUPANT		CARSON	CA	90745	2436 2-Situs
CURRENT OCCUPANT		CARSON	CA	90745	2425 2-Situs
CURRENT OCCUPANT		CARSON	CA	90745	2400 2-Situs
CURRENT OCCUPANT		CARSON	CA	90745	2528 2-Situs
CURRENT OCCUPANT		CARSON	CA	90745	2520 2-Situs
CURRENT OCCUPANT		CARSON	CA	90745	2538 2-Situs
CURRENT OCCUPANT		CARSON	CA	90745	2525 2-Situs
CURRENT OCCUPANT		CARSON	CA	90745	2525 2-Situs
CURRENT OCCUPANT		CARSON	CA	90745	2535 2-Situs
CURRENT OCCUPANT		CARSON	CA	90745	2535 2-Situs
CURRENT OCCUPANT		CARSON	CA	90745	2534 2-Situs
CURRENT OCCUPANT		CARSON	CA	90745	2517 2-Situs
CURRENT OCCUPANT		CARSON	CA	90745	2517 2-Situs

I-405 from Wilmington Av to Main St Improvements Project
Appendix D.2 Postcard Distribution Area List

CURRENT OCCUPANT	[redacted]	CARSON	CA	90810	1635 2-Situs
CURRENT OCCUPANT	[redacted]	CARSON	CA	90745	2439 2-Situs
CURRENT OCCUPANT	[redacted]	CARSON	CA	90745	2411 2-Situs
CURRENT OCCUPANT	[redacted]	CARSON	CA	90745	2410 2-Situs
CURRENT OCCUPANT	[redacted]	CARSON	CA	90745	2410 2-Situs
CURRENT OCCUPANT	[redacted]	CARSON	CA	90745	2417 2-Situs
CURRENT OCCUPANT	[redacted]	CARSON	CA	90745	2417 2-Situs
CURRENT OCCUPANT	[redacted]	CARSON	CA	90745	2417 2-Situs
CURRENT OCCUPANT	[redacted]	CARSON	CA	90745	2416 2-Situs
CURRENT OCCUPANT	[redacted]	CARSON	CA	90745	2212 2-Situs
CURRENT OCCUPANT	[redacted]	CARSON	CA	90745	2262 2-Situs
CURRENT OCCUPANT	[redacted]	CARSON	CA	90745	2268 2-Situs
CURRENT OCCUPANT	[redacted]	CARSON	CA	90745	3405 2-Situs
CURRENT OCCUPANT	[redacted]	CARSON	CA	90745	3405 2-Situs
CURRENT OCCUPANT	[redacted]	CARSON	CA	90745	2225 2-Situs
CURRENT OCCUPANT	[redacted]	CARSON	CA	90745	3403 2-Situs
CURRENT OCCUPANT	[redacted]	CARSON	CA	90745	3405 2-Situs
CURRENT OCCUPANT	[redacted]	CARSON	CA	90745	3414 2-Situs
CURRENT OCCUPANT	[redacted]	CARSON	CA	90745	3404 2-Situs
CURRENT OCCUPANT	[redacted]	CARSON	CA	90745	3428 2-Situs
CURRENT OCCUPANT	[redacted]	CARSON	CA	90745	3511 2-Situs
CURRENT OCCUPANT	[redacted]	CARSON	CA	90745	3429 2-Situs
CURRENT OCCUPANT	[redacted]	CARSON	CA	90745	3424 2-Situs
CURRENT OCCUPANT	[redacted]	CARSON	CA	90745	3513 2-Situs
CURRENT OCCUPANT	[redacted]	CARSON	CA	90745	3527 2-Situs
CURRENT OCCUPANT	[redacted]	CARSON	CA	90745	3536 2-Situs
CURRENT OCCUPANT	[redacted]	CARSON	CA	90745	3522 2-Situs
CURRENT OCCUPANT	[redacted]	CARSON	CA	90745	3522 2-Situs
CURRENT OCCUPANT	[redacted]	CARSON	CA	90745	3523 2-Situs
CURRENT OCCUPANT	[redacted]	CARSON	CA	90745	3523 2-Situs
CURRENT OCCUPANT	[redacted]	CARSON	CA	90745	3538 2-Situs
CURRENT OCCUPANT	[redacted]	CARSON	CA	90745	3532 2-Situs
CURRENT OCCUPANT	[redacted]	CARSON	CA	90745	3509 2-Situs
CURRENT OCCUPANT	[redacted]	CARSON	CA	90745	3509 2-Situs
CURRENT OCCUPANT	[redacted]	CARSON	CA	90745	3509 2-Situs
CURRENT OCCUPANT	[redacted]	CARSON	CA	90745	3509 2-Situs
CURRENT OCCUPANT	[redacted]	CARSON	CA	90745	3531 2-Situs
CURRENT OCCUPANT	[redacted]	CARSON	CA	90745	3508 2-Situs
CURRENT OCCUPANT	[redacted]	CARSON	CA	90745	3508 2-Situs
CURRENT OCCUPANT	[redacted]	CARSON	CA	90745	3508 2-Situs
CURRENT OCCUPANT	[redacted]	CARSON	CA	90745	4216 2-Situs
CURRENT OCCUPANT	[redacted]	CARSON	CA	90745	4216 2-Situs
CURRENT OCCUPANT	[redacted]	CARSON	CA	90745	4231 2-Situs
CURRENT OCCUPANT	[redacted]	CARSON	CA	90745	4231 2-Situs
CURRENT OCCUPANT	[redacted]	CARSON	CA	90745	4211 2-Situs
CURRENT OCCUPANT	[redacted]	CARSON	CA	90745	4211 2-Situs
CURRENT OCCUPANT	[redacted]	CARSON	CA	90745	4211 2-Situs
CURRENT OCCUPANT	[redacted]	CARSON	CA	90745	4211 2-Situs
CURRENT OCCUPANT	[redacted]	CARSON	CA	90745	3506 2-Situs
CURRENT OCCUPANT	[redacted]	CARSON	CA	90745	3525 2-Situs
CURRENT OCCUPANT	[redacted]	CARSON	CA	90745	3525 2-Situs
CURRENT OCCUPANT	[redacted]	CARSON	CA	90745	3525 2-Situs
CURRENT OCCUPANT	[redacted]	CARSON	CA	90745	3507 2-Situs
CURRENT OCCUPANT	[redacted]	CARSON	CA	90745	3507 2-Situs
CURRENT OCCUPANT	[redacted]	CARSON	CA	90745	3507 2-Situs
CURRENT OCCUPANT	[redacted]	CARSON	CA	90745	3507 2-Situs
CURRENT OCCUPANT	[redacted]	CARSON	CA	90745	3529 2-Situs
CURRENT OCCUPANT	[redacted]	CARSON	CA	90745	3529 2-Situs
CURRENT OCCUPANT	[redacted]	CARSON	CA	90745	3529 2-Situs
CURRENT OCCUPANT	[redacted]	CARSON	CA	90745	3529 2-Situs
CURRENT OCCUPANT	[redacted]	CARSON	CA	90745	3530 2-Situs

I-405 from Wilmington Av to Main St Improvements Project
Appendix D.2 Postcard Distribution Area List

CURRENT OCCUPANT	[redacted]	CARSON	CA	90745	3530 2-Situs
CURRENT OCCUPANT	[redacted]	CARSON	CA	90745	3530 2-Situs
CURRENT OCCUPANT	[redacted]	CARSON	CA	90745	3530 2-Situs
CURRENT OCCUPANT	[redacted]	CARSON	CA	90745	3516 2-Situs
CURRENT OCCUPANT	[redacted]	CARSON	CA	90745	3516 2-Situs
CURRENT OCCUPANT	[redacted]	CARSON	CA	90745	3533 2-Situs
CURRENT OCCUPANT	[redacted]	CARSON	CA	90745	3520 2-Situs
CURRENT OCCUPANT	[redacted]	CARSON	CA	90745	3517 2-Situs
CURRENT OCCUPANT	[redacted]	CARSON	CA	90745	3517 2-Situs
CURRENT OCCUPANT	[redacted]	CARSON	CA	90745	3434 2-Situs
CURRENT OCCUPANT	[redacted]	CARSON	CA	90745	3434 2-Situs
CURRENT OCCUPANT	[redacted]	CARSON	CA	90745	3434 2-Situs
CURRENT OCCUPANT	[redacted]	CARSON	CA	90745	3434 2-Situs
CURRENT OCCUPANT	[redacted]	CARSON	CA	90745	3430 2-Situs
CURRENT OCCUPANT	[redacted]	CARSON	CA	90745	3436 2-Situs
CURRENT OCCUPANT	[redacted]	CARSON	CA	90745	3436 2-Situs
CURRENT OCCUPANT	[redacted]	CARSON	CA	90745	3435 2-Situs
CURRENT OCCUPANT	[redacted]	CARSON	CA	90745	1335 2-Situs
CURRENT OCCUPANT	[redacted]	CARSON	CA	90745	1011 2-Situs
CURRENT OCCUPANT	[redacted]	CARSON	CA	90745	1015 2-Situs
CURRENT OCCUPANT	[redacted]	CARSON	CA	90745	1015 2-Situs
CURRENT OCCUPANT	[redacted]	CARSON	CA	90745	1015 2-Situs
CURRENT OCCUPANT	[redacted]	CARSON	CA	90745	1006 2-Situs
CURRENT OCCUPANT	[redacted]	CARSON	CA	90745	1002 2-Situs
CURRENT OCCUPANT	[redacted]	CARSON	CA	90745	1004 2-Situs
CURRENT OCCUPANT	[redacted]	CARSON	CA	90745	1001 2-Situs
CURRENT OCCUPANT	[redacted]	CARSON	CA	90745	1003 2-Situs
CURRENT OCCUPANT	[redacted]	CARSON	CA	90745	1022 2-Situs
CURRENT OCCUPANT	[redacted]	CARSON	CA	90745	2-Situs
CURRENT OCCUPANT	[redacted]	CARSON	CA	90745	3856 2-Situs
CURRENT OCCUPANT	[redacted]	CARSON	CA	90745	2204 2-Situs
CURRENT OCCUPANT	[redacted]	CARSON	CA	90745	2256 2-Situs
CURRENT OCCUPANT	[redacted]	CARSON	CA	90745	2256 2-Situs
CURRENT OCCUPANT	[redacted]	CARSON	CA	90745	2206 2-Situs
CURRENT OCCUPANT	[redacted]	CARSON	CA	90745	2102 2-Situs
CURRENT OCCUPANT	[redacted]	CARSON	CA	90745	2203 2-Situs
CURRENT OCCUPANT	[redacted]	CARSON	CA	90745	2205 2-Situs
CURRENT OCCUPANT	[redacted]	CARSON	CA	90745	2234 2-Situs
CURRENT OCCUPANT	[redacted]	CARSON	CA	90745	2235 2-Situs
CURRENT OCCUPANT	[redacted]	CARSON	CA	90745	2232 2-Situs
CURRENT OCCUPANT	[redacted]	CARSON	CA	90745	2232 2-Situs
CURRENT OCCUPANT	[redacted]	CARSON	CA	90745	2239 2-Situs
CURRENT OCCUPANT	[redacted]	CARSON	CA	90745	2240 2-Situs
CURRENT OCCUPANT	[redacted]	CARSON	CA	90745	2237 2-Situs
CURRENT OCCUPANT	[redacted]	CARSON	CA	90745	2230 2-Situs
CURRENT OCCUPANT	[redacted]	CARSON	CA	90745	2243 2-Situs
CURRENT OCCUPANT	[redacted]	CARSON	CA	90745	2231 2-Situs
CURRENT OCCUPANT	[redacted]	CARSON	CA	90745	3413 2-Situs
CURRENT OCCUPANT	[redacted]	CARSON	CA	90745	2260 2-Situs
CURRENT OCCUPANT	[redacted]	CARSON	CA	90745	2213 2-Situs
CURRENT OCCUPANT	[redacted]	CARSON	CA	90745	2-Situs
CURRENT OCCUPANT	[redacted]	CARSON	CA	90745	2216 2-Situs
CURRENT OCCUPANT	[redacted]	CARSON	CA	90745	2103 2-Situs
CURRENT OCCUPANT	[redacted]	CARSON	CA	90745	2103 2-Situs
CURRENT OCCUPANT	[redacted]	CARSON	CA	90745	2-Situs
CURRENT OCCUPANT	[redacted]	CARSON	CA	90745	2-Situs
CURRENT OCCUPANT	[redacted]	CARSON	CA	90745	2-Situs
CURRENT OCCUPANT	[redacted]	GARDENA	CA	90248	4514 2-Situs
CURRENT OCCUPANT	[redacted]	CARSON	CA	90248	4516 2-Situs
CURRENT OCCUPANT	[redacted]	CARSON	CA	90745	2-Situs
CURRENT OCCUPANT	[redacted]	CARSON	CA	90248	4624 2-Situs

I-405 from Wilmington Av to Main St Improvements Project
Appendix D.2 Postcard Distribution Area List

CURRENT OCCUPANT	[redacted]	CARSON	CA	90248	2-Situs
CURRENT OCCUPANT	[redacted]	CARSON	CA	90746	2207 2-Situs
CURRENT OCCUPANT	[redacted]	CARSON	CA	90746	3313 2-Situs
CURRENT OCCUPANT	[redacted]	CARSON	CA	90746	3313 2-Situs
CURRENT OCCUPANT	[redacted]	CARSON	CA	90746	3313 2-Situs
CURRENT OCCUPANT	[redacted]	CARSON	CA	90746	3201 2-Situs
CURRENT OCCUPANT	[redacted]	CARSON	CA	90746	3225 2-Situs
CURRENT OCCUPANT	[redacted]	CARSON	CA	90746	3229 2-Situs
CURRENT OCCUPANT	[redacted]	CARSON	CA	90746	3208 2-Situs
CURRENT OCCUPANT	[redacted]	CARSON	CA	90746	3201 2-Situs
CURRENT OCCUPANT	[redacted]	CARSON	CA	90746	3314 2-Situs
CURRENT OCCUPANT	[redacted]	CARSON	CA	90746	3203 2-Situs
CURRENT OCCUPANT	[redacted]	CARSON	CA	90746	3289 2-Situs
CURRENT OCCUPANT	[redacted]	CARSON	CA	90746	3228 2-Situs
CURRENT OCCUPANT	[redacted]	CARSON	CA	90746	3209 2-Situs
CURRENT OCCUPANT	[redacted]	CARSON	CA	90746	3205 2-Situs
CURRENT OCCUPANT	[redacted]	CARSON	CA	90746	3226 2-Situs
CURRENT OCCUPANT	[redacted]	CARSON	CA	90746	3247 2-Situs
CURRENT OCCUPANT	[redacted]	CARSON	CA	90746	3313 2-Situs
CURRENT OCCUPANT	[redacted]	CARSON	CA	90746	3317 2-Situs
CURRENT OCCUPANT	[redacted]	CARSON	CA	90746	3306 2-Situs
CURRENT OCCUPANT	[redacted]	CARSON	CA	90746	3724 2-Situs
CURRENT OCCUPANT	[redacted]	CARSON	CA	90746	3306 2-Situs
CURRENT OCCUPANT	[redacted]	CARSON	CA	90746	3713 2-Situs
CURRENT OCCUPANT	[redacted]	CARSON	CA	90746	3701 2-Situs
CURRENT OCCUPANT	[redacted]	CARSON	CA	90746	3306 2-Situs
CURRENT OCCUPANT	[redacted]	CARSON	CA	90746	3306 2-Situs
CURRENT OCCUPANT	[redacted]	CARSON	CA	90746	2-Situs
CURRENT OCCUPANT	[redacted]	CARSON	CA	90746	3701 2-Situs
CURRENT OCCUPANT	[redacted]	CARSON	CA	90746	3604 2-Situs
CURRENT OCCUPANT	[redacted]	CARSON	CA	90746	3680 2-Situs
CURRENT OCCUPANT	[redacted]	CARSON	CA	90746	3625 2-Situs
CURRENT OCCUPANT	[redacted]	CARSON	CA	90746	3690 2-Situs
CURRENT OCCUPANT	[redacted]	CARSON	CA	90746	3602 2-Situs
CURRENT OCCUPANT	[redacted]	CARSON	CA	90746	3602 2-Situs
CURRENT OCCUPANT	[redacted]	CARSON	CA	90746	3316 2-Situs
CURRENT OCCUPANT	[redacted]	CARSON	CA	90746	3300 2-Situs
CURRENT OCCUPANT	[redacted]	CARSON	CA	90746	3303 2-Situs
CURRENT OCCUPANT	[redacted]	CARSON	CA	90746	3304 2-Situs
CURRENT OCCUPANT	[redacted]	CARSON	CA	90746	3304 2-Situs
CURRENT RESIDENT	[redacted]	CARSON	CA	90745	3405 3-Occupant
CURRENT RESIDENT	[redacted]	CARSON	CA	90745	3405 3-Occupant
CURRENT RESIDENT	[redacted]	CARSON	CA	90745	3405 3-Occupant
CURRENT RESIDENT	[redacted]	CARSON	CA	90745	3405 3-Occupant
CURRENT RESIDENT	[redacted]	CARSON	CA	90745	3405 3-Occupant
CURRENT RESIDENT	[redacted]	CARSON	CA	90745	3405 3-Occupant
CURRENT RESIDENT	[redacted]	CARSON	CA	90745	3405 3-Occupant
CURRENT RESIDENT	[redacted]	CARSON	CA	90745	3405 3-Occupant
CURRENT RESIDENT	[redacted]	CARSON	CA	90745	3315 3-Occupant
CURRENT RESIDENT	[redacted]	CARSON	CA	90745	3315 3-Occupant
CURRENT RESIDENT	[redacted]	CARSON	CA	90745	3315 3-Occupant
CURRENT RESIDENT	[redacted]	CARSON	CA	90745	3315 3-Occupant
CURRENT RESIDENT	[redacted]	CARSON	CA	90745	3315 3-Occupant
CURRENT RESIDENT	[redacted]	CARSON	CA	90745	3315 3-Occupant
CURRENT RESIDENT	[redacted]	CARSON	CA	90745	3315 3-Occupant
CURRENT RESIDENT	[redacted]	CARSON	CA	90745	3315 3-Occupant
CURRENT RESIDENT	[redacted]	CARSON	CA	90745	3315 3-Occupant
CURRENT RESIDENT	[redacted]	CARSON	CA	90745	3315 3-Occupant
CURRENT RESIDENT	[redacted]	CARSON	CA	90745	3422 3-Occupant

I-405 from Wilmington Av to Main St Improvements Project
Appendix D.2 Postcard Distribution Area List

CURRENT RESIDENT	[redacted]	CARSON	CA	90745	3422 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	3422 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	3422 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	3422 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	3422 3-Occupant
BUSINESS OWNER OR OCCUPANT		CARSON	CA	90745	4232 3-Occupant
BUSINESS OWNER OR OCCUPANT		CARSON	CA	90745	4258 3-Occupant
BUSINESS OWNER OR OCCUPANT		CARSON	CA	90745	4259 3-Occupant
BUSINESS OWNER OR OCCUPANT		CARSON	CA	90745	4261 3-Occupant
BUSINESS OWNER OR OCCUPANT		CARSON	CA	90745	4262 3-Occupant
BUSINESS OWNER OR OCCUPANT		CARSON	CA	90745	4263 3-Occupant
BUSINESS OWNER OR OCCUPANT		CARSON	CA	90745	4218 3-Occupant
BUSINESS OWNER OR OCCUPANT		CARSON	CA	90745	4265 3-Occupant
BUSINESS OWNER OR OCCUPANT		CARSON	CA	90745	4267 3-Occupant
BUSINESS OWNER OR OCCUPANT		CARSON	CA	90745	4260 3-Occupant
BUSINESS OWNER OR OCCUPANT		CARSON	CA	90745	4270 3-Occupant
BUSINESS OWNER OR OCCUPANT		CARSON	CA	90745	4271 3-Occupant
BUSINESS OWNER OR OCCUPANT		CARSON	CA	90745	4273 3-Occupant
BUSINESS OWNER OR OCCUPANT		CARSON	CA	90745	4274 3-Occupant
BUSINESS OWNER OR OCCUPANT		CARSON	CA	90745	4219 3-Occupant
BUSINESS OWNER OR OCCUPANT		CARSON	CA	90745	4276 3-Occupant
BUSINESS OWNER OR OCCUPANT		CARSON	CA	90745	4279 3-Occupant
BUSINESS OWNER OR OCCUPANT		CARSON	CA	90745	4277 3-Occupant
BUSINESS OWNER OR OCCUPANT		CARSON	CA	90745	4280 3-Occupant
BUSINESS OWNER OR OCCUPANT		CARSON	CA	90745	4282 3-Occupant
BUSINESS OWNER OR OCCUPANT		CARSON	CA	90745	4283 3-Occupant
BUSINESS OWNER OR OCCUPANT		CARSON	CA	90745	4285 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	2102 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	2102 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	2102 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	2102 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	2102 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	2102 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	2102 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	2102 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	2102 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	2102 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	2102 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	2102 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	2102 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	2102 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	2102 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	2102 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	2102 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	2102 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	2102 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	2102 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	2102 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	1328 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	1328 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	1334 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	1334 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	1334 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	1334 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	1334 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	1334 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	1335 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	1335 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	1335 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	1335 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	1335 3-Occupant
BUSINESS OWNER OR OCCUPANT		CARSON	CA	90745	7958 3-Occupant
BUSINESS OWNER OR OCCUPANT		CARSON	CA	90745	7933 3-Occupant
BUSINESS OWNER OR OCCUPANT		CARSON	CA	90745	7933 3-Occupant
BUSINESS OWNER OR OCCUPANT		CARSON	CA	90745	7934 3-Occupant

I-405 from Wilmington Av to Main St Improvements Project
Appendix D.2 Postcard Distribution Area List

BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90745	7934 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90745	2231 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90745	2213 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90745	2204 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90745	2204 3-Occupant
CURRENT RESIDENT	[redacted]	CARSON	CA	90745	2217 3-Occupant
CURRENT RESIDENT	[redacted]	CARSON	CA	90745	2217 3-Occupant
CURRENT RESIDENT	[redacted]	CARSON	CA	90745	2217 3-Occupant
CURRENT RESIDENT	[redacted]	CARSON	CA	90745	2217 3-Occupant
CURRENT RESIDENT	[redacted]	CARSON	CA	90745	2217 3-Occupant
CURRENT RESIDENT	[redacted]	CARSON	CA	90745	2217 3-Occupant
CURRENT RESIDENT	[redacted]	CARSON	CA	90745	2219 3-Occupant
CURRENT RESIDENT	[redacted]	CARSON	CA	90745	2219 3-Occupant
CURRENT RESIDENT	[redacted]	CARSON	CA	90745	2219 3-Occupant
CURRENT RESIDENT	[redacted]	CARSON	CA	90745	2219 3-Occupant
CURRENT RESIDENT	[redacted]	CARSON	CA	90745	2219 3-Occupant
CURRENT RESIDENT	[redacted]	CARSON	CA	90745	2219 3-Occupant
CURRENT RESIDENT	[redacted]	CARSON	CA	90745	2247 3-Occupant
CURRENT RESIDENT	[redacted]	CARSON	CA	90745	2247 3-Occupant
CURRENT RESIDENT	[redacted]	CARSON	CA	90745	2247 3-Occupant
CURRENT RESIDENT	[redacted]	CARSON	CA	90745	2247 3-Occupant
CURRENT RESIDENT	[redacted]	CARSON	CA	90745	2247 3-Occupant
CURRENT RESIDENT	[redacted]	CARSON	CA	90745	2247 3-Occupant
CURRENT RESIDENT	[redacted]	CARSON	CA	90745	2251 3-Occupant
CURRENT RESIDENT	[redacted]	CARSON	CA	90745	2251 3-Occupant
CURRENT RESIDENT	[redacted]	CARSON	CA	90745	2251 3-Occupant
CURRENT RESIDENT	[redacted]	CARSON	CA	90745	2251 3-Occupant
CURRENT RESIDENT	[redacted]	CARSON	CA	90745	2251 3-Occupant
CURRENT RESIDENT	[redacted]	CARSON	CA	90745	2251 3-Occupant
CURRENT RESIDENT	[redacted]	CARSON	CA	90745	2248 3-Occupant
CURRENT RESIDENT	[redacted]	CARSON	CA	90745	2248 3-Occupant
CURRENT RESIDENT	[redacted]	CARSON	CA	90745	2248 3-Occupant
CURRENT RESIDENT	[redacted]	CARSON	CA	90745	2248 3-Occupant
CURRENT RESIDENT	[redacted]	CARSON	CA	90745	2248 3-Occupant
CURRENT RESIDENT	[redacted]	CARSON	CA	90745	2248 3-Occupant
CURRENT RESIDENT	[redacted]	CARSON	CA	90745	2252 3-Occupant
CURRENT RESIDENT	[redacted]	CARSON	CA	90745	2252 3-Occupant
CURRENT RESIDENT	[redacted]	CARSON	CA	90745	2252 3-Occupant
CURRENT RESIDENT	[redacted]	CARSON	CA	90745	2252 3-Occupant
CURRENT RESIDENT	[redacted]	CARSON	CA	90745	2252 3-Occupant
CURRENT RESIDENT	[redacted]	CARSON	CA	90745	2252 3-Occupant
CURRENT RESIDENT	[redacted]	CARSON	CA	90745	2218 3-Occupant
CURRENT RESIDENT	[redacted]	CARSON	CA	90745	2218 3-Occupant
CURRENT RESIDENT	[redacted]	CARSON	CA	90745	2218 3-Occupant
CURRENT RESIDENT	[redacted]	CARSON	CA	90745	2218 3-Occupant
CURRENT RESIDENT	[redacted]	CARSON	CA	90745	2218 3-Occupant
CURRENT RESIDENT	[redacted]	CARSON	CA	90745	2218 3-Occupant
CURRENT RESIDENT	[redacted]	CARSON	CA	90745	2220 3-Occupant
CURRENT RESIDENT	[redacted]	CARSON	CA	90745	2220 3-Occupant
CURRENT RESIDENT	[redacted]	CARSON	CA	90745	2220 3-Occupant
CURRENT RESIDENT	[redacted]	CARSON	CA	90745	2220 3-Occupant
CURRENT RESIDENT	[redacted]	CARSON	CA	90745	2220 3-Occupant
CURRENT RESIDENT	[redacted]	CARSON	CA	90745	2220 3-Occupant
CURRENT RESIDENT	[redacted]	CARSON	CA	90745	2250 3-Occupant

I-405 from Wilmington Av to Main St Improvements Project
Appendix D.2 Postcard Distribution Area List

CURRENT RESIDENT	[redacted]	CARSON	CA	90745	2250 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	2250 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	2250 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	2250 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	2250 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	2250 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	2253 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	2253 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	2253 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	2253 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	2253 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	2253 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	2254 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	2254 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	2254 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	2254 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	2254 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	2254 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	2254 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	2221 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	2221 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	2221 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	2221 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	7800 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	7801 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	7802 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	7803 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	7804 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	7805 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	7806 3-Occupant
BUSINESS OWNER OR OCCUPANT		CARSON	CA	90745	2208 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	7807 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	7808 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	7809 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	7810 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	7811 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	7812 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	7813 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	7814 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	7815 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	7816 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	7817 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	7818 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	7819 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	7820 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	7821 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	7822 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	7823 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	7824 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	7825 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	7826 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	7827 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	7828 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	7829 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	7830 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	7831 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	7832 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	7833 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	7834 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	7835 3-Occupant

I-405 from Wilmington Av to Main St Improvements Project
Appendix D.2 Postcard Distribution Area List

CURRENT RESIDENT	[redacted]	CARSON	CA	90745	7836 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	7837 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	7838 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	7839 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	7840 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	7841 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	7842 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	7843 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	7844 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	7845 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	7846 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	7847 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	7848 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	7849 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	7850 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	7851 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	7852 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	7853 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	7854 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	7855 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	7856 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	7857 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	7858 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	7859 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	7860 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	7861 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	7862 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	7863 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	7864 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	7865 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	7866 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	7867 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	7868 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	7869 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	7870 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	7871 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	7872 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	7873 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	7874 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	7875 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	7876 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	7877 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	7878 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	7879 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	7880 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	7881 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	7882 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	7883 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	7884 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	7885 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	7886 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	7887 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	7888 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	7889 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	7890 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	7891 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	7892 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	7893 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	7894 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	7895 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	7896 3-Occupant

I-405 from Wilmington Av to Main St Improvements Project
Appendix D.2 Postcard Distribution Area List

CURRENT RESIDENT	[redacted]	CARSON	CA	90745	7897 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	7898 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	7899 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	7900 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	7901 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	7902 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	7903 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	7904 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	7905 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	7906 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	7907 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	7908 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	7909 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	7910 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	7911 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	7912 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	7913 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	7914 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	7915 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	7916 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	7917 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	7918 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	7919 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	7920 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	7921 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	7922 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	7923 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	7924 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	7925 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	7926 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	7927 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	7928 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	7929 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	7930 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	7931 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	7932 3-Occupant
BUSINESS OWNER OR OCCUPANT		CARSON	CA	90745	2212 3-Occupant
BUSINESS OWNER OR OCCUPANT		CARSON	CA	90745	2262 3-Occupant
BUSINESS OWNER OR OCCUPANT		CARSON	CA	90745	2262 3-Occupant
BUSINESS OWNER OR OCCUPANT		CARSON	CA	90745	2262 3-Occupant
BUSINESS OWNER OR OCCUPANT		CARSON	CA	90745	2262 3-Occupant
BUSINESS OWNER OR OCCUPANT		CARSON	CA	90745	2262 3-Occupant
BUSINESS OWNER OR OCCUPANT		CARSON	CA	90745	2262 3-Occupant
BUSINESS OWNER OR OCCUPANT		CARSON	CA	90745	2262 3-Occupant
BUSINESS OWNER OR OCCUPANT		CARSON	CA	90745	2262 3-Occupant
BUSINESS OWNER OR OCCUPANT		CARSON	CA	90745	7935 3-Occupant
BUSINESS OWNER OR OCCUPANT		CARSON	CA	90745	7936 3-Occupant
BUSINESS OWNER OR OCCUPANT		CARSON	CA	90745	7937 3-Occupant
BUSINESS OWNER OR OCCUPANT		CARSON	CA	90745	7938 3-Occupant
BUSINESS OWNER OR OCCUPANT		CARSON	CA	90745	7939 3-Occupant
BUSINESS OWNER OR OCCUPANT		CARSON	CA	90745	7940 3-Occupant
BUSINESS OWNER OR OCCUPANT		CARSON	CA	90745	7941 3-Occupant
BUSINESS OWNER OR OCCUPANT		CARSON	CA	90745	7942 3-Occupant
BUSINESS OWNER OR OCCUPANT		CARSON	CA	90745	7943 3-Occupant
BUSINESS OWNER OR OCCUPANT		CARSON	CA	90745	7944 3-Occupant
BUSINESS OWNER OR OCCUPANT		CARSON	CA	90745	7945 3-Occupant
BUSINESS OWNER OR OCCUPANT		CARSON	CA	90745	7946 3-Occupant
BUSINESS OWNER OR OCCUPANT		CARSON	CA	90745	7947 3-Occupant
BUSINESS OWNER OR OCCUPANT		CARSON	CA	90745	7948 3-Occupant
BUSINESS OWNER OR OCCUPANT		CARSON	CA	90745	7949 3-Occupant
BUSINESS OWNER OR OCCUPANT		CARSON	CA	90745	7950 3-Occupant

I-405 from Wilmington Av to Main St Improvements Project
Appendix D.2 Postcard Distribution Area List

BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90745	7951 3-Occupant
BUSINESS OWNER OR OCCUPANT		CARSON	CA	90745	2266 3-Occupant
BUSINESS OWNER OR OCCUPANT		CARSON	CA	90745	7952 3-Occupant
BUSINESS OWNER OR OCCUPANT		CARSON	CA	90745	7953 3-Occupant
BUSINESS OWNER OR OCCUPANT		CARSON	CA	90745	7954 3-Occupant
BUSINESS OWNER OR OCCUPANT		CARSON	CA	90745	7956 3-Occupant
BUSINESS OWNER OR OCCUPANT		CARSON	CA	90745	3414 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	2273 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	2275 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	2276 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	2277 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	2279 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	2280 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	2281 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	2282 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	2284 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	2285 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	2286 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	2287 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	2288 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	2289 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	2291 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	2293 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	2296 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	2299 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	6602 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	6603 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	6605 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	6606 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	6607 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	6610 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	6611 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	6612 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	6613 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	6614 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	6615 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	6616 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	6618 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	6619 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	6624 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	6628 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	6629 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	6630 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	6631 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	6635 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	6636 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	6637 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	6638 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	6639 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	6640 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	6642 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	6644 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	6646 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	6647 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	6648 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	6649 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	6651 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	6652 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	6653 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	6657 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	6659 3-Occupant

I-405 from Wilmington Av to Main St Improvements Project
Appendix D.2 Postcard Distribution Area List

CURRENT RESIDENT	[redacted]	CARSON	CA	90745	6660 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	6661 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	6662 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	6663 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	6669 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	6670 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	6672 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	6673 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	6674 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	6677 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	6678 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	6679 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	6682 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	6684 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	6685 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	6686 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	6687 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	6690 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	6693 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	6694 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	6695 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	6697 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	6700 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	6701 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	6703 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	6704 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	6705 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	6706 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	6710 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	6711 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	6713 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	6714 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	6715 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	6716 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	6718 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	6719 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	6721 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	6722 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	6723 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	6724 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	6725 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	6726 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	6727 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	6728 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	6730 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	6732 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	6733 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	6734 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	6735 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	6736 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	6737 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	6738 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	6739 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	6741 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	6742 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	6744 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	6745 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	6746 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	6747 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	6748 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	6749 3-Occupant

I-405 from Wilmington Av to Main St Improvements Project
Appendix D.2 Postcard Distribution Area List

CURRENT RESIDENT	[redacted]	CARSON	CA	90745	6750 3-Occupant
CURRENT RESIDENT	[redacted]	CARSON	CA	90745	6751 3-Occupant
CURRENT RESIDENT	[redacted]	CARSON	CA	90745	6752 3-Occupant
CURRENT RESIDENT	[redacted]	CARSON	CA	90745	6753 3-Occupant
CURRENT RESIDENT	[redacted]	CARSON	CA	90745	6754 3-Occupant
CURRENT RESIDENT	[redacted]	CARSON	CA	90745	6756 3-Occupant
CURRENT RESIDENT	[redacted]	CARSON	CA	90745	6758 3-Occupant
CURRENT RESIDENT	[redacted]	CARSON	CA	90745	6759 3-Occupant
CURRENT RESIDENT	[redacted]	CARSON	CA	90745	6760 3-Occupant
CURRENT RESIDENT	[redacted]	CARSON	CA	90745	6762 3-Occupant
CURRENT RESIDENT	[redacted]	CARSON	CA	90745	6766 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90745	6990 3-Occupant
CURRENT RESIDENT	[redacted]	CARSON	CA	90745	6767 3-Occupant
CURRENT RESIDENT	[redacted]	CARSON	CA	90745	6768 3-Occupant
CURRENT RESIDENT	[redacted]	CARSON	CA	90745	6769 3-Occupant
CURRENT RESIDENT	[redacted]	CARSON	CA	90745	6771 3-Occupant
CURRENT RESIDENT	[redacted]	CARSON	CA	90745	6772 3-Occupant
CURRENT RESIDENT	[redacted]	CARSON	CA	90745	6773 3-Occupant
CURRENT RESIDENT	[redacted]	CARSON	CA	90745	6776 3-Occupant
CURRENT RESIDENT	[redacted]	CARSON	CA	90745	6777 3-Occupant
CURRENT RESIDENT	[redacted]	CARSON	CA	90745	6778 3-Occupant
CURRENT RESIDENT	[redacted]	CARSON	CA	90745	6779 3-Occupant
CURRENT RESIDENT	[redacted]	CARSON	CA	90745	6781 3-Occupant
CURRENT RESIDENT	[redacted]	CARSON	CA	90745	6782 3-Occupant
CURRENT RESIDENT	[redacted]	CARSON	CA	90745	6783 3-Occupant
CURRENT RESIDENT	[redacted]	CARSON	CA	90745	6784 3-Occupant
CURRENT RESIDENT	[redacted]	CARSON	CA	90745	6785 3-Occupant
CURRENT RESIDENT	[redacted]	CARSON	CA	90745	6787 3-Occupant
CURRENT RESIDENT	[redacted]	CARSON	CA	90745	6789 3-Occupant
CURRENT RESIDENT	[redacted]	CARSON	CA	90745	6790 3-Occupant
CURRENT RESIDENT	[redacted]	CARSON	CA	90745	6791 3-Occupant
CURRENT RESIDENT	[redacted]	CARSON	CA	90745	6792 3-Occupant
CURRENT RESIDENT	[redacted]	CARSON	CA	90745	6794 3-Occupant
CURRENT RESIDENT	[redacted]	CARSON	CA	90745	6795 3-Occupant
CURRENT RESIDENT	[redacted]	CARSON	CA	90745	6796 3-Occupant
CURRENT RESIDENT	[redacted]	CARSON	CA	90745	6797 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90745	4328 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90745	4336 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90745	4339 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90745	4340 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90745	4341 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90745	4342 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90745	4343 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90745	4300 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90745	4345 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90745	4348 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90745	4349 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90745	4350 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90745	4325 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90745	4351 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90745	4352 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90745	4353 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90745	4354 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90745	4356 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90745	4357 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90745	4358 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90745	4359 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90745	4360 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90745	4362 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90745	4363 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90745	4364 3-Occupant

I-405 from Wilmington Av to Main St Improvements Project
Appendix D.2 Postcard Distribution Area List

BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90745	4361 3-Occupant
BUSINESS OWNER OR OCCUPANT		CARSON	CA	90745	4365 3-Occupant
BUSINESS OWNER OR OCCUPANT		CARSON	CA	90745	4366 3-Occupant
BUSINESS OWNER OR OCCUPANT		CARSON	CA	90745	4367 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	2534 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	2534 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	2534 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	2534 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	2534 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	2534 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	2408 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	2436 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	2436 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	2436 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	2428 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	2428 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	2428 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	2428 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	2428 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	2428 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	2428 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	2432 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	2432 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	2432 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	2432 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	2432 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	2432 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	2432 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	2447 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	2447 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	2447 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	2447 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	2447 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	2447 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	2447 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	2449 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	2449 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	2449 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	2449 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	2449 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	2449 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	2449 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	2429 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	2429 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	2429 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	2429 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	2429 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	2429 3-Occupant
BUSINESS OWNER OR OCCUPANT		CARSON	CA	90745	2429 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	2450 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	2450 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	2450 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	2450 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	2450 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	2450 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	2450 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	2448 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	2448 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	2448 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	2448 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	2448 3-Occupant

I-405 from Wilmington Av to Main St Improvements Project
Appendix D.2 Postcard Distribution Area List

CURRENT RESIDENT	[redacted]	CARSON	CA	90745	2448 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	2448 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	2433 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	2433 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	2433 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	2433 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	2433 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	2433 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	2433 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	2430 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	2430 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	2430 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	2430 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	2430 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	2430 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	2434 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	2434 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	2434 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	2434 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	2434 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	2434 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	2431 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	2431 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	2431 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	2431 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	2431 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	2431 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	2431 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	2435 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	2435 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	2435 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	2435 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	2435 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	2435 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	2435 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	2445 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	2445 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	2423 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	2423 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	2423 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	2422 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	2421 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	2420 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	1666 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	1666 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	1669 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	1669 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	1669 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	1669 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	1669 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	1669 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	1669 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	1668 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	2366 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	2367 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	2382 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	2383 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	2384 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	2385 3-Occupant

I-405 from Wilmington Av to Main St Improvements Project
Appendix D.2 Postcard Distribution Area List

CURRENT RESIDENT	[redacted]	CARSON	CA	90745	2386 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	2387 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	2388 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	2389 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	2390 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	2391 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	2392 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	2393 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	2394 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	2395 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	2396 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	2397 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	2398 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	2399 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	8100 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	8101 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	8102 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	8103 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	8104 3-Occupant
BUSINESS OWNER OR OCCUPANT		CARSON	CA	90745	2336 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	8106 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	8107 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	8108 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	8109 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	8110 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	8111 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	8112 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	8113 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	8114 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	8115 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	8148 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	8149 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	8150 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	8151 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	8152 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	8153 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	8154 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	8155 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	8156 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	8157 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	8158 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	8159 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	8160 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	5600 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	5600 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	5600 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	5600 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	5600 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	5600 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	5600 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	5600 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	5600 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	5600 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	5600 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	5600 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	5600 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	5600 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	5600 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	5600 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	5600 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	5600 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	5600 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	5600 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	5600 3-Occupant

I-405 from Wilmington Av to Main St Improvements Project
Appendix D.2 Postcard Distribution Area List

CURRENT RESIDENT	[redacted]	CARSON	CA	90745	5600 3-Occupant
CURRENT RESIDENT	[redacted]	CARSON	CA	90745	8129 3-Occupant
CURRENT RESIDENT	[redacted]	CARSON	CA	90745	8130 3-Occupant
CURRENT RESIDENT	[redacted]	CARSON	CA	90745	8131 3-Occupant
CURRENT RESIDENT	[redacted]	CARSON	CA	90745	8132 3-Occupant
CURRENT RESIDENT	[redacted]	CARSON	CA	90745	8133 3-Occupant
CURRENT RESIDENT	[redacted]	CARSON	CA	90745	8134 3-Occupant
CURRENT RESIDENT	[redacted]	CARSON	CA	90745	8135 3-Occupant
CURRENT RESIDENT	[redacted]	CARSON	CA	90745	8136 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90745	8161 3-Occupant
CURRENT RESIDENT	[redacted]	CARSON	CA	90745	8137 3-Occupant
CURRENT RESIDENT	[redacted]	CARSON	CA	90745	8138 3-Occupant
CURRENT RESIDENT	[redacted]	CARSON	CA	90745	8139 3-Occupant
CURRENT RESIDENT	[redacted]	CARSON	CA	90745	8140 3-Occupant
CURRENT RESIDENT	[redacted]	CARSON	CA	90745	8141 3-Occupant
CURRENT RESIDENT	[redacted]	CARSON	CA	90745	8142 3-Occupant
CURRENT RESIDENT	[redacted]	CARSON	CA	90745	8143 3-Occupant
CURRENT RESIDENT	[redacted]	CARSON	CA	90745	8144 3-Occupant
CURRENT RESIDENT	[redacted]	CARSON	CA	90745	8145 3-Occupant
CURRENT RESIDENT	[redacted]	CARSON	CA	90745	8146 3-Occupant
CURRENT RESIDENT	[redacted]	CARSON	CA	90745	8147 3-Occupant
CURRENT RESIDENT	[redacted]	CARSON	CA	90745	8116 3-Occupant
CURRENT RESIDENT	[redacted]	CARSON	CA	90745	8117 3-Occupant
CURRENT RESIDENT	[redacted]	CARSON	CA	90745	8118 3-Occupant
CURRENT RESIDENT	[redacted]	CARSON	CA	90745	8119 3-Occupant
CURRENT RESIDENT	[redacted]	CARSON	CA	90745	8120 3-Occupant
CURRENT RESIDENT	[redacted]	CARSON	CA	90745	8121 3-Occupant
CURRENT RESIDENT	[redacted]	CARSON	CA	90745	8122 3-Occupant
CURRENT RESIDENT	[redacted]	CARSON	CA	90745	8123 3-Occupant
CURRENT RESIDENT	[redacted]	CARSON	CA	90745	8124 3-Occupant
CURRENT RESIDENT	[redacted]	CARSON	CA	90745	8125 3-Occupant
CURRENT RESIDENT	[redacted]	CARSON	CA	90745	8126 3-Occupant
CURRENT RESIDENT	[redacted]	CARSON	CA	90745	8127 3-Occupant
CURRENT RESIDENT	[redacted]	CARSON	CA	90745	8128 3-Occupant
CURRENT RESIDENT	[redacted]	CARSON	CA	90745	2407 3-Occupant
CURRENT RESIDENT	[redacted]	CARSON	CA	90745	2407 3-Occupant
CURRENT RESIDENT	[redacted]	CARSON	CA	90745	2407 3-Occupant
CURRENT RESIDENT	[redacted]	CARSON	CA	90745	2407 3-Occupant
CURRENT RESIDENT	[redacted]	CARSON	CA	90745	2440 3-Occupant
CURRENT RESIDENT	[redacted]	CARSON	CA	90745	4216 3-Occupant
CURRENT RESIDENT	[redacted]	CARSON	CA	90745	4216 3-Occupant
CURRENT RESIDENT	[redacted]	CARSON	CA	90745	4216 3-Occupant
CURRENT RESIDENT	[redacted]	CARSON	CA	90745	4216 3-Occupant
CURRENT RESIDENT	[redacted]	CARSON	CA	90745	4216 3-Occupant
CURRENT RESIDENT	[redacted]	CARSON	CA	90745	4216 3-Occupant
CURRENT RESIDENT	[redacted]	CARSON	CA	90745	4216 3-Occupant
CURRENT RESIDENT	[redacted]	CARSON	CA	90745	4216 3-Occupant
CURRENT RESIDENT	[redacted]	CARSON	CA	90745	4216 3-Occupant
CURRENT RESIDENT	[redacted]	CARSON	CA	90745	4216 3-Occupant
CURRENT RESIDENT	[redacted]	CARSON	CA	90745	4216 3-Occupant
CURRENT RESIDENT	[redacted]	CARSON	CA	90745	4216 3-Occupant
CURRENT RESIDENT	[redacted]	CARSON	CA	90745	4231 3-Occupant
CURRENT RESIDENT	[redacted]	CARSON	CA	90745	4231 3-Occupant
CURRENT RESIDENT	[redacted]	CARSON	CA	90745	4231 3-Occupant
CURRENT RESIDENT	[redacted]	CARSON	CA	90745	4231 3-Occupant
CURRENT RESIDENT	[redacted]	CARSON	CA	90745	4231 3-Occupant
CURRENT RESIDENT	[redacted]	CARSON	CA	90745	4231 3-Occupant
CURRENT RESIDENT	[redacted]	CARSON	CA	90745	4231 3-Occupant

I-405 from Wilmington Av to Main St Improvements Project
Appendix D.2 Postcard Distribution Area List

CURRENT RESIDENT	[redacted]	CARSON	CA	90745	4231 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	4231 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	4231 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	4231 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	4231 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	4211 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	4211 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	4211 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	4211 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	4211 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	4211 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	4211 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	4211 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	4211 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	4211 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	4211 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	4211 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	4211 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	4211 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	4211 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	4211 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	4211 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	4211 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	4211 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	4211 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	4211 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	4211 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	4211 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	4211 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	3433 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	3433 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	3433 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	3433 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	3433 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	3433 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	3433 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	3433 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	3433 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	3435 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	3435 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	3435 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	3435 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	3435 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	3435 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	3435 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	3436 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	3436 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	3436 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	3436 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	3436 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	3434 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	3434 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	3526 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	2307 3-Occupant
CURRENT RESIDENT		CARSON	CA	90745	2308 3-Occupant
BUSINESS OWNER OR OCCUPANT		CARSON	CA	90745	1631 3-Occupant
BUSINESS OWNER OR OCCUPANT		CARSON	CA	90745	1631 3-Occupant
BUSINESS OWNER OR OCCUPANT		CARSON	CA	90745	1631 3-Occupant
BUSINESS OWNER OR OCCUPANT		CARSON	CA	90745	1631 3-Occupant
BUSINESS OWNER OR OCCUPANT		CARSON	CA	90745	1631 3-Occupant
BUSINESS OWNER OR OCCUPANT		CARSON	CA	90745	1631 3-Occupant
BUSINESS OWNER OR OCCUPANT		CARSON	CA	90745	1631 3-Occupant

BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90745	1631 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90745	1631 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	3301 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	3301 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	3301 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	3333 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	3333 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	3333 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	3333 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	3304 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	3604 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	3681 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	3613 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	3682 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	3683 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	3684 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	3685 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	3686 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	3689 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	3625 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	3625 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	3227 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	3227 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	3230 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	3230 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	3216 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	3232 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	3233 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	3217 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	3234 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	3234 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	3234 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	3234 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	3250 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	3234 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	3235 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	3235 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	3235 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	3235 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	3230 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	3269 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	3270 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	3270 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	3278 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	3278 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	3282 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	3272 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	3279 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	3218 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	3285 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	3219 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	3286 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	3274 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	3287 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	3287 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	3273 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	3273 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	3212 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	3212 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	3212 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	3212 3-Occupant

I-405 from Wilmington Av to Main St Improvements Project
Appendix D.2 Postcard Distribution Area List

BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	3294 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	3293 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	3296 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	3296 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	3296 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	3275 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	7304 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	3252 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	7305 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	7379 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	7307 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	7308 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	7306 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	7309 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	7312 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	7311 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	7313 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	7314 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	7318 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	7319 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	3223 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	7321 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	7361 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	7322 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	7323 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	7325 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	7303 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	7327 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	7326 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	7320 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	7328 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	7329 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	7330 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	7331 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	7332 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	7333 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	7333 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	7338 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	7336 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	7338 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	7339 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	7340 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	7342 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	7380 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	7375 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	7341 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	7345 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	7346 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	7347 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	7349 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	7348 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	7350 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	7300 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	7351 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	7352 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	7353 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	7354 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	7355 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	7357 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	7356 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	7335 3-Occupant

BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	7360 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	7359 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	7362 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	7363 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	7364 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	7364 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	7372 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	7316 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	7367 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	7365 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	7368 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	7369 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	7369 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	7371 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	7371 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	7373 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	7373 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	7373 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	7366 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	7377 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	3208 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	3200 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	3200 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	3249 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	3200 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	3220 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	3220 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	3220 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	3220 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	3220 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	3221 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	3222 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	3224 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	3224 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	3214 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	3205 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	3236 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	3236 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	3236 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	3236 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	3215 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	3215 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	3215 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	3215 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	3210 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	3210 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	3210 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	3210 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	3312 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	3255 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	3255 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	3255 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	3255 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	3255 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	3248 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	3248 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	3248 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	3248 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	3248 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	3226 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	3226 3-Occupant

I-405 from Wilmington Av to Main St Improvements Project
Appendix D.2 Postcard Distribution Area List

BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	3226 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	3313 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	3313 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	3313 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	3313 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	3313 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	3313 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	3313 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	3313 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	CARSON	CA	90746	3313 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	LONG BEACH	CA	90810	1650 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	LONG BEACH	CA	90810	1650 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	LONG BEACH	CA	90810	1650 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	LONG BEACH	CA	90810	1650 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	LONG BEACH	CA	90810	1650 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	LONG BEACH	CA	90810	1650 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	LONG BEACH	CA	90810	1650 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	LONG BEACH	CA	90810	1650 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	LONG BEACH	CA	90810	1651 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	LONG BEACH	CA	90810	1651 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	LONG BEACH	CA	90810	1651 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	LONG BEACH	CA	90810	1651 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	LONG BEACH	CA	90810	1651 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	LONG BEACH	CA	90810	1651 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	LONG BEACH	CA	90810	1651 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	LONG BEACH	CA	90810	1651 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	LONG BEACH	CA	90810	1651 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	LONG BEACH	CA	90810	1654 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	LONG BEACH	CA	90810	1654 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	LONG BEACH	CA	90810	1654 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	LONG BEACH	CA	90810	1654 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	LONG BEACH	CA	90810	1654 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	LONG BEACH	CA	90810	1654 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	LONG BEACH	CA	90810	1654 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	LONG BEACH	CA	90810	1655 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	LONG BEACH	CA	90810	1610 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	LONG BEACH	CA	90810	1608 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	LONG BEACH	CA	90810	1608 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	LONG BEACH	CA	90810	1608 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	LONG BEACH	CA	90810	1608 3-Occupant
BUSINESS OWNER OR OCCUPANT	[redacted]	LONG BEACH	CA	90810	1611 3-Occupant
Matthew Evans	[redacted]	CHINO HILLS	CA	91709	
Matthew Evans	[redacted]	PASADENA	CA	91106	
Eliza S. Muhammad	[redacted]	Carson	CA	90745	
Sonia Buenrostro	[redacted]	Carson	CA	90745	
Aracely Martinez	[redacted]	Carson	CA	90745	
Stephanie Austin	[redacted]	Carson	CA	90746	
Jenaro Torres	[redacted]	Carson	CA	90745	
Salwa Gibson	[redacted]	Carson	CA	90745	
Emily Barbee	[redacted]	Carson	CA	90746	
Lauren Huanosto	[redacted]	Carson	CA	90745	
Leonel Villareal	[redacted]	Carson	CA	90745	
Ursula Martin	[redacted]	Carson	CA	90746	
Daniel Yu	[redacted]	Carson	CA	90747	
Kimberly Johnson-Agulto	[redacted]	Carson	CA	90747	
Linda Ramos	[redacted]	Carson	CA	90747	
Elizabeth Rivera	[redacted]	Carson	CA	90747	
Jacqueline Ocampo	[redacted]	Carson	CA	90747	
Justin Gammage	[redacted]	Carson	CA	90747	

I-405 from Wilmington Av to Main St Improvements Project
Appendix D.2 Postcard Distribution Area List

Mason Stockstill	[redacted]	Carson	CA	90747
Kandis Newman		Carson	CA	90747
Kirk Nascimento		Carson	CA	90745
Kirk Nascimento		Carson	CA	90745
Diana Faatai		Carson	CA	90747
Dolores Lopez		Carson	CA	90747
Gemma Kiyuna		Carson	CA	90747
Shane Riddle		Carson	CA	90747
Martin Leon		Carson	CA	90745
Madeline V. Gygli		Los Angeles	CA	90018
Hoff Brooks		Carson	CA	90745
Darin Brawley		Compton	CA	90221
Arlynn Villamor		Compton	CA	90221
Nathaniel Holt		Compton	CA	90221
Hanna Zaid		Carson	CA	90745
Marie Marcial		Carson	CA	90745
Lauren Huanosto		Long Beach	CA	90810
Jaiyawanda Gant		Carson	CA	90747
Amber McKinney		Carson	CA	90746
Camellia Hudley		Carson	CA	90746
Maria Isabel Lopez		Long Beach	CA	90810
Erik Miller		Long Beach	CA	90810
Juan Benitez		Long Beach	CA	90810
Douglas Otto		Long Beach	CA	90810
Diana Craighead		Long Beach	CA	90810
Leslie Fernandez		Wilmington	CA	90744
Alberto Carvalho		Los Angeles	CA	90017
David Hart		Los Angeles	CA	90017
George Mckenna		Los Angeles	CA	90017
Rocio Riveras		Los Angeles	CA	90017
Scott Schmerelson		Los Angeles	CA	90017
Nick Melvoin		Los Angeles	CA	90017
Jackie Goldberg		Los Angeles	CA	90017
Kelly Gonez		Los Angeles	CA	90017
Tanya Ortiz Franklin		Los Angeles	CA	90017
Zekeriya Ocel		Carson	CA	90746
Tonjuana McKinney		Carson	CA	90746
Keri Lew		Long Beach	CA	90810
Mary John		Carson	CA	90745
Nancy Sequeira		Carson	CA	90745
Marva Woods		Carson	CA	90745
Jasmine Park		Torrance	CA	90501
Anil Muhammed		Torrance	CA	90501
Betty Lieu		Torrance	CA	90501
James Han		Torrance	CA	90501
Don Lee		Torrance	CA	90501
Wendy Sanchez		Carson	CA	90746
Isabel Perez		Carson	CA	90747
James Nguyen		Carson	CA	90745
Michael Whittiker		Carson	CA	90745
David Roberts		Carson	CA	90745
Kisheen Tulloss		Carson	CA	90745
Brian Legaspi		Carson	CA	90745
Justin Battle		Carson	CA	90745
Khaleah K. Bradshaw		Carson	CA	90745
Monica Cooper		Carson	CA	90745
James Nguyen		Carson	CA	90745
Grace Cruz		Carson	CA	90745
Jason Jo		Carson	CA	90745
Luchie Magante		Carson	CA	90745
Margie Revilla		Carson	CA	90745

I-405 from Wilmington Av to Main St Improvements Project
Appendix D.2 Postcard Distribution Area List

Gilbert Marquez	[redacted]	Carson	CA	90745
Phat Nguyen	[redacted]	Carson	CA	90745
Eddie Guerrero	[redacted]	Los Angeles	CA	90012
Pamela Lee	[redacted]	Los Angeles	CA	90012
Victor Cortes	[redacted]	Los Angeles	CA	90012
Angela George-Moody	[redacted]	Alhambra	CA	91803
Araceli Ortega	[redacted]	Alhambra	CA	91803
April Crockom	[redacted]	Alhambra	CA	91803
Derrick Alatorre	[redacted]	Diamond Bar	CA	91765
Danielle Soto	[redacted]	Diamond Bar	CA	91765
Philip M. Fine	[redacted]	Diamond Bar	CA	91765
Allan Abramson	[redacted]	Alhambra	CA	91802
Inez Yeung	[redacted]	Alhambra	CA	91803
Jeff Pletyak	[redacted]	Alhambra	CA	91803
Mario Rodriguez	[redacted]	Alhambra	CA	91802
Charlotte Robinson-Perkins	[redacted]	Los Angeles	CA	90001
Jean Armbruster	[redacted]	Los Angeles	CA	90005
Annie Nam	[redacted]	Los Angeles	CA	90017-
Kome Ajise	[redacted]	Los Angeles	CA	90017-
Abu Yusuf	[redacted]	Alhambra	CA	91803
Andrew Ngumba	[redacted]	Alhambra	CA	91803
Catarah Coleman	[redacted]	Alhambra	CA	91803
Hank F.	[redacted]	Alhambra	CA	91803
Luis Ramirez	[redacted]	Alhambra	CA	91803
Amy Bodek	[redacted]	Cerritos	CA	90703
Elaine Kunitake	[redacted]	Hawaiian Gardens	CA	90716
Aura Garcia	[redacted]	Los Angeles	CA	90012
Louis E. Skelton	[redacted]	Los Angeles	CA	90012
Marta Sheffield	[redacted]	Los Angeles	CA	90012
Rafael Villegas	[redacted]	Los Angeles	CA	90012
Dusadef Corhiran	[redacted]	San Francisco	CA	94105
Wayne Nastri	[redacted]	Diamond Bar	CA	91765
Bridget Smith	[redacted]	Los Angeles	CA	90012
Hui M. Huang	[redacted]	Los Angeles	CA	90045
Monique Earl	[redacted]	Los Angeles	CA	90012
Seleta Reynolds	[redacted]	Los Angeles	CA	90012
Robert Sainz	[redacted]	Los Angeles	CA	90017
Lauren Wonder	[redacted]	Los Angeles	CA	90012
David White	[redacted]	Los Angeles	CA	90012
Gloria Roberts	[redacted]	Los Angeles	CA	90012
Eric Menjivar	[redacted]	Los Angeles	CA	90012
Alisa Almanzan	[redacted]	Los Angeles	CA	90012
Allison Colburn	[redacted]	Los Angeles	CA	90012
Michael Comeaux	[redacted]	Los Angeles	CA	90012
Peter Jones	[redacted]	Los Angeles	CA	90012
Tony Tavares	[redacted]	Sacramento	CA	95814
Bryna Content-Watkins	[redacted]	Los Angeles	CA	90012
Erik Skindrud	[redacted]	Los Angeles	CA	90012
James Shankel	[redacted]	Los Angeles	CA	90012
Ryan Snyder	[redacted]	Los Angeles	CA	90012
Paul Marquez	[redacted]	Los Angeles	CA	90012
Jeff Newman	[redacted]	Los Angeles	CA	90012
Jenna Dookun	[redacted]	Los Angeles	CA	90012
Lynette Vann	[redacted]	Los Angeles	CA	90012
Alice Tyree	[redacted]	Los Angeles	CA	90012
Tony Tavares	[redacted]	Los Angeles	CA	90012
Jose Marquez	[redacted]	Los Angeles	CA	90012
Robert Mejia	[redacted]	Los Angeles	CA	90012
Monica Benavides	[redacted]	Los Angeles	CA	90012
Kelly Ewing-Toledo	[redacted]	Los Angeles	CA	90012
Becca Doten	[redacted]	Los Angeles	CA	90045

I-405 from Wilmington Av to Main St Improvements Project
Appendix D.2 Postcard Distribution Area List

David Reich	[redacted]	Los Angeles	CA	90045
Doug Webster	[redacted]	Los Angeles	CA	90045
Kenneth A. McDonald	[redacted]	Long Beach	CA	90813
BUSINESS OWNER OR OCCUPANT	[redacted]	Carson	CA	90745
Brenda	[redacted]	Carson	CA	
Sam Dunlap	[redacted]	Santa Monica	CA	90401
Sandonne Goad	[redacted]	Los Angeles	CA	90086
Robert F. Dorame	[redacted]	Bellflower	CA	90707
John Tommy Rosas	[redacted]	Marina Del Rey	CA	90292
Bernie Acuna	[redacted]	Los Angeles	CA	90067
Anthony Morales	[redacted]	San Gabriel	CA	91775
BUSINESS OWNER OR OCCUPANT	[redacted]	Compton	CA	90220
BUSINESS OWNER OR OCCUPANT	[redacted]	Carson	CA	90745
Jake Brumby	[redacted]	Carson	CA	90745
BUSINESS OWNER OR OCCUPANT	[redacted]	Carson	CA	90248
BUSINESS OWNER OR OCCUPANT	[redacted]	Carson	CA	90745
BUSINESS OWNER OR OCCUPANT	[redacted]	Carson	CA	90745
BUSINESS OWNER OR OCCUPANT	[redacted]	Carson	CA	90745
BUSINESS OWNER OR OCCUPANT	[redacted]	Carson	CA	90745
BUSINESS OWNER OR OCCUPANT	[redacted]	Carson	CA	90810
BUSINESS OWNER OR OCCUPANT	[redacted]	Compton	CA	90221
BUSINESS OWNER OR OCCUPANT	[redacted]	Carson	CA	90746
BUSINESS OWNER OR OCCUPANT	[redacted]	Carson	CA	90746
BUSINESS OWNER OR OCCUPANT	[redacted]	Compton	CA	90220
BUSINESS OWNER OR OCCUPANT	[redacted]	Compton	CA	90221
BUSINESS OWNER OR OCCUPANT	[redacted]	Carson	CA	90745
BUSINESS OWNER OR OCCUPANT	[redacted]	Carson	CA	90745
BUSINESS OWNER OR OCCUPANT	[redacted]	Carson	CA	90746
BUSINESS OWNER OR OCCUPANT	[redacted]	Carson	CA	90746
BUSINESS OWNER OR OCCUPANT	[redacted]	Carson	CA	90810
BUSINESS OWNER OR OCCUPANT	[redacted]	Carson	CA	90810
BUSINESS OWNER OR OCCUPANT	[redacted]	Carson	CA	90810
BUSINESS OWNER OR OCCUPANT	[redacted]	Carson	CA	90746
BUSINESS OWNER OR OCCUPANT	[redacted]	Carson	CA	90745
Kevin Baddeley	[redacted]	Carson	CA	90745
Patty Allen	[redacted]	Carson	CA	90745
Yanko Martinez	[redacted]	Carson	CA	90745
BUSINESS OWNER OR OCCUPANT	[redacted]	Wilmington	CA	90744
BUSINESS OWNER OR OCCUPANT	[redacted]	Gardena	CA	90248
Courtney Flowers	[redacted]	Carson	CA	90746
BUSINESS OWNER OR OCCUPANT	[redacted]	Carson	CA	90746
Robert Padilla	[redacted]	Carson	CA	90746
Joseph Jackson	[redacted]	Carson	CA	90746
Morgan Caswell	[redacted]	Long Beach	CA	90815
Leela Rao	[redacted]	Long Beach	CA	90815
Matt Arms	[redacted]	Long Beach	CA	90815
Jacob Goldberg	[redacted]	San Pedro	CA	90731
Chris Cannon	[redacted]	San Pedro	CA	90731
Tim DeMoss	[redacted]	San Pedro	CA	90731
Teresa Pisano	[redacted]	San Pedro	CA	90731
Yolanda Mativa	[redacted]	San Pedro	CA	90731
Miranda Von Roishmandt	[redacted]	San Pedro	CA	90731
Victor Ibarra	[redacted]	Carson	CA	90810
Maryann Mannen	[redacted]	Carson	CA	90810
James R. Wilkins	[redacted]	Carson	CA	90810
Timothy J. Aydt	[redacted]	Carson	CA	90810
BUSINESS OWNER OR OCCUPANT	[redacted]	Carson	CA	90745
BUSINESS OWNER OR OCCUPANT	[redacted]	Carson	CA	90810
Anwar Ali	[redacted]	Carson	CA	90745
Maryann Hashem	[redacted]	Denver	CO	80204
Richard Lesser	[redacted]	Denver	CO	80204

I-405 from Wilmington Av to Main St Improvements Project
Appendix D.2 Postcard Distribution Area List

BUSINESS OWNER OR OCCUPANT	[redacted]	Carson	CA	90745
Adam Kidan		Carson	CA	90745
BUSINESS OWNER OR OCCUPANT		Carson	CA	90746
BUSINESS OWNER OR OCCUPANT		Carson	CA	90745
BUSINESS OWNER OR OCCUPANT		Carson	CA	90746
Michael Stewart		Carson	CA	90746
Trini Jimenez		Carson	CA	90746
Barry Waite		Carson	CA	90746
Tamala Lewis		Carson	CA	90746
BUSINESS OWNER OR OCCUPANT		Carson	CA	90746
Jan Vogel		Hawthorne	CA	90250
Chris Cagle		Hawthorne	CA	90250
Sha'Ron Berry		Hawthorne	CA	90251
BUSINESS OWNER OR OCCUPANT		Hawthorne	CA	90251
Tracy Hernandez		Commerce	CA	90040
David Englin		Commerce	CA	90040
Julia Deng		Commerce	CA	90040
Tasia Kieffer		Commerce	CA	90040
Jacki Bacharach		Torrance	CA	90501
Kim Fuentes		Torrance	CA	90501
Aaron Baum		Torrance	CA	90501
Michael Pikula		Carson	CA	90810
Sandy Cajas		Long Beach	CA	90832
Efuru Flowers		Los Angeles	CA	90057
Helena Johnson		Los Angeles	CA	90043
Clint Davis		Compton	CA	90220
Melinda Lankford		Los Angeles	CA	90015
Nancy Beyda		Los Angeles	CA	90028
Damian Kevitt		Los Angeles	CA	90027
Sara Bomani		Compton	CA	90221
Dr. Ciriaco Pinedo		Commerce	CA	90040
Candace Leos Valdepena		Compton	CA	90220
Francisco J Moreno		Los Angeles	CA	90012
Renee Allen		Carson	CA	90749
Jennette Bolden		Carson	CA	90749
Eli Kaufman		Culver City	CA	90232
BUSINESS OWNER OR OCCUPANT		Carson	CA	90746
John Schwinn		Carson	CA	90745
BUSINESS OWNER OR OCCUPANT		Carson	CA	
BUSINESS OWNER OR OCCUPANT		Wilmington	CA	90744
BUSINESS OWNER OR OCCUPANT		Lomita	CA	90717
BUSINESS OWNER OR OCCUPANT		Carson	CA	90746
Monique King-Viehland		Whittier	CA	90605
Otto Solorzano		Whittier	CA	90605
Fernando Gaytan		Los Angeles	CA	90017
Adrian Martinez		Los Angeles	CA	90017
Darrell Carter		Compton	CA	90221
Josh Rincon		Los Angeles	CA	90022
Alton Trimble		Carson	CA	90745
Walter Tucker		Carson	CA	90746
W. A. Garrett		Inglewood	CA	90306
James Wind		Carson	CA	90248
John Hatakeyama		Carson	CA	90248
Tiffany Flood		Carson	CA	90248
Stephanie Martinez		Carson	CA	
Kim Richards		Carson	CA	90810
Diana Medel		Carson	CA	90810
Lisa Van Ignen Pope		Gardena	CA	90248
Michael Karon		Torrance	CA	90502
Margie Close		Torrance	CA	90502
Michael Cassidy		Torrance	CA	90502

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Appendix D.2 Postcard Distribution Area List

	Colleen Mooney	[redacted]	Wilmington	CA	90744
	Rodney Moss		Wilmington	CA	90744
	Lori Carmona		Los Angeles	CA	90015
	Ruby Yuen		Los Angeles	CA	90015
	Barbara Harper		Los Angeles	CA	90015
	Jeremy Deming		Torrance	CA	90501
	Sylvia Landaverde		Torrance	CA	90501
	Talia Sandoval		Torrance	CA	90501
	Dayna Bubenicek		Hermosa Beach	CA	90254
	Jocelyn De La Rosa		Torrance	CA	90503
	BUSINESS OWNER OR OCCUPANT		Redondo Beach	CA	90278
	BUSINESS OWNER OR OCCUPANT		Bellflower	CA	90706
	Roger O'Connor		Torrance	CA	90505
	BUSINESS OWNER OR OCCUPANT		Inglewood	CA	90301
	BUSINESS OWNER OR OCCUPANT		El Segundo	CA	90245
	Joel Wagner		Lawndale	CA	90260
	BUSINESS OWNER OR OCCUPANT		Torrance	CA	90503
	Roger Van Remmen		Hawthorne	CA	90250
	BUSINESS OWNER OR OCCUPANT		Torrance	CA	90504
	BUSINESS OWNER OR OCCUPANT		Gardena	CA	90248
	Wendy Warren		Manhattan Beach	CA	90266
	Suzanne Webb		Manhattan Beach	CA	90266
	Ann Lynch		Long Beach	CA	90802
	Mpume Nyandu		Long Beach	CA	90808
	Joy Smith		Compton	CA	90220
	Brena Robinson		Los Angeles	CA	90015
	Myeoshe' Edwards		Los Angeles	CA	90010
	Windsor Valcinus		Long Beach	CA	90814
	Teresa McDonald		Los Angeles	CA	90007
	Evelyn Serrano		Los Angeles	CA	90031
	Junisa Dailey		Los Angeles	CA	90044
	Meredith Starkman		Los Angeles	CA	90036
	Natasha White		Los Angeles	CA	90002
	Monique Arrington		Inglewood	CA	90301
	Jolly Glover		Long Beach	CA	90804
	Deen Zadi		Wilmington	CA	90744
	Juan Tapia		Los Angeles	CA	
	Cheryll Cooks		Carson	CA	90745
	Lula Davis-Holmes		Carson	CA	90745
	Jawane Hilton		Carson	CA	90745
	Cedric L. Hicks Sr.		Carson	CA	90745
	Jim Dear		Carson	CA	90745
	Arleen Bocatija Rojas		Carson	CA	90745
	Tim McOsker		Los Angeles	CA	90502
	Sophie Gilchrist		Los Angeles	CA	90502
	Pamela Thornton		Los Angeles	CA	90502
	Alex Rodriguez		Los Angeles	CA	90502
	Erika Velazquez		Los Angeles	CA	90502
	Mike Gipson		Gardena	CA	90248
	Maya Douglas		Gardena	CA	90248
	Kathy Williamson		Gardena	CA	90248
	Moises Aglipay		Gardena	CA	90248
	Deon Arnold		Gardena	CA	90248
	Bianey Mercado-Guzman		Gardena	CA	90248
	Ted Lieu		Manhattan Beach	CA	90266
	Nicholas Rodriquez		Manhattan Beach	CA	90266
	Janet Turner		Manhattan Beach	CA	90266
	Maxine Waters		Hawthorne	CA	90250
	Hamilton Cloud		Hawthorne	CA	90250
	Stephanie Moore		Hawthorne	CA	90250
	Blanca Jimenez		Hawthorne	CA	90250

I-405 from Wilmington Av to Main St Improvements Project
Appendix D.2 Postcard Distribution Area List

	Liam Forsythe	[redacted]	Carson	CA	90745
	Matt Deronga		Carson	CA	90745
	Katie Burns		Carson	CA	90745
	Nadine Barragán		Carson	CA	90745
	Nanette Diaz Barragán		Carson	CA	90745
	Alex Padilla		Los Angeles	CA	95814
	Tess Whittlesey		Los Angeles	CA	95814
	Vanessa Valdivia		Los Angeles	CA	95814
	Laphonza Butler		Los Angeles	CA	90025
	Audrey Lopez		Los Angeles	CA	90025
	Steven Bradford		Inglewood	CA	90301
	Carolyn McIntyre		Inglewood	CA	90301
	Christopher Morales		Inglewood	CA	90301
	Jerome Parra		Inglewood	CA	90301
	Austin Panush		Inglewood	CA	90301
	Gabriela Diaz		Inglewood	CA	90301
	Holly J. Mitchell		Torrance	CA	90205
	Francisco Lopez		Torrance	CA	90205
	Karishma Shamdasani		Torrance	CA	90205
	Fredericka McGee		Torrance	CA	90205
	Los Angeles County Fire Dept. Station 127		Carson	CA	90810
	Los Angeles County Fire Dept. Station 36		Carson	CA	90745
	Damon Jones		Carson	CA	90745
	Nina Park		Torrance	CA	

Appendix D.3: Legal Newspaper Advertisements

Metro

Caltrans

California Newspaper Service Bureau
Public Notice Advertising Since 1934
Tel 1-800-788-7840 Fax 1-800-474-9444
Local Offices and Representatives in:
Los Angeles, Santa Ana, San Diego, Riverside/San Bernardino,
San Francisco, Oakland, San Jose, Sacramento
Special Services Available in Phoenix

DECLARATION

I am a resident of Los Angeles County, over the age of eighteen years and not a party to or interested in the matter noticed.

The notice, of which the annexed is a printed copy appeared in the:

ASIAN JOURNAL (L.A.)

On the following dates:

08/31/2024

I certify (or declare) under penalty of perjury that the foregoing is true and correct.

Dated at Los Angeles, California, this

4th day of September 2024

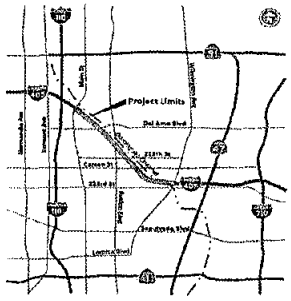
curtis small
Signature

3845061
"The only Public Notice which is justifiable from the standpoint of true economy and the public interest, is that which reaches those who are affected by it"

* A 0 0 0 0 0 6 8 5 8 6 1 1 *

Notice of Scoping/Initiation of Studies for the I-405 from Wilmington Ave to Main St Improvements Project

Metro



What is Being Planned?
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Why This Notice?
The purpose of this public scoping notice is to solicit comments from public agencies, private entities, and interested individuals regarding potential social, economic, and environmental issues related to the project. The Scoping notice also ensures that these parties are involved early in the environmental planning process. Public scoping is an important step in the preparation of the draft environmental document. A Notice of Preparation is available for public review and comment in conformence with the California Environmental Quality Act. We want to hear your thoughts and welcome your participation.

Where Do You Come In?
We welcome you to attend the meetings that are most convenient to you. Agenda and presentation materials will be identical for all meetings

Public Scoping Meeting #1 (Virtual) - Tuesday, September 17, 2024 from 12:00 pm to 1:30 pm, Meeting Link:
https://bit.ly/405WilmingtonMeetingRef1-405WilmingtonMeeting

Public Scoping Meeting #2 (In-Person) - Thursday, September 19, 2024, from 6:00 pm to 7:30 pm, Carson Event Center: 801 East Carson Street, Carson, CA 90745

You may submit comments electronically to the project email address: wilmington@metro.net or written comments to the mailing address below. Comments received during the scoping period will become part of the project's public record and must be received **no later than October 10, 2024** to:

Karl Price, Senior Environmental Scientist
California Department of Transportation
Division of Environmental Planning
100 S. Main Street – MS 16A
Los Angeles, CA 90012

Contact
If you have questions, please contact Lourdes Kriste, Metro Project Manager at wilmington@metro.net

Thank you for your interest in this important transportation project!

CNSB # 3845061

Daily Breeze
5150 E. Pacific Coast Highway Suite 210
Long Beach, CA 90804
310-543-6635

5005705

CALIFORNIA NEWSPAPER SERVICE TP
PO BOX 60460
LOS ANGELES, CA 90060

Legal No. **0011688074**

FILE NO. 3845063

PROOF OF PUBLICATION
(2015.5 C.C.P.)

STATE OF CALIFORNIA
County of Los Angeles

I am a citizen of the United States and a resident of the County aforesaid; I am over the age of eighteen years, and not a party to or interested in the above-entitled matter. I am the principal clerk of the printer of THE DAILY BREEZE, a newspaper of general circulation, printed and published in the City of Torrance*, County of Los Angeles, and which newspaper has been adjudged a newspaper of general circulation by the Superior Court of County of Los Angeles, State of California, under the date of June 10, 1974, Case Number SWC7146. The notice, of which the annexed is a printed copy (set in type not smaller than nonpareil), has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to wit:

08/26/2024

I certify (or declare) under the penalty of perjury that the foregoing is true and correct.

Dated at Torrance, California
On this 28th day of August, 2024.

Pauline Fernandez

Signature

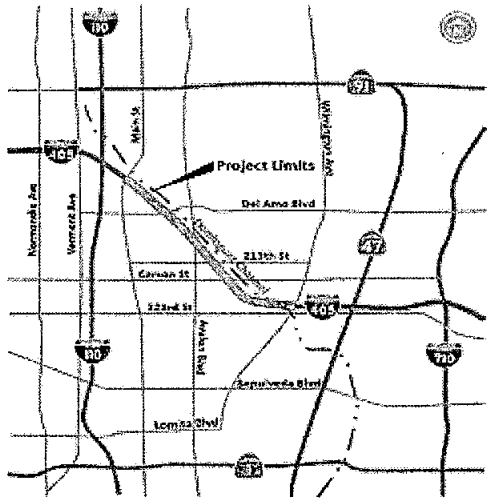
*The Daily Breeze circulation includes the following cities: Carson, Compton, Culver City, El Segundo, Gardena, Harbor City, Hawthorne, Hermosa Beach, Inglewood, Lawndale, Lomita, Long Beach, Manhattan Beach, Palos Verdes Peninsula, Palos Verdes, Rancho Palos Verdes, Rancho Palos Verdes Estates, Redondo Beach, San Pedro, Santa Monica, Torrance and Wilmington.

A00000685444 1

r LP6-12/01/15

Notice of Scoping/Initiation of Studies for the I-405 from Wilmington Ave to Main St Improvements Project

Caltrans | Metro



What is Being Planned?
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You may submit comments electronically to the project email address: wilmington@metro.net or written comments to the mailing address below. Comments received during the scoping period will become part of the project's public record and must be received **no later than October 10, 2024**

to:

Karl Price, Senior Environmental Scientist
California Department of Transportation
Division of Environmental Planning
100 S. Main Street – MS 16A
Los Angeles, CA 90012

Contact

If you have questions, please contact Lourdes Kriste, Metro Project Manager at wilmington@metro.net

Thank you for your interest in this important transportation project!

CNSD # 5845063

PROOF OF PUBLICATION
(2015.5C.C.P)

La Opinión

915 Wilshire Blvd Ste 800, Los Angeles, CA 900
Tel: (213)896-2260 • Fax: (213)896-2238

STATE OF CALIFORNIA

I am a citizen of the United States and a resident of the county aforesaid; I am over the age of eighteen years, and not a party to or interested in the above-entitled matter. I am the principal clerk of the printer of La Opinión a newspaper of general circulation, printed and published daily in the city of Los Angeles, county of Los Angeles, and which newspaper has been adjudged a newspaper of general circulation by the Superior Court of the County of Los Angeles, State of California, under the date of July 28, 1969, Case Number: 950176; that the notice, of which the annexed is a printed copy, has been published in each regular and not in any supplement thereof on the following dates, to wit:

August 26

all in the year 2024

I certified (or declared) under penalty of perjury that the foregoing is true and correct.
Dated at Los Angeles, California, this

29 day of August, 2024

Rosa Berumen
Signature

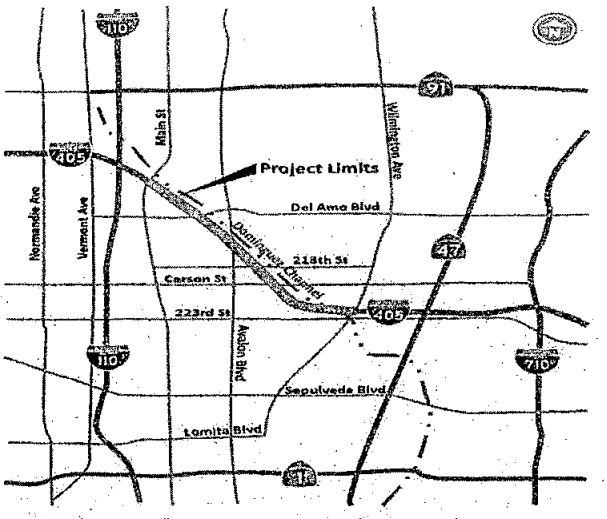
3045062

A0000006857555

Caltrans

Aviso de Alcance/Inicio de Estudios para el Proyecto de Mejoras de la I-405 desde Wilmington Ave hasta Main St

Metro



¿Qué Está Siendo Planeado?
La Autoridad de Transporte Metropolitano del Condado de Los Ángeles (Metro) y el Departamento de Transporte de California (Caltrans) están preparando estudios de ingeniería y un Informe de Impacto Ambiental/Evaluación Ambiental (EIR/EA) para estudiar la posible adición de cuatro carriles auxiliares, dos en dirección norte y dos en dirección sur, para la Interestatal 405 (I-405) entre Wilmington Avenue y Main Street en la Ciudad de Carson, en el condado de Los Ángeles. El proyecto también incluiría Calles Completas, Gestión del Sistema de Transporte (TSM, por sus siglas en inglés) y Gestión de Demanda de Transporte (TDM, por sus siglas en inglés), donde sea factible.

¿Por Qué de Este Aviso?
El propósito de este aviso de alcance público es solicitar comentarios de las agencias públicas, entidades privadas, y personas interesadas concerniente a los posibles problemas sociales, económicos y ambientales relacionados al proyecto. El aviso de Alcance también asegura que estas partes estén involucradas anticipadamente en el proceso de planificación ambiental. El alcance público es un importante paso en la preparación del anteproyecto de documento ambiental. Un Aviso de Preparación está disponible para revisión pública y comentarios de conformidad con la ley de Calidad Ambiental de California. Queremos escuchar sus ideas y darle la bienvenida a su participación.

¿Dónde Entra Usted?
Le invitamos a asistir a las reuniones que le resulten más convenientes. La orden del día y la presentación de materiales serán idénticos para todas las reuniones

Reunión de Alcance Público #1 (Virtual) – Martes 17 de septiembre de 2024 de 12:00 pm a 1:30 pm, Enlace de la Reunión:
https://[bit.ly/405WilmingtonMeeting]bit.ly/405WilmingtonMeeting

Reunión de Alcance Público #2 (En Persona) – Jueves 19 de septiembre de 2024, de 6:00 pm a 7:30 pm, Centro de Eventos Carson: 801 East Carson Street, Carson, CA 90745

Usted puede enviar comentarios de manera electrónica al proyecto a la dirección de correo electrónico: wilmington@metro.net o comentarios por escrito a la dirección postal a continuación. Los comentarios recibidos durante el periodo de alcance se convertirán en parte del registro público del proyecto y deben ser recibidos **a más tardar el 10 de octubre de 2024** a:

Karl Price, Científico Ambiental Senior
Departamento de Transporte de California
División de Planificación Ambiental
100 S. Main Street – MS 16A
Los Angeles, CA 90012

109-128655-1

Contacto
Si tiene preguntas, por favor contacte a Lourdes Kriste, Gerente de Proyectos de Metro a wilmington@metro.net

¡Gracias por su interés en este importante proyecto de transporte!

Appendix D.4: Legal Newspaper Advertisements – Scoping Extension

Metro Caltrans

California Newspaper Service Bureau
Public Notice Advertising Since 1934
Tel 1-800-788-7840 Fax 1-800-474-9444
Local Offices and Representatives in:
Los Angeles, Santa Ana, San Diego, Riverside/San Bernardino,
San Francisco, Oakland, San Jose, Sacramento
Special Services Available in Phoenix

DECLARATION

I am a resident of Los Angeles County, over the age of eighteen years and not a party to or interested in the matter noticed.

The notice, of which the annexed is a printed copy appeared in the:

ASIAN JOURNAL (L.A.)

On the following dates:

10/05/2024

I certify (or declare) under penalty of perjury that the foregoing is true and correct.

Dated at Los Angeles, California, this

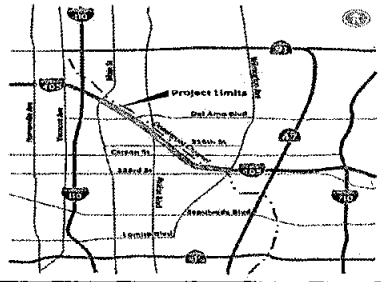
7th day of October 2024

curtis small
Signature

behind the now-debunked Prevention Act.

Notice of Scoping/Initiation of Studies for the I-405 from Wilmington Ave to Main St Improvements Project

Caltrans — Metro



What is Being Planned?
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Why This Notice?
The purpose of this public scoping notice is to solicit comments from public agencies, private entities, and interested individuals regarding potential social, economic, and environmental issues related to the project. The Scoping notice also ensures that these parties are involved early in the environmental planning process. Public scoping is an important step in the preparation of the draft environmental document. A Notice of Preparation is available for public review and comment in conformance with the California Environmental Quality Act. We want to hear your thoughts and welcome your participation.

Where Do You Come In?
We welcome you to attend the following meeting. This meeting has been scheduled in addition to two prior meetings that occurred in September. Agenda and presentation materials are identical for all meetings

Public Scoping Meeting #3 (In-Person) - Wednesday, October 16, 2024, from 6:00 pm to 7:30 pm, Carson Event Center: 801 East Carson Street, Carson, CA 90745

You may submit comments electronically to the project email address: wilmington@metro.net or written comments to the mailing address below. Comments received during the scoping period will become part of the project's public record and must be received **no later than October 21, 2024** to:

Karl Price, Senior Environmental Scientist
California Department of Transportation
Division of Environmental Planning
100 S. Main Street – MS 16A
Los Angeles, CA 90012

Contact
If you have questions, please contact Lourdes Kriste, Metro Project Manager at wilmington@metro.net

Thank you for your interest in this important transportation project!

CNSB-# 3857476

3857476
"The only Public Notice which is justifiable from the standpoint of true economy and the public interest, is that which reaches those who are affected by it"

* A 0 0 0 0 0 6 8 8 4 6 1 4 *

Daily Breeze
5150 E. Pacific Coast Highway Suite 210
Long Beach, CA 90804
310-543-6635

5005705

CALIFORNIA NEWSPAPER SERVICE TP
PO BOX 60460
LOS ANGELES, CA 90060

Legal No. **0011695641**

FILE NO. 3857478

PROOF OF PUBLICATION
(2015.5 C.C.P.)

STATE OF CALIFORNIA
County of Los Angeles

I am a citizen of the United States and a resident of the County aforesaid; I am over the age of eighteen years, and not a party to or interested in the above-entitled matter. I am the principal clerk of the printer of THE DAILY BREEZE, a newspaper of general circulation, printed and published in the City of Torrance*, County of Los Angeles, and which newspaper has been adjudged a newspaper of general circulation by the Superior Court of County of Los Angeles, State of California, under the date of June 10, 1974, Case Number SWC7146. The notice, of which the annexed is a printed copy (set in type not smaller than nonpareil), has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to wit:

10/07/2024

I certify (or declare) under the penalty of perjury that the foregoing is true and correct.

Dated at Torrance, California
On this 22nd day of October, 2024.

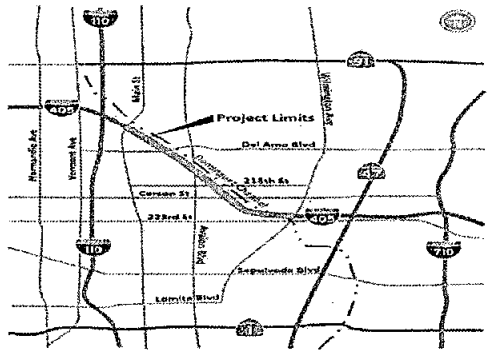
Pauline Fernandez

Signature

*The Daily Breeze circulation includes the following cities: Carson, Compton, Culver City, El Segundo, Gardena, Harbor City, Hawthorne, Hermosa Beach, Inglewood, Lawndale, Lomita, Long Beach, Manhattan Beach, Palos Verdes Peninsula, Palos Verdes, Rancho Palos Verdes, Rancho Palos Verdes Estates, Redondo Beach, San Pedro, Santa Monica, Torrance and Wilmington.

Notice of Scoping/Initiation of Studies for the I-405 from Wilmington Ave to Main St Improvements Project

Caltrans | Metro



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California Department of Transportation
Division of Environmental Planning
100 S. Main Street – MS 16A
Los Angeles, CA 90012

Contact
If you have questions, please contact Lourdes Kriste, Metro Project Manager at wilmington@metro.net

Thank you for your interest in this important transportation project!

CNSB # 3857478

PROOF OF PUBLICATION

(2015.5C.C.P)

La Opinión

915 Wilshire Blvd Ste 800, Los Angeles, CA 90017
Tel: (213)896-2260 • Fax: (213)896-2238

STATE OF CALIFORNIA

I am a citizen of the United States and a resident of the county aforesaid; I am over the age of eighteen years, and not a party to or interested in the above-entitled matter. I am the principal clerk of the printer of La Opinión a newspaper of general circulation, printed and published daily in the city of Los Angeles, county of Los Angeles, and which newspaper has been adjudged a newspaper of general circulation by the Superior Court of the County of Los Angeles, State of California, under the date of July 28, 1969, Case Number: 950176; that the notice, of which the annexed is a printed copy, has been published in each regular and not in any supplement thereof on the following dates, to wit:

October 07

all in the year 2024

I certified (or declared) under penalty of perjury that the foregoing is true and correct.
Dated at Los Angeles, California, this

11 day of October, 2024

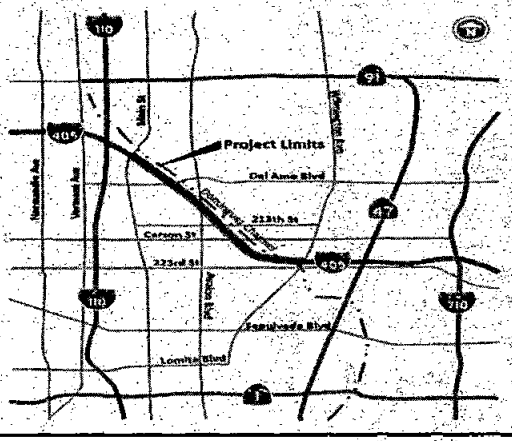
Rosa Berumen
Signature

AVD #017 Controller
Rev. 03/12

A0000068897 85

Notice of Scoping/Initiation of Studies for the I-405 from Wilmington Ave to Main St Improvements Project

Caltrans | Metro



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Karl Price, Senior Environmental Scientist
California Department of Transportation
Division of Environmental Planning
100 S. Main Street – MS 16A
Los Angeles, CA 90012

Contact
If you have questions, please contact Lourdes Kriste, Metro Project Manager at wilmington@metro.net

Thank you for your interest in this important transportation project!

109-129235-1 CNSB #3857477

An impremedia Company

Appendix D.5: Meeting Flyers

Metro Caltrans

I-405 WILMINGTON AV TO MAIN ST IMPROVEMENTS PROJECT - Join Us for a Scoping Meeting
PROYECTO DE MEJORAS DE LA I-405 WILMINGTON AV A MAIN ST - Acompáñenos en ena reunión de alcance

We're planning to improve mobility and safety along the 405.
Planeamos mejorar la movilidad y la seguridad a lo largo de la 405.

Metro has a plan to make it easier to get around LA, with projects that improve mobility, accessibility, and safety. Metro is formally initiating studies for the I-405 from Wilmington Av to Main St Improvements Project and would like your input on the proposed improvements.

Meeting Details

Join us for public scoping meetings on Zoom or in person:

Meeting #1 (virtual)
Tuesday, September 17, 2024, 12–1:30pm
Webinar Link: *bit.ly/405WilmingtonMeeting*
Webinar ID: 841 8469 6530
Call in Number: 213.338.8477

Meeting #2 (in person)
Thursday, September 19, 2024, 6–7:30pm
Carson Event Center
801 Carson St, Carson, CA 90745

Submit a Comment

The formal public scoping comment period ends on Thursday, October 10, 2024. Comments may be submitted via:

U.S. Mail:
Karl Price, Senior Environmental Scientist
California Dept. of Transportation
Division of Environmental Planning
100 S. Main Street, MS 16A
Los Angeles, CA 90012

Project Email: *wilmington@metro.net*

Metro tiene un plan para facilitar los desplazamientos por Los Angeles, con proyectos que mejoran la movilidad, la accesibilidad y la seguridad. *Metro está iniciando formalmente los estudios para el Proyecto de Mejoras de la I-405 desde Wilmington Av hasta Main St y le gustaría conocer su opinión sobre las mejoras propuestas.*

Detalles de las reuniones

Acompáñenos en las reuniones públicas sobre el alance a través de Zoom o en persona:

Reunión #1 (virtual)
Martes, 17 de septiembre de 2024, 12–1:30pm
Enlance de webinario: bit.ly/405WilmingtonMeeting
ID de webinario: 841 8469 6530
Número de llamada: 872.240.3311
Número de acceso: 763 551 621

Reunión #2 (en persona)
Jueves, 19 de septiembre 2024, 6–7:30pm
Carson Event Center
801 Carson St, Carson, CA 90745

Envíe un comentario

El periodo formal de comentarios públicos sobre el alcance finaliza el jueves 10 de octubre de 2024. Los comentarios pueden enviarse a través de:

Correo de U.S.:
Karl Price, Senior Environmental Scientist
California Dept. of Transportation
Division of Environmental Planning
100 S. Main Street, MS 16A
Los Angeles, CA 90012

Correo electrónico del proyecto: wilmington@metro.net

Metro®

I-405 WILMINGTON AV TO MAIN ST IMPROVEMENTS PROJECT
PROYECTO DE MEJORAS DE LA I-405 WILMINGTON AV A MAIN ST

Project Overview

The stretch of freeway on I-405 from Wilmington Av to Main St experiences heavy traffic flow, with over 300,000 vehicles traversing daily, making this section one of the most congested in the LA area. This project will enhance safety and operation in the corridor, improving your commute.

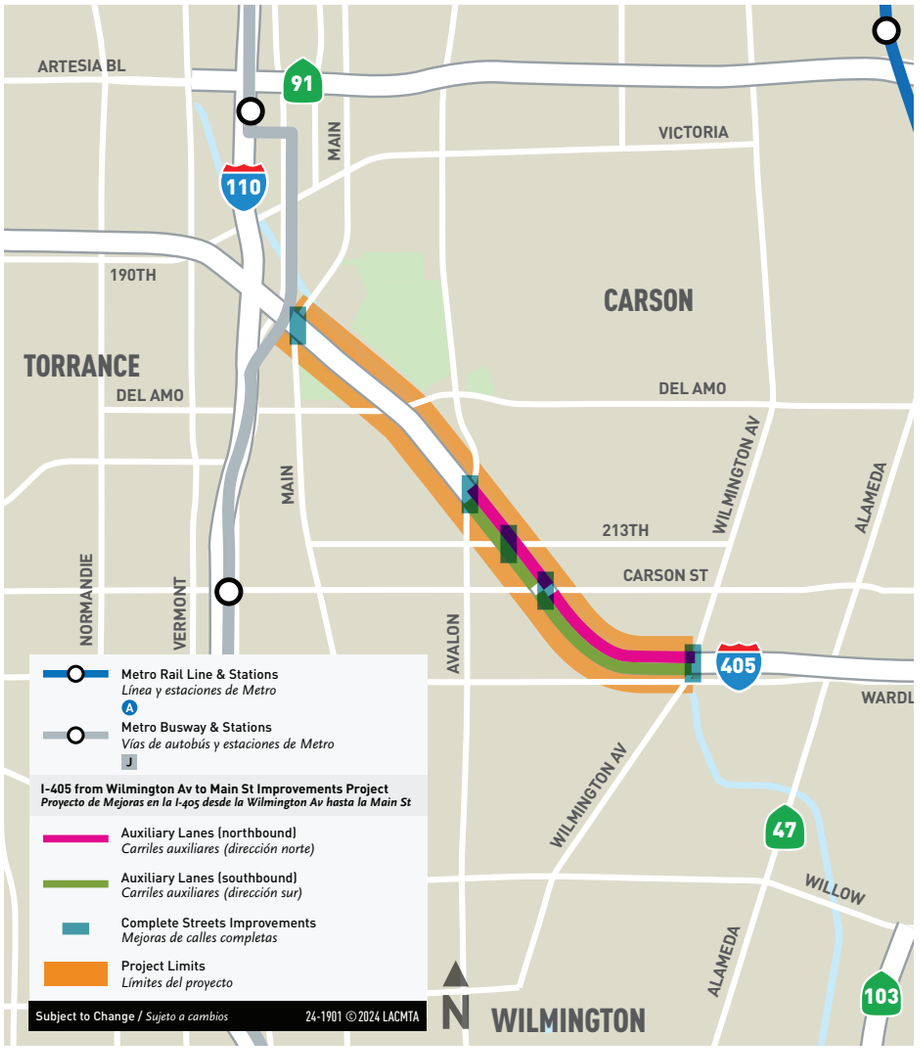
Scoping comments will be considered in the preparation of the Draft Environmental Impact Report (EIR) and Environmental Assessment (EA) in accordance with federal/state requirements. Join us to learn more about this Project and provide your input on the proposed improvements.

Visión general del proyecto

El tramo de autopista de la I-405 desde Wilmington Av hasta Main St tiene un gran flujo de tráfico, con más de 300,000 vehículos circulando diariamente, lo que convierte a este tramo en uno de los más congestionados de la zona de Los Angeles. Este proyecto mejorará la seguridad y el funcionamiento del corredor, mejorando sus desplazamientos al trabajo.

Los comentarios sobre el alcance se tendrán en cuenta en la preparación del Borrador del Informe de Impacto Ambiental (EIR, por sus siglas en inglés) y la Evaluación Ambiental (EA, por sus siglas en inglés) de acuerdo con los requisitos federales/estatales. Acompáñenos para saber más sobre este Proyecto y dar su opinión sobre las mejoras propuestas.

Project Map / *Mapa del proyecto*



All Metro meetings are held in ADA accessible facilities and are accessible by transit. ADA accommodations and translations are available by calling 323.466.3876 or California Relay service at 711 at least 72 hours in advance.

Todas las reuniones de Metro se llevan a cabo en instalaciones con accesibles conforme a la Ley para Estadounidenses con Discapacidades (American Disabilities Act, ADA) y son accesibles por transporte público. Las adaptaciones de la ADA y las traducciones están disponibles llamando al 323.466.3876 o al Servicio de Retransmisión de California al 711, por lo menos 72 horas de anticipación.

CONTACT US / *CONTÁCTENOS*

310.854.3196

wilmington@metro.net

metro.net/405wilmington

323.466.3876 x2
Español
323.466.3876

中文	x3	русский	x7
한국어	x4	Հայերէն	x8
Tiếng Việt	x5	ภาษาไทย	x9
日本語	x6	ហាងមមម	x10

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I-405 WILMINGTON AV TO MAIN ST IMPROVEMENTS PROJECT - Join Us for a Scoping Meeting

PROYEKTO NG MGA PAGPAPAHUSAY SA I-405 MULA WILMINGTON AV HANGGANG SA MAIN ST
Samahan kami sa magaganap na Pagpupulong sa Pagtatasa

We're planning to improve mobility and safety along the 405.

Nagpaplano kaming pahusayin ang kadaliang kumilos at kaligtasan sa kahabaan ng 405.

Metro has a plan to make it easier to get around LA, with projects that improve mobility, accessibility, and safety. Metro is formally initiating studies for the I-405 from Wilmington Av to Main St Improvements Project and would like your input on the proposed improvements.

Meeting Details

Join us for public scoping meetings on Zoom or in person:

Meeting #1 (virtual)
Tuesday, September 17, 2024, 12–1:30pm
Webinar Link: *bit.ly/405WilmingtonMeeting*
Webinar ID: 841 8469 6530
Call in Number: 213.338.8477

Meeting #2 (in person)
Thursday, September 19, 2024, 6–7:30pm
Carson Event Center
801 Carson St, Carson, CA 90745

Submit a Comment

The formal public scoping comment period ends on Thursday, October 10, 2024. Comments may be submitted via:

U.S. Mail:
Karl Price, Senior Environmental Scientist
California Dept. of Transportation
Division of Environmental Planning
100 S. Main Street, MS 16A
Los Angeles, CA 90012

Project Email: *wilmington@metro.net*

May plano ang Metro na gawing mas madali ang paglilibot sa LA, sa pamamagitan ng mga proyektong nagpapahusay sa kadaliang kumilos, pagiging naa-access, at kaligtasan. *Pormal nang nagpasimula ang Metro ng mga pag-aaral para sa Proyekto ng Mga Pagpapahusay sa I-405 mula Wilmington Av hanggang sa Main St at gusto nila ang iyong input sa mga iminungkahing pagpapahusay.*

Mga Detalye ng Pagpupulong

Samahan kami sa magaganap na mga pampublikong pagpupulong sa pagtatasa sa Zoom o nang personal:

Pagpupulong #1 (virtual)
Martes, Setyembre 17, 2024, 12–1:30pm
Link ng Webinar: bit.ly/405WilmingtonMeeting
ID ng Webinar: 841 8469 6530
Numero na Tatawagan: 571.317.3122
Access Code: 473 802 821

Pagpupulong #2 (nang personal)
Huwebes, Setyembre 19, 2024, 6–7:30pm
Carson Event Center
801 Carson St, Carson, CA 90745

Magsumite ng Komento

Magtatapos ang pormal na panahon ng pagsusumite ng pampublikong komento sa pagtatasa sa Huwebes, Oktubre 10, 2024. Maaaring isumite ang mga komento sa pamamagitan ng:

U.S. Mail:
Karl Price, Senior Environmental Scientist
California Dept. of Transportation
Division of Environmental Planning
100 S. Main Street, MS 16A
Los Angeles, CA 90012

Email ng Proyekto: wilmington@metro.net

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I-405 WILMINGTON AV TO MAIN ST IMPROVEMENTS PROJECT

PROYEKTO NG MGA PAGPAPAHUSAY SA I-405 MULA WILMINGTON AV HANGGANG SA MAIN ST

Project Overview

The stretch of freeway on I-405 from Wilmington Av to Main St experiences heavy traffic flow, with over 300,000 vehicles traversing daily, making this section one of the most congested in the LA area. This project will enhance safety and operation in the corridor, improving your commute.

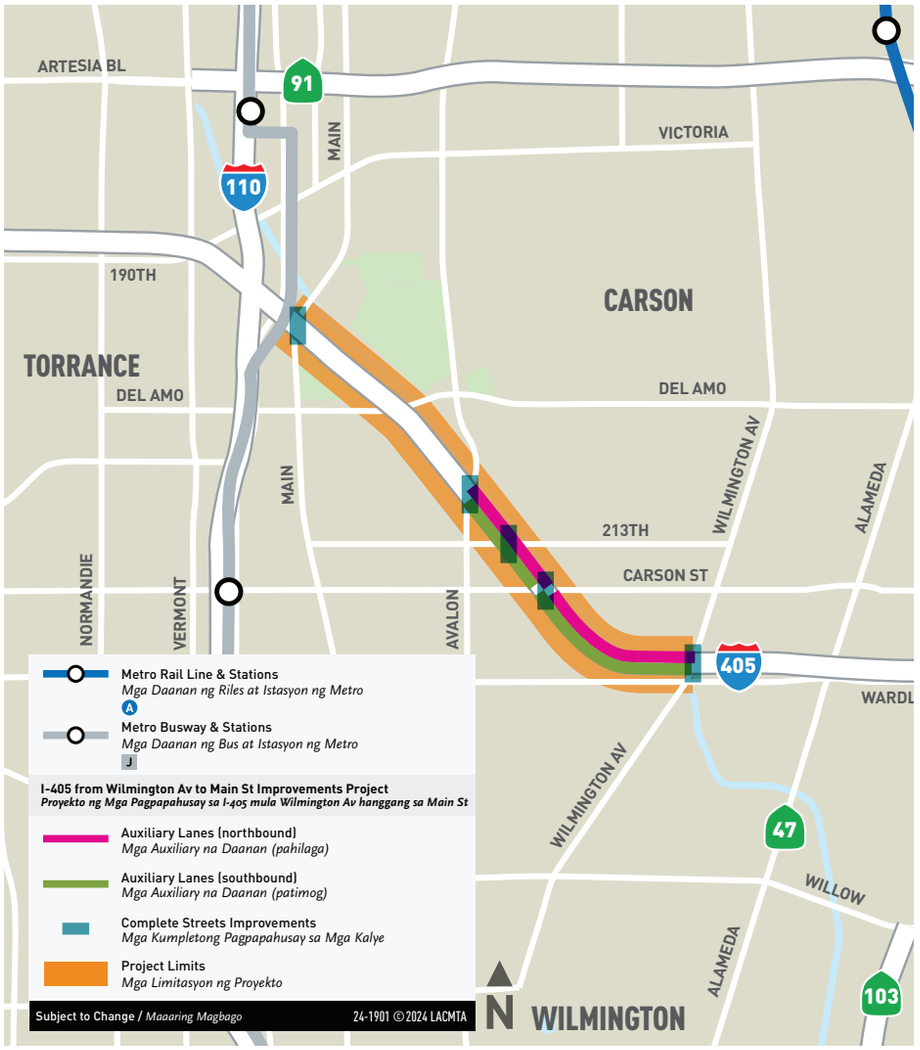
Scoping comments will be considered in the preparation of the Draft Environmental Impact Report (EIR) and Environmental Assessment (EA) in accordance with federal/state requirements. Join us to learn more about this Project and provide your input on the proposed improvements.

Pangkalahatang-ideya ng Proyekto

Nakakaranas ang kahabaan ng freeway sa I-405 mula Wilmington Avenue hanggang sa Main Street ng mabigat na daloy ng trapiko, na may higit sa 300,000 sasakyang dumadaan araw-araw, na ginagawa ang seksyong ito na isa sa pinakamatrapik na lugar sa LA. Ang proyektong ito ay magpapahusay sa kaligtasan at pagpapatakbo sa corridor, na magpapahusay sa iyong pagbiyahe.

Isasaalang-alang ang mga komento sa pagtatasa sa paghahanda ng Draft ng Ulat sa Epekto sa Kapaligiran (Environmental Impact Report, EIR) at Pagtatasa sa Kapaligiran (Environmental Assessment, EA) alinsunod sa mga kinakailangan ng pamahalaang pederal/estado. Sumali sa amin para matuto nang higit pa tungkol sa Proyektong ito at ibigay ang iyong input sa mga iminungkahing pagpapahusay.

Project Map / *Mapa ng Proyekto*



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Naa-access ng mga taong may kapansanan ang lahat ng pagpupulong sa Metro. Nagbibigay ng pagsasalin sa Espanyol at Tagalog. Available ang iba pang akomodasyon at pagsasalin ng ADA sa pamamagitan ng pagtawag sa 323.466.3876 nang hindi bababa sa 72 oras na mas maaga.

CONTACT US / *MAKIPAG-UGNAYAN SA AMIN*

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日本語	x6	ហាងមជ្ឈ	x10

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Appendix D.6: Meeting Flyers – Scoping Extension

Metro Caltrans

I-405 WILMINGTON AV TO MAIN ST IMPROVEMENTS PROJECT - Update: Extended Comment Period/New Scoping Meeting

PROYECTO DE MEJORAS DE LA I-405 WILMINGTON AV A MAIN ST - Actualización: Período extendido para comentarios y nueva reunión de alcance

We're planning to improve mobility and safety along the 405.

Planeamos mejorar la movilidad y la seguridad a lo largo de la 405.

Metro has a plan to make it easier to get around LA, with projects that improve mobility, accessibility, and safety. Metro is formally initiating studies for the I-405 from Wilmington Av to Main St Improvements Project and would like your input on the proposed improvements.

Comment Period Extension

The comment period has been extended through **Monday, October 21, 2024**.

New Scoping Meeting Available

Please join us for an added public scoping meeting in person:

Meeting #3
Wednesday, October 16, 2024, 6–7:30 pm
Carson Event Center - East Wing Activity Room
801 E Carson St, Carson, CA 90745

Submit a Comment

The formal comment period has been extended! Please submit comments through Monday, October 21, 2024. Comments may be submitted via:

U.S. Mail:
Karl Price, Senior Environmental Scientist
California Dept. of Transportation
Division of Environmental Planning
100 S. Main Street, MS 16A
Los Angeles, CA 90012

Project Email: *wilmington@metro.net*

Metro tiene un plan para facilitar los desplazamientos por Los Angeles, con proyectos que mejoran la movilidad, la accesibilidad y la seguridad. *Metro está iniciando formalmente los estudios para el Proyecto de Mejoras de la I-405 desde Wilmington Av hasta Main St y le gustaría conocer su opinión sobre las mejoras propuestas.*

Prórroga del Período de Comentarios

*El período de comentarios se ha extendido hasta el **lunes 21 de octubre de 2024**.*

Nueva reunión de alcance disponible

Por favor, acompáñenos para una reunión pública adicional de alcance en persona:

Reunión #3
Miércoles, 16 de octubre de 2024, 6–7:30 pm
Carson Event Center - East Wing Activity Room
801 E Carson St, Carson, CA 90745

Envíe un comentario

¡Se ha ampliado el período formal de comentarios públicos sobre el alcance! Por favor envía tus comentarios hasta el lunes 21 de octubre de 2024. Los comentarios pueden enviarse a través de:

Correo de U.S.:
Karl Price, Senior Environmental Scientist
California Dept. of Transportation
Division of Environmental Planning
100 S. Main Street, MS 16A
Los Angeles, CA 90012

Correo electrónico del proyecto: wilmington@metro.net

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I-405 WILMINGTON AV TO MAIN ST IMPROVEMENTS PROJECT
PROYECTO DE MEJORAS DE LA I-405 WILMINGTON AV A MAIN ST

Project Overview

The stretch of freeway on I-405 from Wilmington Av to Main St experiences heavy traffic flow, with over 300,000 vehicles traversing daily, making this section one of the most congested in the LA area. This project will enhance safety and operation in the corridor, improving your commute.

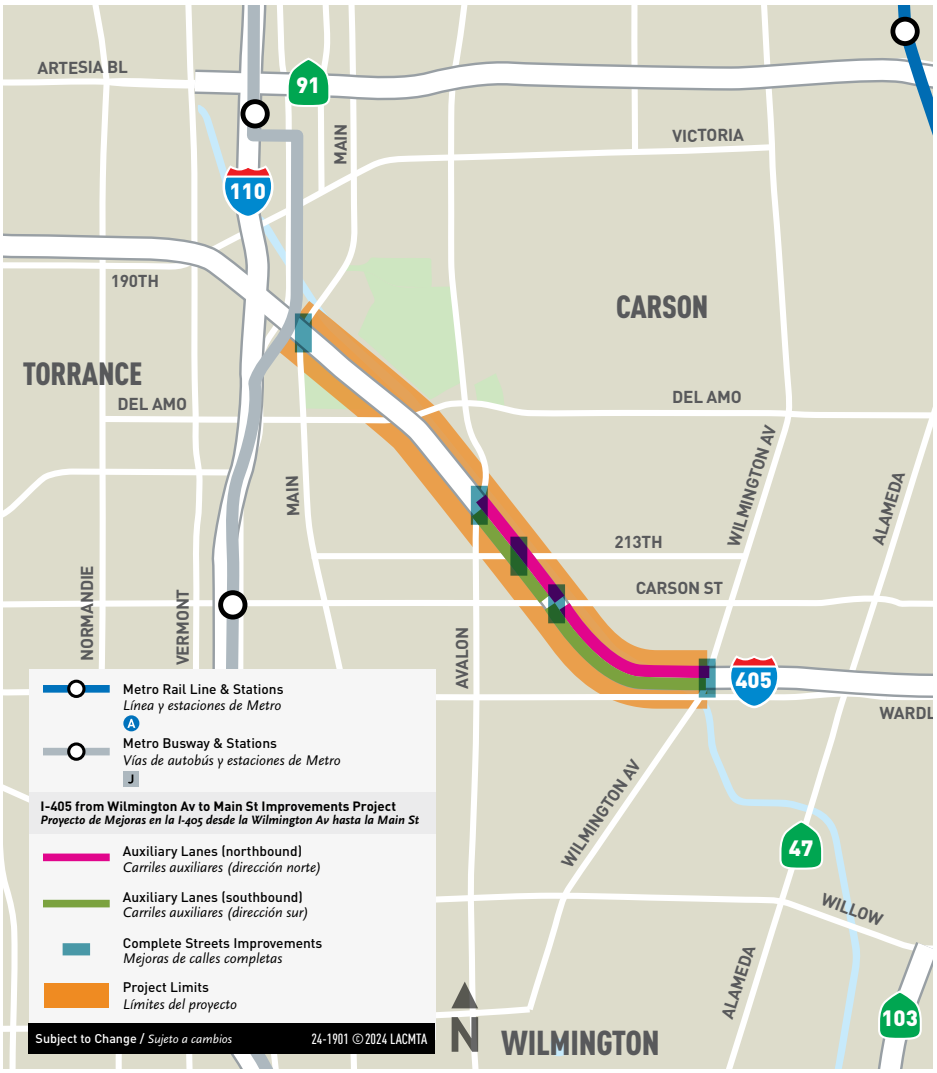
Scoping comments will be considered in the preparation of the Draft Environmental Impact Report (EIR) and Environmental Assessment (EA) in accordance with federal/state requirements. Join us to learn more about this Project and provide your input on the proposed improvements.

Visión general del proyecto

El tramo de autopista de la I-405 desde Wilmington Av hasta Main St tiene un gran flujo de tráfico, con más de 300,000 vehículos circulando diariamente, lo que convierte a este tramo en uno de los más congestionados de la zona de Los Angeles. Este proyecto mejorará la seguridad y el funcionamiento del corredor, mejorando sus desplazamientos al trabajo.

Los comentarios sobre el alcance se tendrán en cuenta en la preparación del Borrador del Informe de Impacto Ambiental (EIR, por sus siglas en inglés) y la Evaluación Ambiental (EA, por sus siglas en inglés) de acuerdo con los requisitos federales/estatales. Acompáñenos para saber más sobre este Proyecto y dar su opinión sobre las mejoras propuestas.

Project Map / *Mapa del proyecto*



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日本語	x6	ហ្គាម៉ង់	x10

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I-405 WILMINGTON AV TO MAIN ST IMPROVEMENTS PROJECT - Update: Extended Comment Period/New Scoping Meeting

PROYEKTO NG MGA PAGPAPAHUSAY SA I-405 MULA WILMINGTON AV HANGGANG SA MAIN ST
Update: Pinalawig na Panahon ng Komento/Pagpupulong sa Bagong Saklaw

We're planning to improve mobility and safety along the 405.
Nagpaplano kaming pahusayin ang kadaliang kumilos at kaligtasan sa kahabaan ng 405.

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Comment Period Extension
The comment period has been extended through **Monday, October 21, 2024**.

New Scoping Meeting Available
Please join us for an added public scoping meeting in person:

Meeting #3
Wednesday, October 16, 2024, 6–7:30pm
Carson Event Center - East Wing Activity Room
801 E Carson St, Carson, CA 90745

Submit a Comment
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Karl Price, Senior Environmental Scientist
California Dept. of Transportation
Division of Environmental Planning
100 S. Main Street, MS 16A
Los Angeles, CA 90012

Project Email: *wilmington@metro.net*

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Pinatagal na Panahon ng Komento
Ang panahon ng komento ay pinatagal hanggang ***Lunes, Oktubre 21, 2024.***

Available na Pagpupulong sa Bagong Saklaw
Mangyaring samahan kami nang personal para sa isang karagdagang pampublikong pagpupulong sa saklaw:

Pagpupulong #3
Miyerkules, Oktubre 16, 2024, 6–7:30pm
Carson Event Center - East Wing Activity Room
801 E Carson St, Carson, CA 90745

Magsumite ng Komento
Ang pormal na panahon ng komento ay pinatagal! Mangyaring magsumite ng mga komento hanggang Lunes, Oktubre 21, 2024. Maaaring isumite ang mga komento sa pamamagitan ng:

U.S. Mail:
Karl Price, Senior Environmental Scientist
California Dept. of Transportation
Division of Environmental Planning
100 S. Main Street, MS 16A
Los Angeles, CA 90012

Email ng Proyekto: wilmington@metro.net

Metro

I-405 WILMINGTON AV TO MAIN ST IMPROVEMENTS PROJECT

PROYEKTO NG MGA PAGPAPAHUSAY SA I-405 MULA WILMINGTON AV HANGGANG SA MAIN ST

Project Overview

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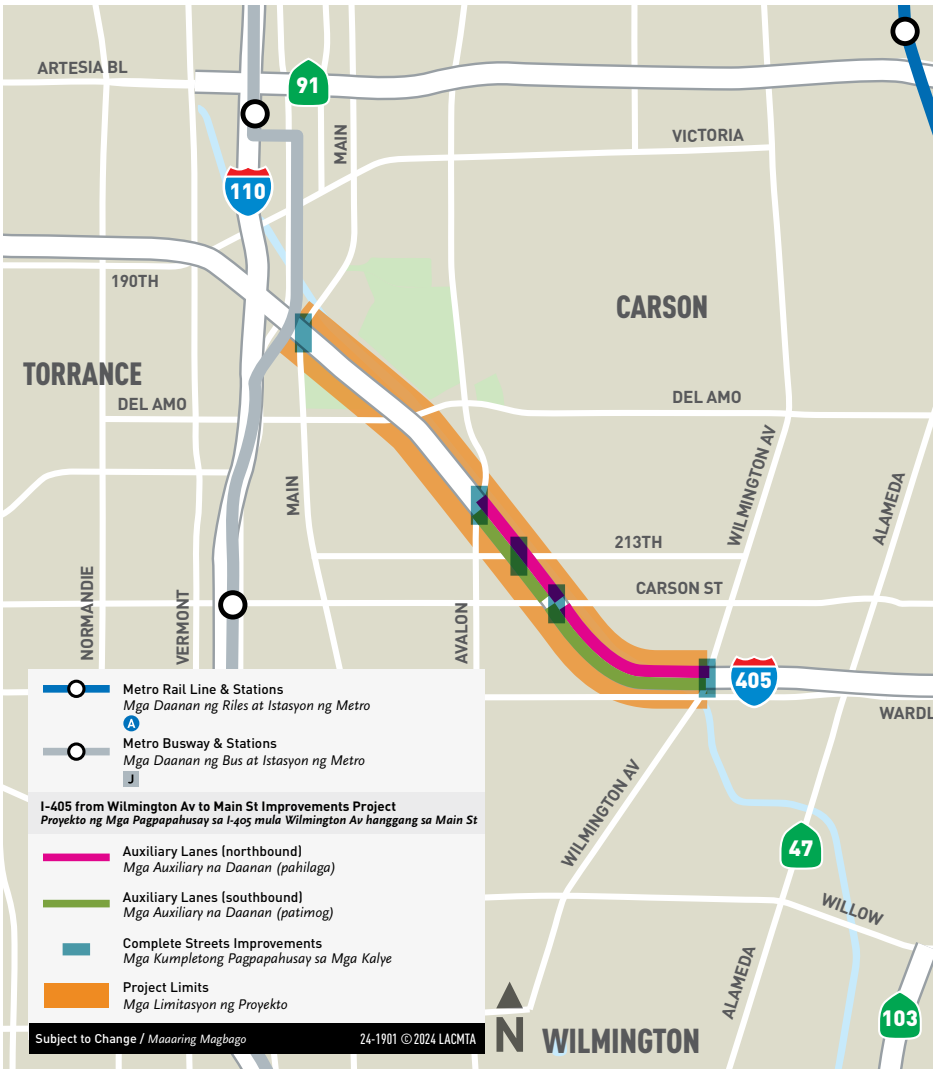
Pangkalahatang-ideya ng Proyekto

Nakakaranas ang kahabaan ng freeway sa I-405 mula Wilmington Avenue hanggang sa Main Street ng mabigat na daloy ng trapiko, na may higit sa 300,000 sasakyang dumadaan araw-araw, na ginagawa ang seksyong ito na isa sa pinakamatrapik na lugar sa LA. Ang proyektong ito ay magpapahusay sa kaligtasan at pagpapatakbo sa corridor, na magpapahusay sa iyong pagbiyahe.

Isasaalang-alang ang mga komento sa pagtatasa sa paghahanda ng Draft ng Ulat sa Epekto sa Kapaligiran (Environmental Impact Report, EIR) at Pagtatasa sa Kapaligiran (Environmental Assessment, EA) alinsunod sa mga kinakailangan ng pamahalaang pederal/estado. Sumali sa amin para matuto nang higit pa tungkol sa Proyektong ito at ibigay ang iyong input sa mga iminungkahing pagpapahusay.

Project Map / *Mapa ng Proyekto*



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Appendix D.7: Eblasts

Metro Caltrans

I-405 from Wilmington Av to Main St Improvements Project
Appendix D.7 EBlasts

I-405 from Wilmington Av to Main St Improvements Project

Join us for a Public Scoping Meeting in September! Metro has a plan to make it easier to get around LA, with projects that improve mobility, accessibility, and safety. The stretch of freeway on I-405 in Carson from Wilmington Avenue to Main Street experiences heavy traffic flow, with over 300,000 vehicles traversing daily, making it one of the busiest sections in the LA area. The proposed improvements will enhance safety and operations within the corridor, improving your commute.

Metro is formally initiating studies for the I-405 from Wilmington Avenue to Main Street Improvements Project and would like your input on the proposed project improvements, which include two build alternatives and one no-build alternative. The formal scoping period for the project will occur **through Thursday, October 10th**.

Metro invites you to attend a scoping meeting in September to learn more about the project and submit comments. Public scoping meetings are an important step in the environmental review process. All comments received during the scoping period will be considered in the preparation of the Draft Environmental Impact Report (EIR) and Environmental Assessment (EA) in accordance with federal and state requirements.

Two scoping meetings will be held, one virtually and one in-person and the public is encouraged to submit comments in the following ways:

- **At one of the scoping meetings**
- **Project Email** - wilmington@metro.net
- **Via U.S. Mail**

Karl Price
Senior Environmental Scientist,
California Dept. of Transportation
Division of Environmental
Planning
100 S. Main Street, MS 16A
Los Angeles, CA 90012

Both meetings will offer the same information and will have Spanish and Tagalog interpretation available. Other ADA accommodations and translations can be made available by calling 323.466.3876 at least 72 hours in advance.

Meeting #1 (virtual)
Tuesday, September 17, 2024, 12-1:30pm
Webinar Link: bit.ly/405WilmingtonMeeting
Webinar ID: 841 8469 6530
Call in Number: 213.338.8477

Meeting #2 (in-person)
Thursday, September 19, 2024, 6-7:30pm
Carson Event Center
801 Carson St
Carson, CA 90745

Project Overview

Metro has a plan to make it easier to get around. The I-405 through the City of Carson serves as a critical artery in Los Angeles County, connecting the vibrant communities of the South Bay to significant economic and recreational destinations throughout the region. The stretch of freeway from Wilmington Avenue to Main Street experiences heavy traffic flow, with over 300,000 vehicles traversing daily, making this section of the I-405 one of the busiest in the Los Angeles area.

Metro is working in coordination with the California Department of Transportation (Caltrans) to propose enhancements that will address challenges that currently compromise safety and efficiency. Three alternatives are being evaluated as part of the proposed Project, including two build alternatives and one no-build alternative.

Environmental Review Process

The project is currently undergoing the environmental review process as mandated by the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA). This review evaluates potential environmental impacts, including air and noise pollution, water and biological resources, and traffic effects. The process kicks off with a scoping phase to gather input from public agencies, stakeholders, and the community, aiming to identify and address environmental concerns early on.

Following the scoping period, technical studies follow to assess potential impacts more closely, leading to the development of an Environmental Impact Report (EIR) for CEQA and an Environmental Assessment (EA) for NEPA. Public participation is critical during this phase. Opportunities will be provided during key milestones for the community to engage with the

project, offer comments, and provide other feedback to help shape the project.

All project materials are available at the project website - metro.net/405wilmington

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Proyecto de mejoras en la I-405 desde Wilmington Av hasta Main St

¡Acompáñenos a una reunión pública de alcance en septiembre! Metro tiene un plan para mejorar los desplazamientos por Los Angeles con proyectos que mejoren la movilidad y la seguridad. La I-405, que atraviesa la ciudad de Carson, es una arteria fundamental en el Condado de Los Angeles, ya que conecta las vibrantes comunidades del South Bay con importantes destinos económicos y recreativos de toda la región. Este tramo de autopista desde la I-110 hasta Wilmington Av experimenta un intenso flujo de tráfico, con más de 300,000 vehículos circulando diariamente, lo que convierte a este tramo de la I-405 en uno de los más congestionados de la zona de Los Angeles.

Metro está iniciando formalmente los estudios para el Proyecto de Mejoras de la I-405 desde Wilmington Avenue hasta Main Street y le gustaría saber su opinión sobre las mejoras propuestas para el proyecto, que incluyen dos alternativas de construcción y una de no construcción. El periodo de alcance formal del proyecto tendrá lugar desde el lunes 26 de agosto hasta el jueves 10 de octubre.

Metro le invita a asistir a una reunión de alcance en septiembre para conocer mejor el proyecto y enviar sus comentarios. Las reuniones de alcance público son un paso importante en el proceso de revisión medioambiental. Todos los comentarios recibidos durante el periodo de alcance se tendrán en cuenta en la preparación del Borrador del informe de impacto ambiental (EIR) y de la evaluación ambiental (EA) de acuerdo con los requisitos federales y estatales.

Se realizarán dos reuniones de evaluación del alcance, una virtual y otra presencial, y se anima al público a que envíe sus comentarios de las siguientes maneras:

- **En una de las reuniones de alcance**
- **Correo electrónico del proyecto** - wilmington@metro.net
- **Correo postal**

  Karl Price
  Senior Environmental Scientist,
  California Dept. of Transportation
  Division of Enviornmental Planning
  100 S. Main Street, MS 16A
  Los Angeles, CA 90012

Ambas reuniones ofrecerán la misma información y tendrán interpretación disponible en español y tagalo. Otras adaptaciones y traducciones de la ADA pueden estar disponibles llamando al 323.466.3876 con al menos 72 horas de anticipación.

Reunión #1 (virtual)
Martes 17 de septiembre de 2024, 12 – 1:30 pm
Enlance de webinario: bit.ly/405WilmingtonMeeting
Webinar ID: 841 8469 6530

Reunión #2 (en persona)
Jueves 19 de septiembre 2024, 6 – 7:30 pm
Carson Event Center

Por teléfono solamente: 872.240.3311
Número de accesso: 763-551-621

801 Carson St
Carson, CA 90745

Visión general del proyecto

Metro tiene un plan para facilitar los desplazamientos. La I-405 a través de la ciudad de Carson sirve como arteria crítica en el condado de Los Angeles, conectando las vibrantes comunidades del sur de la bahía con importantes destinos económicos y recreativos de toda la región. El tramo de autopista comprendido entre Wilmington Avenue y Main Street presenta un intenso flujo de tráfico, con más de 300,000 vehículos circulando diariamente, lo que convierte a este tramo de la I-405 en uno de los más congestionados de la zona de Los Angeles.

Metro está trabajando en coordinación con el Departamento de Transporte de California (Caltrans) para proponer mejoras que aumenten la seguridad y el funcionamiento del corredor. Se están evaluando tres alternativas como parte del proyecto propuesto. Estas incluyen una alternativa de no construir y dos alternativas de construir.

Proceso de revisión medioambiental

El proyecto se encuentra actualmente en el proceso de revisión ambiental previsto por la Ley de Calidad Ambiental de California (CEQA, por sus siglas en inglés) y la Ley Nacional de Política Ambiental (NEPA, por sus siglas en inglés), siendo Caltrans quien dirige este proceso. Esta revisión evalúa los posibles impactos ambientales, incluyendo la contaminación atmosférica y el ruido, los recursos de agua y biológicos, y los efectos sobre el tráfico. El proceso comienza con una fase de evaluación para recabar la opinión de las agencias públicas, las partes interesadas y la comunidad, con el fin de identificar y abordar los problemas medioambientales desde el principio.

Tras el periodo de estudio del alcance, se preparan estudios técnicos para evaluar más de cerca los posibles impactos, lo que conduce a la elaboración de un Informe de Impacto Ambiental (EIR, por sus siglas en inglés) para la CEQA y una Evaluación Ambiental (EA, por sus siglas en inglés) para NEPA. La participación pública es fundamental durante esta fase. Se ofrecerán oportunidades durante los hitos clave para que la comunidad se comprometa con el proyecto, ofrezca comentarios y proporcione otros comentarios para ayudar a dar forma al proyecto.

I-405 mula sa Wilmington Av hanggang sa Mga Proyektong Pagpapabuti sa Pangunahing Kalye

Samahan kami sa Pampublikong Pagpupulong sa Pagtatasa sa Setyembre! May plano ang Metro na gawing mas madali ang paglilibot sa LA, sa pamamagitan ng mga proyektong nagpapahusay sa kadaliang kumilos, pagiging naa-access, at kaligtasan. Nakakaranas ang kahabaan ng freeway sa I-405 mula Wilmington Avenue hanggang sa Main Street ng mabigat na daloy ng trapiko, na may higit sa 300,000 sasakyang dumadaan araw-araw, na ginagawa ang seksyong ito na isa sa pinakamatrapik na lugar sa LA. Ang proyektong ito ay magpapahusay sa kaligtasan at pagpapatakbo sa corridor, na magpapahusay sa iyong pagbiyahe.

Pormal na sinisimulan ng Metro ang mga pag-aaral para sa Proyekto ng Mga Pagpapahusay sa I-

405 sa Carson mula Wilmington Avenue hanggang sa Main Street at gusto nila ang iyong input sa mga iminungkahing pagpapahusay, na kinabibilangan ng dalawang alternatibo sa pagtatayo at sa alternatibong hindi magtayo. Ang pormal na panahon ng pagtatasa para sa proyekto ay magaganap mula Lunes, **Agosto 26 hanggang Huwebes, Oktubre 10**.

Inaanyayahan ka ng Metro na dumalo sa pagpupulong sa pagtatasa sa Setyembre para matuto pa tungkol sa proyekto at makapagsumite ng mga komento. Isang mahalagang hakbang sa proseso ng pagsusuri ng kapaligiran ang mga pampublikong pagpupulong sa pagtatasa. Isasaalang-alang ang lahat ng komentong natanggap sa panahon ng pagtatasa sa paghahanda ng Draft ng Ulat sa Epekto sa Kapaligiran (Environmental Impact Report, EIR) at Pagtatasa sa Kapaligiran (Environmental Assessment, EA) alinsunod sa mga kinakailangan pederal na pamahalaan at estado.

Dalawang pagpupulong sa pagtatasa ang gaganapin, isa sa virtual na paraan at isa sa personal at hinihikayat ang publiko na magsumite ng mga komento sa mga sumusunod na paraan:

- **Sa isa sa mga pagpupulong sa pagtatasa**
- **Email ng Proyekto** - wilmington@metro.net
- **U.S. Mail**

  Karl Price, Senior Environmental Scientist
  California Dept. of Transportation
  Division of Environmental Planning
  100 S. Main Street, MS 16A
  Los Angeles, CA 90012

Laalok ng parehong pagpupulong ang parehong impormasyon at magiging available sa mga ito ang interpretasyon sa Espanyol at Tagalog. Puwedeng gawing available ang iba pang akomodasyon at pagsasalin sa ADA sa pamamagitan ng pagtawag sa 323.466.3876 nang hindi bababa sa 72 oras na mas maaga.

Pagpupulong #1 (virtual)
Martes, Setyembre 17, 2024, 12 – 1:30 pm
Link ng Webinar: bit.ly/405WilmingtonMeeting
ID ng Webinar: 872.240.3311
Numero na Tatawagan: 763-551-621

Pagpupulong #2 (nang personal)
Huwebes, Setyembre 19, 2024, 6 – 7:30 PM
Carson Event Center
801 Carson St
Carson, CA 90745

Pangkalahatang-ideya ng proyekto

May plano ang Metro na gawing mas madali ang paglilibot. Ang I-405 na dumadaan sa Lungsod ng Carson ay nagsisilbing isang mahalagang daanan sa Los Angeles County, na nagkokonekta sa masisiglang komunidad ng South Bay patungo sa mga makabuluhang na pang-ekonomiya at pang-libangang destinasyon sa buong rehiyon. Ang kahabaan ng freeway mula Wilmington Avenue hanggang Main Street ay nakakaranas ng mabigat na daloy ng trapiko, na may higit sa 300,000 sasakyan na bumabagtas araw-araw, na ginagawa ang seksyong ito ng I-405 na isa sa pinakamatrapik na lugar sa Los Angeles.

Nakikipagtulungan ang Metro sa Departamento ng Transportasyon ng California (California Department of Transportation, Caltrans) para magmungkahi ng mga pagpapahusay sa pagpapabuti ng kaligtasan at mga operasyon sa corridor. Tatlong alternatibo ang sinusuri bilang bahagi ng iminungkahing Proyekto. Kabilang dito ang isang alternatibo na walang pagtatayo at

dalawang alternatibo na may pagtatayo.

Proseso ng Pagsusuring Pangkapaligiran

Kasalukuyang sumasailalim sa proseso ng pagsusuring pangkapaligiran tulad ng ipinag-uutos ng Batas sa Kalidad ng Kapaligiran ng California (California Environmental Quality Act, CEQA) at ng Pambansang Batas sa Patakaran sa Kapaligiran (National Environmental Policy Act, NEPA). Malalaman sa pagsusuring ito ang mga potensyal na epekto sa kapaligiran, kabilang ang polusyon sa hangin at ingay, tubig at biyolohikal na mapagkukunan, at mga epekto ng trapiko. Nagsisimula ang proseso sa isang yugto ng saklaw para mangalap ng input mula sa mga pampublikong ahensya, stakeholder, at komunidad, na naglalayong tukuyin at tugunan nang maaga ang mga alalahanin sa kapaligiran.

Kasunod ng panahon ng pagsaklaw, ay ang mga teknikal na pag-aaral na inihahanda para tasahin nang mas malapit ang mga potensyal na epekto, na humahantong sa pagbuo ng isang Ulat sa Epekto sa Kapaligiran (Environmental Impact Report, EIR) para sa CEQA at isang Pagtatasa sa Kapaligiran (Environmental Assessment, EA) para sa NEPA. Mahalaga ang pakikilahok ng publiko sa yugtong ito. Magbibigay ng mga pagkakataon sa mahahalagang pangyayari para sa komunidad na makisali sa proyekto, mag-alok ng mga komento, at magbigay ng iba pang feedback para makatulong sa pagbuo ng proyekto.

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This email was sent to bmitchell@arellanoassociates.com

I-405 from Wilmington Av to Main St Improvements Project

Join us for a Public Scoping Meeting tomorrow or Thursday evening! Metro has a plan to make it easier to get around LA, with projects that improve mobility, accessibility, and safety. The stretch of freeway on I-405 in Carson from Wilmington Avenue to Main Street experiences heavy traffic flow, with over 300,000 vehicles traversing daily, making it one of the busiest sections in the LA area. The proposed improvements will enhance safety and operations within the corridor, improving your commute.

Metro is formally initiating studies for the I-405 from Wilmington Avenue to Main Street Improvements Project and would like your input on the proposed project improvements, which include two build alternatives and one no-build alternative. The formal scoping period for the project will occur **through Thursday, October 10th**.

Metro invites you to attend a scoping meeting in September to learn more about the project and submit comments. Public scoping meetings are an important step in the environmental review process. All comments received during the scoping period will be considered in the preparation of the Draft Environmental Impact Report (EIR) and Environmental Assessment (EA) in accordance with federal and state requirements.

Two scoping meetings will be held, one virtually and one in-person and the public is encouraged to submit comments in the following ways:

- **At one of the scoping meetings**
- **Project Email** - wilmington@metro.net
- **Via U.S. Mail**

Karl Price
Senior Environmental Scientist,
California Dept. of Transportation
Division of Environmental
Planning
100 S. Main Street, MS 16A
Los Angeles, CA 90012

Both meetings will offer the same information and will have Spanish and Tagalog interpretation available. Other ADA accommodations and translations can be made available by calling 323.466.3876 at least 72 hours in advance.

Meeting #1 (virtual)
Tuesday, September 17, 2024, 12-1:30pm
Webinar Link: bit.ly/405WilmingtonMeeting
Webinar ID: 841 8469 6530
Call in Number: 213.338.8477

Meeting #2 (in-person)
Thursday, September 19, 2024, 6-7:30pm
Carson Event Center
801 Carson St
Carson, CA 90745

Project Overview

Metro has a plan to make it easier to get around. The I-405 through the City of Carson serves as a critical artery in Los Angeles County, connecting the vibrant communities of the South Bay to significant economic and recreational destinations throughout the region. The stretch of freeway from Wilmington Avenue to Main Street experiences heavy traffic flow, with over 300,000 vehicles traversing daily, making this section of the I-405 one of the busiest in the Los Angeles area.

Metro is working in coordination with the California Department of Transportation (Caltrans) to propose enhancements that will address challenges that currently compromise safety and efficiency. Three alternatives are being evaluated as part of the proposed Project, including two build alternatives and one no-build alternative.

Environmental Review Process

The project is currently undergoing the environmental review process as mandated by the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA). This review evaluates potential environmental impacts, including air and noise pollution, water and biological resources, and traffic effects. The process kicks off with a scoping phase to gather input from public agencies, stakeholders, and the community, aiming to identify and address environmental concerns early on.

Following the scoping period, technical studies follow to assess potential impacts more closely, leading to the development of an Environmental Impact Report (EIR) for CEQA and an Environmental Assessment (EA) for NEPA. Public participation is critical during this phase. Opportunities will be provided during key milestones for the community to engage with the

project, offer comments, and provide other feedback to help shape the project.

All project materials are available at the project website - metro.net/405wilmington

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Proyecto de mejoras en la I-405 desde Wilmington Av hasta Main St

¡Únete a nosotros para una reunión pública de alcance esta semana! Metro tiene un plan para mejorar los desplazamientos por Los Angeles con proyectos que mejoren la movilidad y la seguridad. La I-405, que atraviesa la ciudad de Carson, es una arteria fundamental en el Condado de Los Angeles, ya que conecta las vibrantes comunidades del South Bay con importantes destinos económicos y recreativos de toda la región. Este tramo de autopista desde la I-110 hasta Wilmington Av experimenta un intenso flujo de tráfico, con más de 300,000 vehículos circulando diariamente, lo que convierte a este tramo de la I-405 en uno de los más congestionados de la zona de Los Angeles.

Metro está iniciando formalmente los estudios para el Proyecto de Mejoras de la I-405 desde Wilmington Avenue hasta Main Street y le gustaría saber su opinión sobre las mejoras propuestas para el proyecto, que incluyen dos alternativas de construcción y una de no construcción. El periodo de alcance formal del proyecto tendrá lugar desde el lunes 26 de agosto hasta el jueves 10 de octubre.

Metro le invita a asistir a una reunión de alcance en septiembre para conocer mejor el proyecto y enviar sus comentarios. Las reuniones de alcance público son un paso importante en el proceso de revisión medioambiental. Todos los comentarios recibidos durante el periodo de alcance se tendrán en cuenta en la preparación del Borrador del informe de impacto ambiental (EIR) y de la evaluación ambiental (EA) de acuerdo con los requisitos federales y estatales.

Se realizarán dos reuniones de evaluación del alcance, una virtual y otra presencial, y se anima al público a que envíe sus comentarios de las siguientes maneras:

- **En una de las reuniones de alcance**
- **Correo electrónico del proyecto** - wilmington@metro.net
- **Correo postal**

  Karl Price
  Senior Environmental Scientist,
  California Dept. of Transportation
  Division of Enviornmental Planning
  100 S. Main Street, MS 16A
  Los Angeles, CA 90012

Ambas reuniones ofrecerán la misma información y tendrán interpretación disponible en español y tagalo. Otras adaptaciones y traducciones de la ADA pueden estar disponibles llamando al 323.466.3876 con al menos 72 horas de anticipación.

Reunión #1 (virtual)
Martes 17 de septiembre de 2024, 12 – 1:30 pm
Enlance de webinario: bit.ly/405WilmingtonMeeting
Webinar ID: 841 8469 6530
Por teléfono solamente: 872.240.3311

Reunión #2 (en persona)
Jueves 19 de septiembre 2024, 6 – 7:30 pm
Carson Event Center
801 Carson St
Carson, CA 90745

Número de accesso: 763-551-621

Visión general del proyecto

Metro tiene un plan para facilitar los desplazamientos. La I-405 a través de la ciudad de Carson sirve como arteria crítica en el condado de Los Angeles, conectando las vibrantes comunidades del sur de la bahía con importantes destinos económicos y recreativos de toda la región. El tramo de autopista comprendido entre Wilmington Avenue y Main Street presenta un intenso flujo de tráfico, con más de 300,000 vehículos circulando diariamente, lo que convierte a este tramo de la I-405 en uno de los más congestionados de la zona de Los Angeles.

Metro está trabajando en coordinación con el Departamento de Transporte de California (Caltrans) para proponer mejoras que aumenten la seguridad y el funcionamiento del corredor. Se están evaluando tres alternativas como parte del proyecto propuesto. Estas incluyen una alternativa de no construir y dos alternativas de construir.

Proceso de revisión medioambiental

El proyecto se encuentra actualmente en el proceso de revisión ambiental previsto por la Ley de Calidad Ambiental de California (CEQA, por sus siglas en inglés) y la Ley Nacional de Política Ambiental (NEPA, por sus siglas en inglés), siendo Caltrans quien dirige este proceso. Esta revisión evalúa los posibles impactos ambientales, incluyendo la contaminación atmosférica y el ruido, los recursos de agua y biológicos, y los efectos sobre el tráfico. El proceso comienza con una fase de evaluación para recabar la opinión de las agencias públicas, las partes interesadas y la comunidad, con el fin de identificar y abordar los problemas medioambientales desde el principio.

Tras el periodo de estudio del alcance, se preparan estudios técnicos para evaluar más de cerca los posibles impactos, lo que conduce a la elaboración de un Informe de Impacto Ambiental (EIR, por sus siglas en inglés) para la CEQA y una Evaluación Ambiental (EA, por sus siglas en inglés) para NEPA. La participación pública es fundamental durante esta fase. Se ofrecerán oportunidades durante los hitos clave para que la comunidad se comprometa con el proyecto, ofrezca comentarios y proporcione otros comentarios para ayudar a dar forma al proyecto.

I-405 mula sa Wilmington Av hanggang sa Mga Proyektong Pagpapabuti sa Pangunahing Kalye

Samahan kami para sa isang Public Scoping Meeting bukas o Huwebes ng gabi! May plano ang Metro na gawing mas madali ang paglilibot sa LA, sa pamamagitan ng mga proyektong nagpapahusay sa kadaliang kumilos, pagiging naa-access, at kaligtasan. Nakakaranas ang kahabaan ng freeway sa I-405 mula Wilmington Avenue hanggang sa Main Street ng mabigat na daloy ng trapiko, na may higit sa 300,000 sasakyang dumadaan araw-araw, na ginagawa ang seksyong ito na isa sa pinakamatrapik na lugar sa LA. Ang proyektong ito ay magpapahusay sa kaligtasan at pagpapatakbo sa corridor, na magpapahusay sa iyong pagbiyahe.

Pormal na sinisimulan ng Metro ang mga pag-aaral para sa Proyekto ng Mga Pagpapahusay sa I-405 sa Carson mula Wilmington Avenue hanggang sa Main Street at gusto nila ang iyong input

sa mga iminungkahing pagpapahusay, na kinabibilangan ng dalawang alternatibo sa pagtatayo at sa alternatibong hindi magtayo. Ang pormal na panahon ng pagtatasa para sa proyekto ay magaganap mula Lunes, **Agosto 26 hanggang Huwebes, Oktubre 10**.

Inaanyayahan ka ng Metro na dumalo sa pagpupulong sa pagtatasa sa Setyembre para matuto pa tungkol sa proyekto at makapagsumite ng mga komento. Isang mahalagang hakbang sa proseso ng pagsusuri ng kapaligiran ang mga pampublikong pagpupulong sa pagtatasa. Isasaalang-alang ang lahat ng komentong natanggap sa panahon ng pagtatasa sa paghahanda ng Draft ng Ulat sa Epekto sa Kapaligiran (Environmental Impact Report, EIR) at Pagtatasa sa Kapaligiran (Environmental Assessment, EA) alinsunod sa mga kinakailangan pederal na pamahalaan at estado.

Dalawang pagpupulong sa pagtatasa ang gaganapin, isa sa virtual na paraan at isa sa personal at hinihikayat ang publiko na magsumite ng mga komento sa mga sumusunod na paraan:

- **Sa isa sa mga pagpupulong sa pagtatasa**
- **Email ng Proyekto** - wilmington@metro.net
- **U.S. Mail**

  Karl Price, Senior Environmental Scientist
  California Dept. of Transportation
  Division of Environmental Planning
  100 S. Main Street, MS 16A
  Los Angeles, CA 90012

Laalok ng parehong pagpupulong ang parehong impormasyon at magiging available sa mga ito ang interpretasyon sa Espanyol at Tagalog. Puwedeng gawing available ang iba pang akomodasyon at pagsasalin sa ADA sa pamamagitan ng pagtawag sa 323.466.3876 nang hindi bababa sa 72 oras na mas maaga.

Pagpupulong #1 (virtual)
Martes, Setyembre 17, 2024, 12 – 1:30 pm
Link ng Webinar: bit.ly/405WilmingtonMeeting
ID ng Webinar: 872.240.3311
Numero na Tatawagan: 763-551-621

Pagpupulong #2 (nang personal)
Huwebes, Setyembre 19, 2024, 6 – 7:30 PM
Carson Event Center
801 Carson St
Carson, CA 90745

Pangkalahatang-ideya ng proyekto

May plano ang Metro na gawing mas madali ang paglilibot. Ang I-405 na dumadaan sa Lungsod ng Carson ay nagsisilbing isang mahalagang daanan sa Los Angeles County, na nagkokonekta sa masisiglang komunidad ng South Bay patungo sa mga makabuluhang na pang-ekonomiya at pang-libangang destinasyon sa buong rehiyon. Ang kahabaan ng freeway mula Wilmington Avenue hanggang Main Street ay nakakaranas ng mabigat na daloy ng trapiko, na may higit sa 300,000 sasakyan na bumabagtas araw-araw, na ginagawa ang seksyong ito ng I-405 na isa sa pinakamatrapik na lugar sa Los Angeles.

Nakikipagtulungan ang Metro sa Departamento ng Transportasyon ng California (California Department of Transportation, Caltrans) para magmungkahi ng mga pagpapahusay sa pagpapabuti ng kaligtasan at mga operasyon sa corridor. Tatlong alternatibo ang sinusuri bilang bahagi ng iminungkahing Proyekto. Kabilang dito ang isang alternatibo na walang pagtatayo at

dalawang alternatibo na may pagtatayo.

Proseso ng Pagsusuring Pangkapaligiran

Kasalukuyang sumasailalim sa proseso ng pagsusuring pangkapaligiran tulad ng ipinag-uutos ng Batas sa Kalidad ng Kapaligiran ng California (California Environmental Quality Act, CEQA) at ng Pambansang Batas sa Patakaran sa Kapaligiran (National Environmental Policy Act, NEPA). Malalaman sa pagsusuring ito ang mga potensyal na epekto sa kapaligiran, kabilang ang polusyon sa hangin at ingay, tubig at biyolohikal na mapagkukunan, at mga epekto ng trapiko. Nagsisimula ang proseso sa isang yugto ng saklaw para mangalap ng input mula sa mga pampublikong ahensya, stakeholder, at komunidad, na naglalayong tukuyin at tugunan nang maaga ang mga alalahanin sa kapaligiran.

Kasunod ng panahon ng pagsaklaw, ay ang mga teknikal na pag-aaral na inihahanda para tasahin nang mas malapit ang mga potensyal na epekto, na humahantong sa pagbuo ng isang Ulat sa Epekto sa Kapaligiran (Environmental Impact Report, EIR) para sa CEQA at isang Pagtatasa sa Kapaligiran (Environmental Assessment, EA) para sa NEPA. Mahalaga ang pakikilahok ng publiko sa yugtong ito. Magbibigay ng mga pagkakataon sa mahahalagang pangyayari para sa komunidad na makisali sa proyekto, mag-alok ng mga komento, at magbigay ng iba pang feedback para makatulong sa pagbuo ng proyekto.

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This email was sent to bmitchell@arellanoassociates.com

Bengy Mitchell

From: Metro I-405 Wilmington <wilmington@metro.net>
Sent: Thursday, October 10, 2024 10:16 AM
To: Bengy Mitchell
Subject: Join us for another Scoping Meeting!

I-405 from Wilmington Av to Main St Improvements Project

Thank you to all members of the community who joined us for our two public scoping meetings in September, held virtually and in-person. We hope you learned more about the project, and value the feedback we have received, which will be considered by the project team as a part of the public scoping process.

The I-405 from Wilmington Av to Main St Improvements Project Team will be hosting an additional public scoping meeting on Wednesday, October 16, 2024, as well as extending the comment period to Monday, October 21, 2024.

This additional meeting will provide an extra opportunity for community involvement, allowing attendees to learn more about the project's proposed alternatives, meet the project team, and provide comments that will be considered in the Draft Environmental Impact Report (EIR) and Environmental Assessment (EA).

The public is encouraged to submit comments in the following ways:

- **At the scoping meeting**
- **Project Email** - wilmington@metro.net
- **Via U.S. Mail**

Karl Price
Senior Environmental Scientist,
California Dept. of
Transportation
Division of Environmental
Planning
100 S. Main Street, MS 16A
Los Angeles, CA 90012

The in-person meeting will have a Spanish and Tagalog interpretation available. Other ADA accommodations and translations can be made available by calling 323.466.3876 at least 72 hours in advance.

Wednesday, October 16, 2024
6-7:30pm
Carson Event Center - East Wing Activity
Room
801 E Carson St
Carson, CA 90745

Project Overview

Metro has a plan to make it easier to get around. The I-405 through the City of Carson serves as a critical artery in Los Angeles County, connecting the vibrant communities of the South Bay to significant economic and recreational destinations throughout the region. The stretch of freeway from Wilmington Avenue to Main Street experiences heavy traffic flow, with over 300,000 vehicles traversing daily, making this section of the I-405 one of the busiest in the Los Angeles area.

Metro is working in coordination with the California Department of Transportation (Caltrans) to propose enhancements that will address challenges that currently compromise safety and efficiency. Three alternatives are being evaluated as part of the proposed Project, including two build alternatives and one no-build alternative.

Proyecto de mejoras en la I-405 desde Wilmington Av hasta Main St

Gracias a todos los miembros de la comunidad que se unieron a nosotros en nuestras dos reuniones públicas de alcance en septiembre, celebradas de manera virtual y en persona. Esperamos que hayan aprendido más sobre el proyecto y valoramos los comentarios que hemos recibido, los cuales serán considerados por el equipo del proyecto como parte del proceso de alcance público.

El equipo del Proyecto de Mejoras de la I-405 desde Wilmington Av hasta Main St

organizará una reunión adicional de alcance público el miércoles 16 de octubre de 2024, y también extenderá el período de comentarios hasta el lunes 21 de octubre de 2024.

Esta reunión adicional brindará una oportunidad extra para la participación de la comunidad, permitiendo a los asistentes conocer más sobre las alternativas propuestas del proyecto, reunirse con el equipo del proyecto y proporcionar comentarios que serán considerados en el Borrador del Informe de Impacto Ambiental (EIR en inglés) y la Evaluación Ambiental (EA en inglés).

Se anima al público a enviar comentarios de las siguientes maneras:

- **En la próxima reunión de alcance**
- **Correo electrónico del proyecto -** wilmington@metro.net
- **Correo postal**

  Karl Price
  Senior Environmental Scientist,
  California Dept. of
  Transportation
  Division of Enviornmental
  Planning
  100 S. Main Street, MS 16A
  Los Angeles, CA 90012

Ambas reuniones ofrecerán la misma información y tendrán interpretación disponible en español y tagalo. Otras adaptaciones y traducciones de la ADA pueden estar disponibles llamando al 323.466.3876 con al menos 72 horas de anticipación.

Miercoles, 16 de Octubre de 2024
6 – 7:30 pm
Carson Event Center - East Wing Activity
Room
801 E Carson St
Carson, CA 90745

Visión general del proyecto

Metro tiene un plan para facilitar los desplazamientos. La I-405 a través de la ciudad de Carson sirve como arteria crítica en el condado de Los Angeles, conectando las vibrantes comunidades del sur de la bahía con importantes destinos económicos y recreativos de toda la región. El tramo de autopista comprendido entre Wilmington Avenue y Main Street presenta un intenso flujo de tráfico, con más de 300,000 vehículos circulando diariamente, lo que convierte a este tramo de la I-405 en uno de los más congestionados de la zona de Los Angeles.

Metro está trabajando en coordinación con el Departamento de Transporte de California (Caltrans) para proponer mejoras que aumenten la seguridad y el funcionamiento del corredor. Se están evaluando tres alternativas como parte del proyecto propuesto. Estas incluyen una alternativa de no construir y dos alternativas de construir.

Proceso de revisión medioambiental

El proyecto se encuentra actualmente en el proceso de revisión ambiental previsto por la Ley de Calidad Ambiental de California (CEQA, por sus siglas en inglés) y la Ley Nacional de Política Ambiental (NEPA, por sus siglas en inglés), siendo Caltrans quien dirige este proceso. Esta revisión evalúa los posibles impactos ambientales, incluyendo la contaminación atmosférica y el ruido, los recursos de agua y biológicos, y los efectos sobre el tráfico. El proceso comienza con una fase de evaluación para recabar la opinión de las agencias públicas, las partes interesadas y la comunidad, con el fin de identificar y abordar los problemas medioambientales desde el principio.

Tras el periodo de estudio del alcance, se preparan estudios técnicos para evaluar más de cerca los posibles impactos, lo que conduce a la elaboración de un Informe de Impacto Ambiental (EIR, por sus siglas en inglés) para la CEQA y una Evaluación Ambiental (EA, por sus siglas en inglés) para NEPA. La participación pública es fundamental durante esta fase. Se ofrecerán oportunidades durante los hitos clave para que la comunidad se comprometa con el proyecto, ofrezca comentarios y proporcione otros comentarios para ayudar a dar forma al proyecto.

I-405 mula sa Wilmington Av hanggang sa Mga Proyektong Pagpapabuti sa Pangunahing Kalye

Salamat sa lahat ng mga miyembro ng komunidad na sumali sa amin para sa aming dalawang pampublikong scoping meeting noong Setyembre, na ginanap nang virtual at personal. Inaasahan namin na madami kayong natutunan tungkol sa proyekto, at pinahahalagahan namin ang feedback na aming natanggap. Ang mga ito ay isasaalang-alang ng koponan ng proyekto bilang bahagi ng proseso ng pampublikong pagsaklaw.

Ang koponan ng I-405 mula Wilmington Av hanggang Main St Improvements Project ay magsasagawa ng karagdagang pulong ng pampublikong pagsaklaw sa Miyerkules, Oktubre 16, 2024, at magpapalawig ng panahon ng pagkokomento hanggang sa Lunes, Oktubre 21, 2024.

Ang karagdagang pulong na ito ay magbibigay ng dagdag na pagkakataong makalahok ang komunidad. Ang mga dadalo ay magkakaroon ng pagkakataong mas matuto pa tungkol sa mga iminungkahing alternatibo ng proyekto, makilala ang koponan ng proyekto, at magbigay ng mga komento na isasaalang-alang sa Draft Environmental Impact Report (EIR) at Environmental Assessment (EA).

Dalawang pagpupulong sa pagtatasa ang gaganapin, isa sa virtual na paraan at isa sa personal at hinihikayat ang publiko na magsumite ng mga komento sa mga sumusunod na paraan:

- **Sa darating na scoping meeting:**
- **Email ng Proyekto -** wilmington@metro.net

- **U.S. Mail**

  Karl Price, Senior Environmental Scientist
  California Dept. of Transportation
  Division of Environmental Planning
  100 S. Main Street, MS 16A
  Los Angeles, CA 90012

Laalok ng parehong pagpupulong ang parehong impormasyon at magiging available sa mga ito ang interpretasyon sa Espanyol at Tagalog. Puwedeng gawing available ang iba pang akomodasyon at pagsasalin sa ADA sa pamamagitan ng pagtawag sa 323.466.3876 nang hindi bababa sa 72 oras na mas maaga.

Miyerkules, Oktubre 16, 2024
6-7:30pm
Carson Event Center – East Wing Activity Room
801 E. Carson St
Carson, CA 90745

Pangkalahatang-ideya ng proyekto

May plano ang Metro na gawing mas madali ang paglilibot. Ang I-405 na dumadaan sa Lungsod ng Carson ay nagsisilbing isang mahalagang daanan sa Los Angeles County, na nagkokonekta sa masisiglang komunidad ng South Bay patungo sa mga makabuluhang na pang-ekonomiya at pang-libangang destinasyon sa buong rehiyon. Ang kahabaan ng freeway mula Wilmington Avenue hanggang Main Street ay nakakaranas ng mabigat na daloy ng trapiko, na may higit sa 300,000 sasakyan na bumabagtas araw-araw, na ginagawa ang seksyong ito ng I-405 na isa sa pinakamatrapik na lugar sa Los Angeles.

Nakikipagtulungan ang Metro sa Departamento ng Transportasyon ng California (California Department of Transportation, Caltrans) para magmungkahi ng mga pagpapahusay sa pagpapabuti ng kaligtasan at mga operasyon sa corridor. Tatlong alternatibo ang sinusuri bilang bahagi ng iminungkahing Proyekto. Kabilang dito ang isang alternatibo na walang pagtatayo at dalawang alternatibo na may pagtatayo.

Proseso ng Pagsusuring Pangkapaligiran

Kasalukuyang sumasailalim sa proseso ng pagsusuring pangkapaligiran tulad ng ipinag-uutos ng Batas sa Kalidad ng Kapaligiran ng California (California Environmental Quality Act, CEQA) at ng Pambansang Batas sa Patakaran sa Kapaligiran (National Environmental Policy Act, NEPA). Malalaman sa pagsusuring ito ang mga potensyal na epekto sa kapaligiran, kabilang ang polusyon sa hangin at ingay, tubig at biyolohikal na

mapagkukunan, at mga epekto ng trapiko. Nagsisimula ang proseso sa isang yugto ng saklaw para mangalap ng input mula sa mga pampublikong ahensya, stakeholder, at komunidad, na naglalayong tukuyin at tugunan nang maaga ang mga alalahanin sa kapaligiran.

Kasunod ng panahon ng pagsaklaw, ay ang mga teknikal na pag-aaral na inihahanda para tasahin nang mas malapit ang mga potensyal na epekto, na humahantong sa pagbuo ng isang Ulat sa Epekto sa Kapaligiran (Environmental Impact Report, EIR) para sa CEQA at isang Pagtatasa sa Kapaligiran (Environmental Assessment, EA) para sa NEPA. Mahalaga ang pakikilahok ng publiko sa yugtong ito. Magbibigay ng mga pagkakataon sa mahahalagang pangyayari para sa komunidad na makisali sa proyekto, mag-alok ng mga komento, at magbigay ng iba pang feedback para makatulong sa pagbuo ng proyekto.

Stay Connected / Manténgase Conectado / Manatiling Konektado

310.854.3196
wilmington@metro.net
metro.net/405wilmington

Metro

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View this email online.

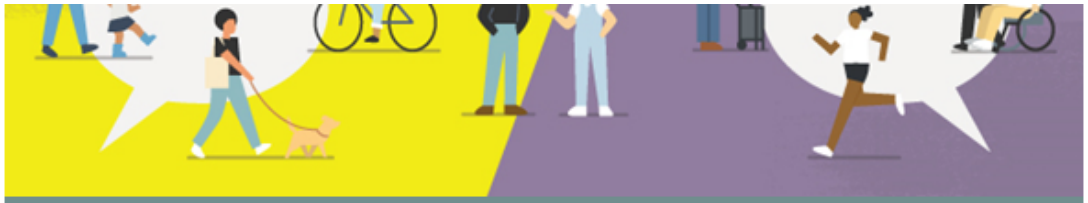
© 2024 Metro (LA CMTA) One Gateway Plaza, Los Angeles, CA 90012-2952

This email was sent to bmitchell@arellanoassociates.com

Appendix D.8:
Friday Regional Emails

Metro Caltrans

I-405 from Wilmington Av to Main St Improvements Project
Appendix D.8 Friday Regional Emails



South Bay Area Project Updates

Metro's K Line Northern Extension: Extended Comment Period Ends on September 20th!

The K Line Northern Extension (KNE) comment period for the Draft Environmental Impact Report (EIR) ends on September 20, 2024. Comments on the Draft EIR and the environmental impacts it identifies are especially welcome at this time. All comments made during this period will be addressed in the Final Environmental Impact Report (Final EIR). We will continue to welcome comments as project planning continues.

Information on the project can be found at metro.net/kne. A presentation about Metro's tunneling process can be found here. We encourage you to continue to provide comments through the extended comment deadline of September 20, 2024.

I-405 between Wilmington-Main Improvement Project

Metro will host two scoping meetings for the I-405 Wilmington-Main Improvement Project, which aims to reduce congestion, enhance traffic safety, and improve pedestrian and bicyclist access at local interchanges along I-405 between Wilmington Avenue and Main Street in Carson. The meetings will provide an opportunity to review project details and offer public comments on the proposed alternatives. Meeting dates are: September. 17 at 12:00 p.m. (virtual) and September 19 at 6:00 p.m. (in-person at the Carson Events Center). | Full Details

Vermont Transit Corridor Community Meetings in October
The project team will host community meetings to engage the public on planned transit improvements along Vermont Avenue. These meetings will update attendees on bus and Bus Rapid Transit (BRT) developments, gather feedback, and discuss future transportation needs. Participants will learn about near- and medium-term transit solutions and long-term rail study options. The goal is to ensure that the project's planning reflects the needs and priorities of the Vermont Avenue communities. These take place in person on October 8 at 1 0A or 6P, or online on October 9 at 1 2P | Full Details

I-405 between Wilmington-Main Improvement Project
Metro is currently hosting the scoping period for the I-405 Wilmington-Main Improvement Project. The project aims to reduce congestion, enhance traffic safety, and improve pedestrian and bicyclist access at local interchanges along I-405 between Wilmington Avenue and Main Street in Carson. The meetings provided an opportunity to review project details and submit public comments on the proposed alternatives. Learn more through the presentation and past virtual meeting. The scoping period for the EIR/EA has been extended to Monday, October 21, 2024. | Full Details

I-405 between Wilmington-Main Improvement Project: Extended Comment Period

Metro is currently hosting the scoping period for the I-405 Wilmington-Main Improvement Project. The project aims to reduce congestion, enhance traffic safety, and improve pedestrian and bicyclist access at local interchanges along I-405 between Wilmington Avenue and Main Street in Carson. The meetings provided an opportunity to review project details and submit public comments on the proposed alternatives. Learn more through the latest presentation. The scoping period for the EIR/EA has been extended to Monday, October 21, 2024. | Full Details

Appendix D.9: Social Media Widgets

Metro

Caltrans

I-405 from Wilmington Av to Main St Improvements Project
Appendix D.9 Social Media Widgets

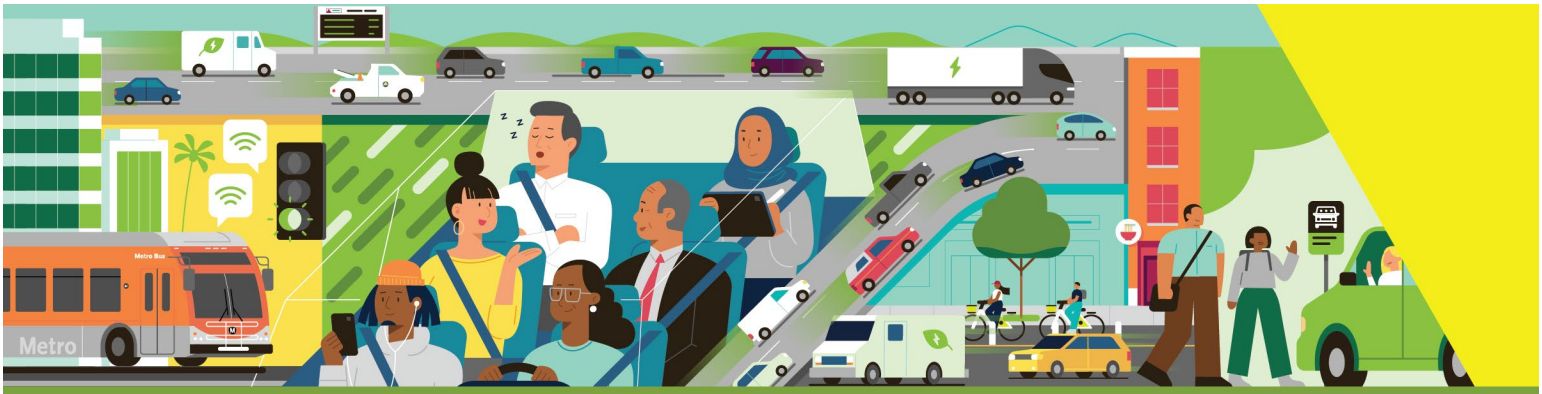
Metro

Metro

Appendix D.10: Social Media Toolkit

Metro

Caltrans



I-405 from Wilmington Av to Main St Improvements Project

Summer/Fall 2024,

Dear Stakeholder/Partner,

The I-405 from Wilmington Av to Main St Improvements Project team will be hosting virtual and in-person public scoping meetings in September 2024. The scoping meetings will kick-off community involvement in the project and provide the opportunity for learning more about the project's proposed alternatives, meet the project team, and provide comments.

To help boost community engagement and representation, we invite you to share the following messages with your network and community using any communications method you prefer, including social media, emails, your electronic or print newsletter, a short blurb on your website, text messages, or even adding to your website events calendar. Feel free to copy and paste the text options below and share along with a Promotional Graphic. The promotional graphics are sized for each platform as necessary. You may also add your own hashtags as appropriate.

- **Option 1:**
  Metro is planning to improve mobility and safety along the 405. 🚗🚧🏡 Join Metro online or in-person for a public scoping meeting to see how the I-405 from Wilmington Av to Main St Improvements project seeks to enhance traffic time reliability and safety, provide equitable and sustainable travel options, promote economic connectivity, and improve accessibility for goods movement.

  Meeting Details:

  Meeting #1 (Virtual)
  Tuesday, September 17, 2024, 12-1:30pm
  Webinar Link: bit.ly/405WilmingtonMeeting

  Meeting #2 (in-person)
  Thursday, September 19, 2024, 6-7:30pm
  Carson Event Center

  Visit: metro.net/405Wilmington [include one Promotional Graphic]

- **Option 2:**
  Metro has a plan to make it easier to get around LA, including improved mobility projects. Join Metro online or in-person for a scoping meeting to learn more about the I-405 from Wilmington Av to Main St Improvements Project and how Metro plans to improve mobility and safety along the corridor.

  Meeting Details:

  Meeting #1 (Virtual)
  Tuesday, September 17, 2024, 12-1:30pm
  Webinar Link: bit.ly/405WilmingtonMeeting

  Meeting #2 (in-person)
  Thursday, September 19, 2024, 6-7:30pm
  Carson Event Center

  Visit metro.net/405Wilmington for complete details. [include one Promotional Graphic]

- **Newsletter Content**
  Metro has a plan to make it easier to get around LA, with projects that improve mobility, accessibility, and safety. The stretch of freeway on I-405 from Wilmington Avenue to Main Street experiences heavy traffic flow, with over 300,000 vehicles traversing daily, making it one of the busiest sections in the LA area.

  Metro is formally initiating studies for the I-405 from Wilmington Avenue to Main Street Improvements Project and would like your input on the proposed project improvements, which include two build alternatives and one no-build alternative. The formal scoping period for the project will occur **through Thursday, October 10th.**

  Metro invites you to attend a scoping meeting next week to learn more about the project. You may submit comments during a meeting or by one of the following ways:

  U.S Mail
  Karl Price, Senior Environmental Scientist
  California Dept. of Transportation
  Division of Environmental Planning
  100 S. Main Street, MS 16A
  Los Angeles, CA 90012

Project Email
wilmington@metro.net

All comments received during the scoping period will be considered in the preparation of the Draft Environmental Impact Report (EIR) and Environmental Assessment (EA) in accordance with federal and state requirements.

Meeting Details
Meeting #1 (virtual)
Monday, September 17, 2024, 12-1:30pm
Webinar Link: bit.ly/405WilmingtonMeeting
Webinar ID: 841 8469 6530
Call in Number: 213.338.8477

Meeting #2 (in-person)
Wednesday, September 19, 2024, 6-7:30pm
Carson Event Center
801 Carson St
Carson, CA 90745

Visit metro.net/405Wilmington for complete details. [include one Promotional Graphic]

- **Reminder Posts**
  - Please also feel free to repurpose the copy above for reminder posts about our scoping meetings. You may add the words “Reminder” to each post to distinguish as needed. Please use the same promotional graphics.
  - If sending newsletters and/or social media posts **after** our scoping meetings, please shorten to include information about the comment period deadline and the ways to submit comments (via U.S. mail & Project Email)

Post Option after scoping meetings
Thank you for attending the scoping meeting series for the I-405 from Wilmington Av to Main St Improvements Project! 🚗

Your opportunity to submit formal comments that will be considered in the draft environmental document ends on Thursday, October 10. Learn more about the project and how to submit comments at metro.net/405Wilmington

Feel free to also share the **meeting flyer** linked here: PDF | JPEG

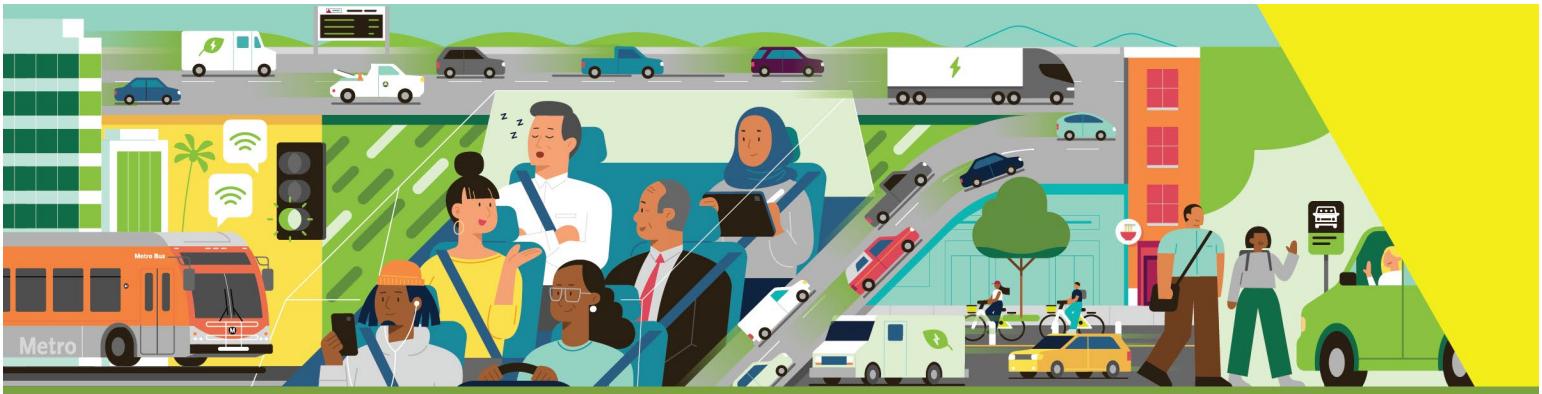
Please follow and tag us on your social media posts!
Facebook: @losangelesmetro | Twitter: @metrolosangeles | Instagram: @metrolosangeles

If you have any questions, please don't hesitate to contact Bengy Mitchell at bmitchell@arellanoassociates.com. Thank you for your commitment to engage the community.

Sincerely,
The I-405 from Wilmington Av to Main St Improvements Project Team

Appendix D.11: Social Media Toolkit – Scoping Extension

Metro Caltrans



I-405 from Wilmington Av to Main St Improvements Project

Fall 2024

Dear Stakeholder/Partner,

The I-405 from Wilmington Av to Main St Improvements Project team will be hosting an additional public scoping meeting in October as well as extending the comment period to Monday, October 21, 2024. This additional meeting will provide an extra opportunity for community involvement, allowing attendees to learn more about the project's proposed alternatives, meet the project team, and provide comments that will be considered in the Draft Environmental Impact Report (EIR) and Environmental Assessment (EA).

To help boost community engagement and representation, we invite you to share the following messages with your network and community using any communications method you prefer, including social media, emails, your electronic or print newsletter, a short blurb on your website, text messages, or even adding to your website events calendar. Feel free to copy and paste the text options below and share along with a Promotional Graphic (newsletter or social media). The promotional graphics are sized for each platform as necessary. You may also add your own hashtags as appropriate.

- **Option 1:**
  Metro is planning to improve mobility and safety along the 405. 🚗🚧🏗️ Join Metro in-person for an additional public scoping meeting to see how the I-405 from Wilmington Av to Main St Improvements project is seeking to enhance traffic time reliability and safety, provide equitable and sustainable travel options, promote economic connectivity, and improve accessibility for goods movement. The formal comment period for the project has been extended through Monday, October 21st.

  Meeting Details:

  Meeting #3 (in-person)
  Wednesday, October 16, 2024, 6-7:30pm
  Carson Event Center
  801 E Carson St, Carson, CA 90745

  Visit: metro.net/405Wilmington [include one Promotional Graphic]

- **Option 2:**
  Metro has a plan to make it easier to get around LA, including improved mobility projects. Join Metro in-person for an additional scoping meeting to learn more about the I-405 from Wilmington Av to Main St Improvements Project and how Metro plans to improve mobility and safety along the corridor. The formal comment period for the project has been extended through Monday, October 21st.

  Meeting Details:

  Meeting #3 (in-person)
  Wednesday, October 16, 2024, 6-7:30pm
  Carson Event Center
  801 E Carson St, Carson, CA 90745

  Visit metro.net/405Wilmington for complete details. [include one Promotional Graphic]

- **Newsletter Content**
  Metro has a plan to make it easier to get around LA, with projects that improve mobility, accessibility, and safety. The stretch of freeway on I-405 from Wilmington Avenue to Main Street experiences heavy traffic flow, with over 300,000 vehicles traversing daily, making it one of the busiest sections in the LA area.

  Metro is formally initiating studies for the I-405 from Wilmington Avenue to Main Street Improvements Project and would like your input on the proposed project improvements, which include two build alternatives and one no-build alternative. The formal comment period for the project has been **extended through Monday, October 21st.**

  Metro invites you to attend an additional scoping meeting next week to learn more about the project. You may submit comments during the meeting or by one of the following ways:

  U.S Mail
  Karl Price, Senior Environmental Scientist
  California Dept. of Transportation
  Division of Environmental Planning
  100 S. Main Street, MS 16A
  Los Angeles, CA 90012

Project Email
wilmington@metro.net

All comments received during the scoping period will be considered in the preparation of the Draft Environmental Impact Report (EIR) and Environmental Assessment (EA) in accordance with federal and state requirements.

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Carson Event Center
801 E Carson St, Carson, CA 90745

Visit metro.net/405Wilmington for complete details. [include one Promotional Graphic]

- **Reminder Posts**
  - Please also feel free to repurpose the copy above for reminder posts about our scoping meetings. You may add the words "Reminder" to each post to distinguish as needed. Please use the same promotional graphics.
  - If sending newsletters and/or social media posts **after** our scoping meetings, please shorten to include information about the comment period deadline and the ways to submit comments (via U.S. mail & Project Email)

Post Option after scoping meetings

Thank you for attending the scoping meeting series for the I-405 from Wilmington Av to Main St Improvements Project! 🚗

Your opportunity to submit formal comments that will be considered in the draft environmental document ends on Monday, October 21. Learn more about the project and how to submit comments at metro.net/405Wilmington

Feel free to also share the **meeting flyer** linked here: PDF | JPEG 1 & 2

Please follow and tag us on your social media posts!
Facebook: @losangelesmetro | Twitter: @metrolosangeles | Instagram: @metrolosangeles

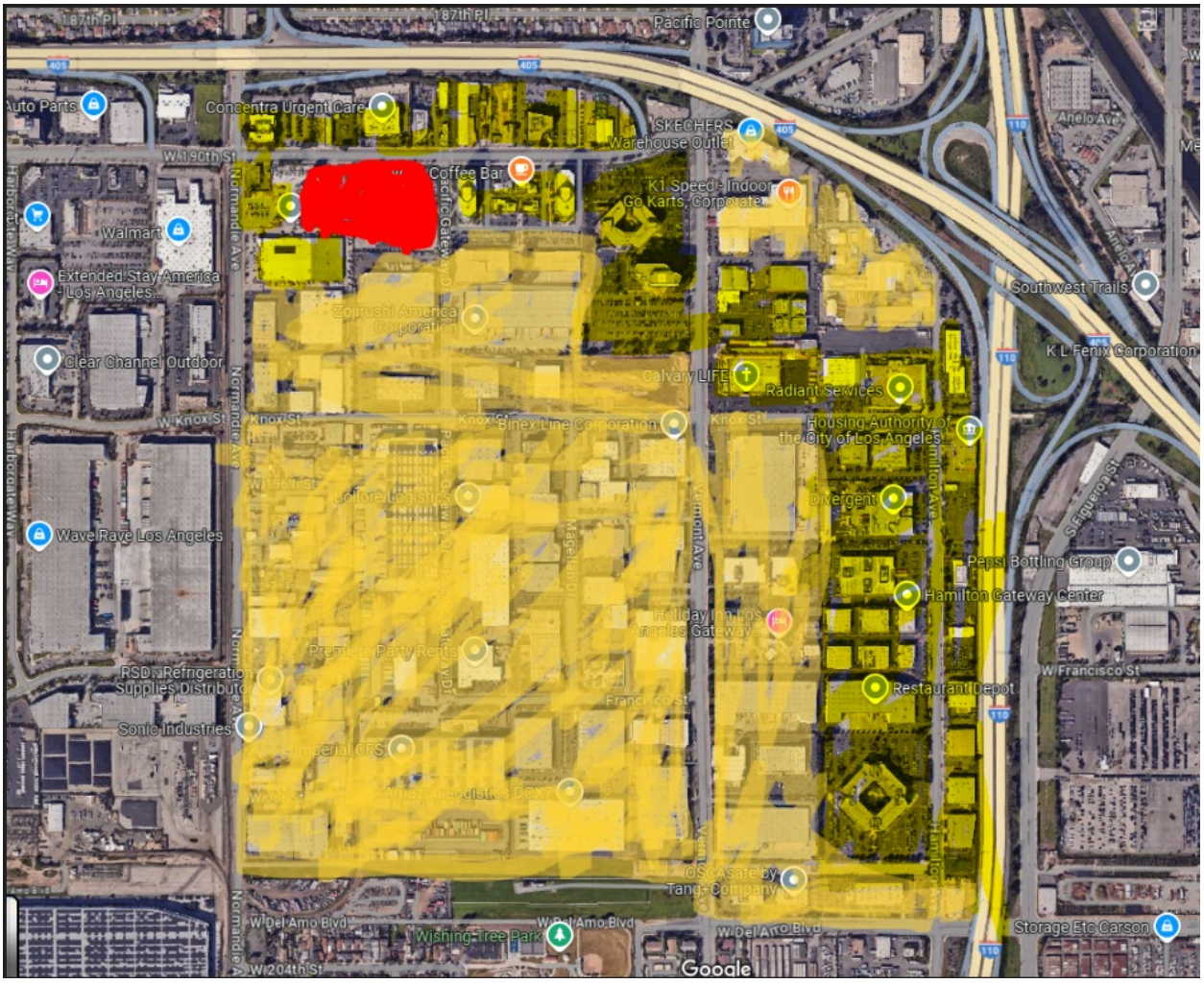
If you have any questions, please contact Bengy Mitchell at bmitchell@arellanoassociates.com. Thank you for your commitment to continue engaging the community.

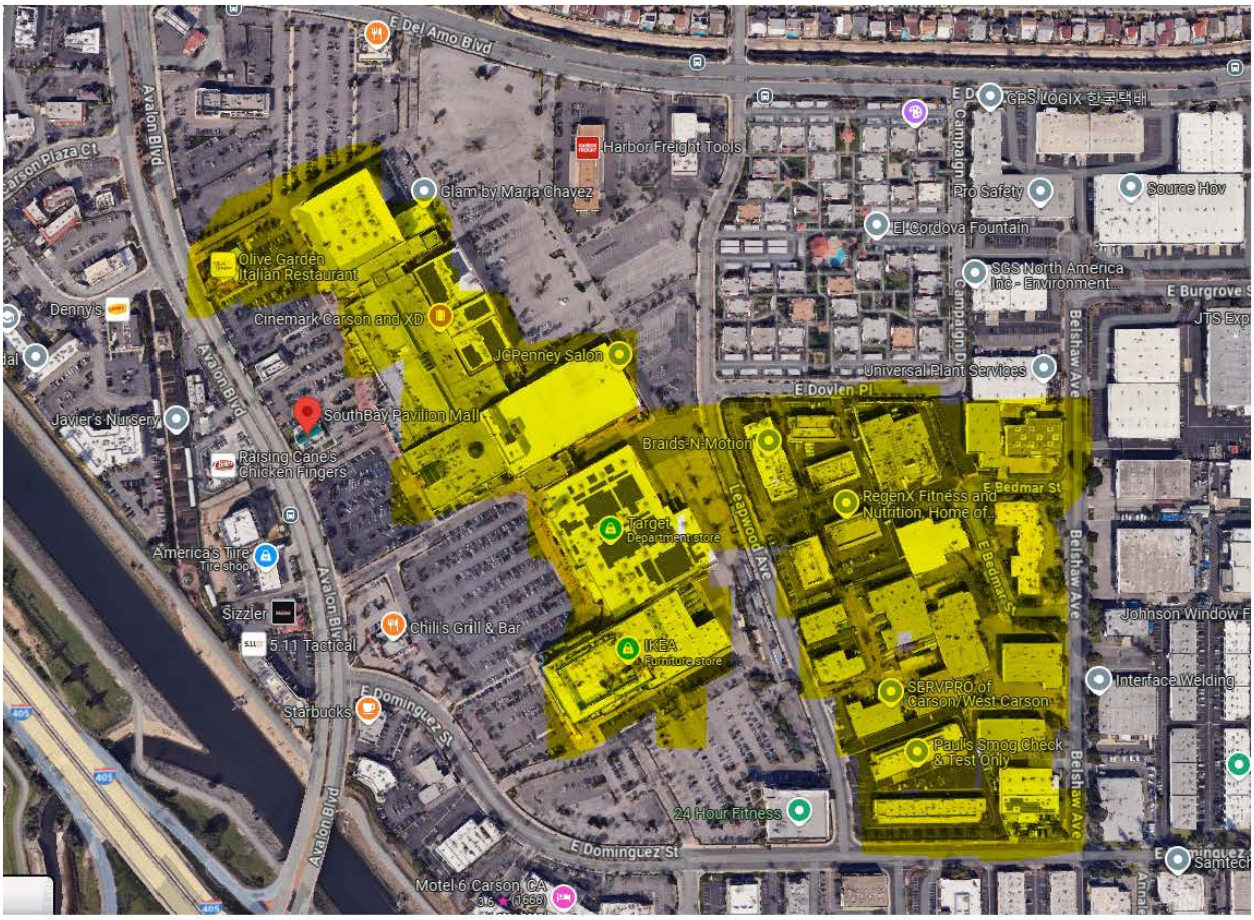
Sincerely,
The I-405 from Wilmington Av to Main St Improvements Project Team

Appendix D.12: Canvassing Distribution Documentation

Metro Caltrans

I-405 from Wilmington Av to Main St Improvements Project
Appendix D.12 Canvassing Distribution Documentation

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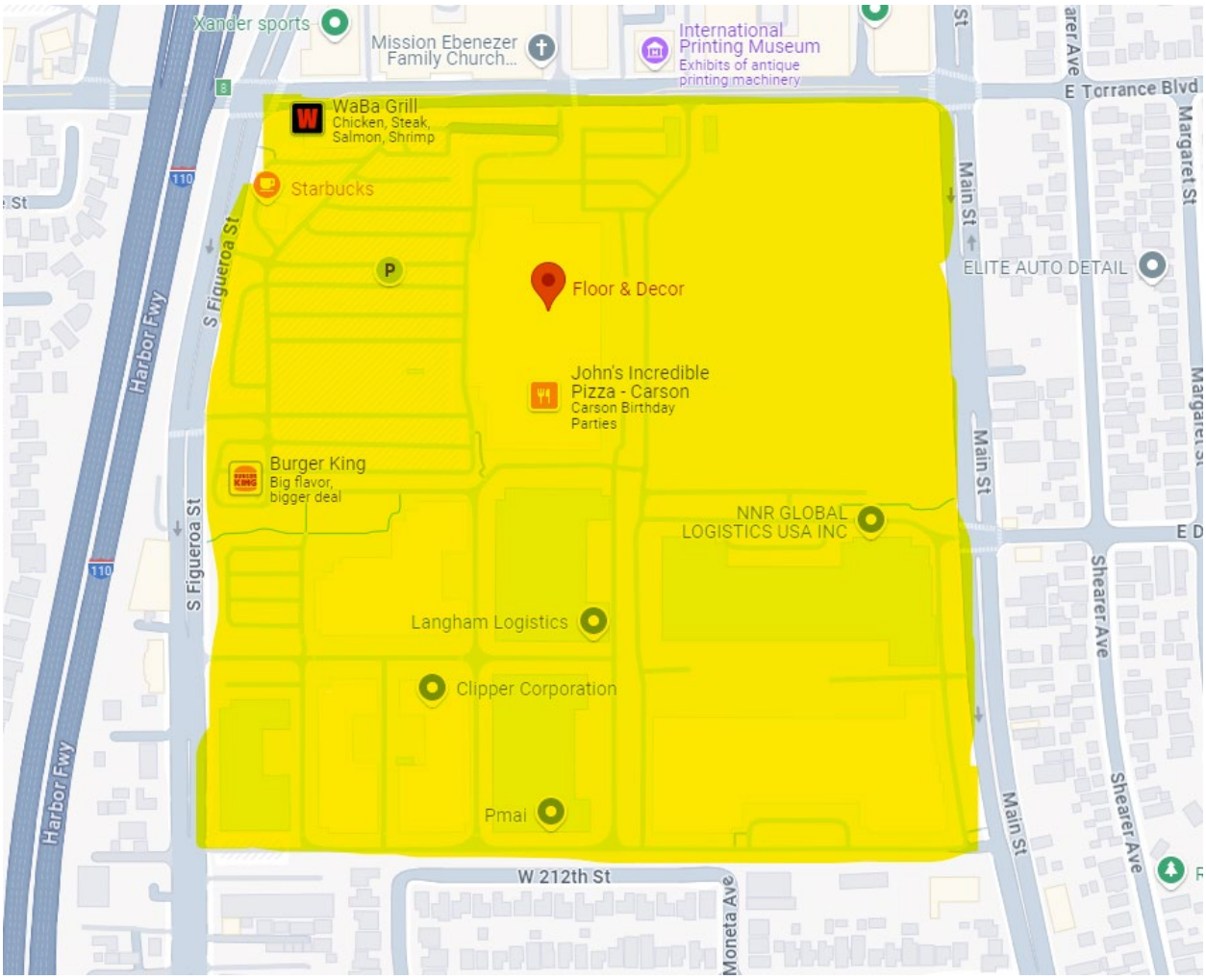
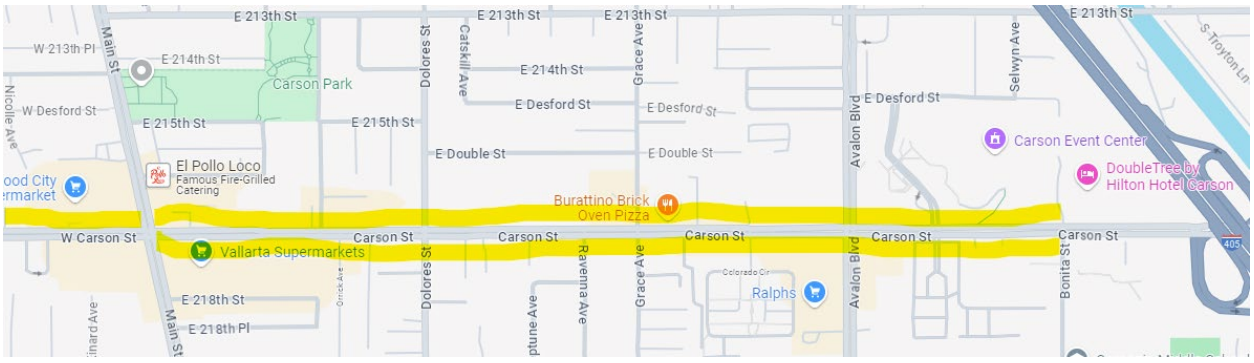
Avalon Blvd
Carson Plaza Ct
Harbor Freight Tools
Glam by Maria Chavez
Olive Garden Italian Restaurant
Denny's
Cinemark Carson and XD
JCPenney Salon
Javier's Nursery
SouthBay Pavilion Mall
Raising Cane's Chicken Fingers
America's Tire
Tire shop
Sizzler
5.11 Tactical
Chili's Grill & Bar
Starbucks
E Dominguez St
Motel 6 Carson, CA
Target
Department store
IKEA
Furniture store
Braids-N-Motion
RegenX Fitness and Nutrition, Home of...
E Dovlen Pl
Universal Plant Services
E Bedmar St
Leadwood Ave
Belshaw Ave
Campaign Dr
GPS LOGIX 한국딕타
Pro Safety
Source Hov
El Cordova Fountain
SGS North America Inc - Environment...
E Burgrove St
JTS Exp
Johnson Window F
Interface Welding
SERVPRO of Carson/West Carson
Paul's Smog Check & Test Only
24 Hour Fitness
Samteci


Xander sports
Mission Ebenezer Family Church...
International Printing Museum
Exhibits of antique printing machinery
E Torrance Blvd
WaBa Grill
Chicken, Steak, Salmon, Shrimp
Starbucks
Harbor Fwy
S Figueroa St
Floor & Decor
Main St
ELITE AUTO DETAIL
Margaret St
John's Incredible Pizza - Carson
Carson Birthday Parties
Burger King
Big flavor, bigger deal
NNR GLOBAL LOGISTICS USA INC
Shearer Ave
Langham Logistics
Clipper Corporation
Pmai
W 212th St
Moneta Ave


E 213th St
W 213th Pl
Main St
E 214th St
Carson Park
Dolores St
Catskill Ave
Grace Ave
Selwyn Ave
W Desford St
E 215th St
E Desford St
Avalon Blvd
Carson Event Center
DoubleTree by Hilton Hotel Carson
El Pollo Loco
Famous Fire-Grilled Catering
E Double St
Burattino Brick Oven Pizza
W Carson St
Carson St
Vallarta Supermarkets
Ralphs
Bonita St
E 218th St
E 218th Pl

FACE Canvassing Locations	
Section 1	
Vigan Express	21720 S Vermont Ave UNIT 114, Torrance, CA 90502
Tita Celia's	621 W Carson St, Carson, CA 90745
Ethan's Belly Boink	21620 S Figueroa St, Carson, CA 90745
Chibugan Lechon At Ethan's Restaurant	21616 S Figueroa St, Carson, CA 90745
Section 2	
Jollibee	139 W Carson St, Carson, CA 90745
Majings Eatery	107 W Carson St, Carson, CA 90745
Chow Fun Express	148 W Carson St, Carson, CA 90745
Manila's Lechon	118 W Carson St, Carson, CA 90745
Goldilocks Bakeshop and Restaurant	100 W Carson St, Carson, CA 90745
BaBoys at Bahay Kainan	330a Carson St, Carson, CA 90745
Johnny's Kambingan Pilipino	21822 Main St, Carson, CA 90745
Manila Sunrise	21828 Main St, Carson, CA 90745
Pinoy Diners Grill	21915 Main St, Carson, CA 90745
Maynila On Main Street	22102 Main St, Carson, CA 90745
Casa Filipina Restaurant & Bke	22200 Main St, Carson, CA 90745
Pinoy Food Republic (see back)	22200 Main St, Carson, CA 90745

Mami King Restaurant	22222 Main St, Carson, CA 90745
Section 3	
Nita's Restaurant	22028 Avalon Blvd, Carson, CA 90745
Section 4	
Delia's Restaurant	860 Carson St #121, Carson, CA 90745
Uncle Rolly’s	860 Carson St Suite 116, Carson, CA 90745
J B J's Bakery	860 Carson St, Carson, CA 90745
Fiesta Barbecue & Bibingka	860 Carson St, Carson, CA 90745

Appendix D.13: Carson Event Center Eblast

Metro Caltrans

I-405 from Wilmington Av to Main St Improvements Project

Appendix D.13 Carson Event Center EBlast

Carson Event Center
801 East Carson Street
Carson, CA
90745

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Unsubscribe Link

I-405 WILMINGTON AV TO MAIN ST IMPROVEMENTS PROJECT - Join Us for a Scoping Meeting
PROYECTO DE MEJORAS DE LA I-405 WILMINGTON AV A MAIN ST - Acompáñenos en ena reunión de alcance

We're planning to improve mobility and safety along the 405.
Planeamos mejorar la movilidad y la seguridad a lo largo de la 405.

Metro has a plan to make it easier to get around LA, with projects that improve mobility, accessibility, and safety. Metro is formally initiating studies for the I-405 from Wilmington Av to Main St Improvements Project and would like your input on the proposed improvements.

Meeting Details
Join us for public scoping meetings on Zoom or in person:

Meeting #1 (virtual)
Tuesday, September 17, 2024, 12–1:30pm
Webinar Link: *bit.ly/405WilmingtonMeeting*
Webinar ID: 841 8469 6530
Call in Number: 213.338.8477

Meeting #2 (in person)
Thursday, September 19, 2024, 6–7:30pm
Carson Event Center
801 Carson St, Carson, CA 90745

Submit a Comment
The formal public scoping comment period ends on Thursday, October 10, 2024. Comments may be submitted via:

U.S. Mail:
Karl Price, Senior Environmental Scientist
California Dept. of Transportation
Division of Environmental Planning
100 S. Main Street, MS 16A
Los Angeles, CA 90012

Project Email: *wilmington@metro.net*

Metro tiene un plan para facilitar los desplazamientos por Los Angeles, con proyectos que mejoran la movilidad, la accesibilidad y la seguridad. *Metro está iniciando formalmente los estudios para el Proyecto de Mejoras de la I-405 desde Wilmington Av hasta Main St y le gustaría conocer su opinión sobre las mejoras propuestas.*

Detalles de las reuniones
Acompáñenos en las reuniones públicas sobre el alance a través de Zoom o en persona:

Reunión #1 (virtual)
Martes, 17 de septiembre de 2024, 12–1:30pm
Enlance de webinario: bit.ly/405WilmingtonMeeting
ID de webinario: 841 8469 6530
Número de llamada: 872.240.3311
Número de acceso: 763 551 621

Reunión #2 (en persona)
Jueves, 19 de septiembre 2024, 6–7:30pm
Carson Event Center
801 Carson St, Carson, CA 90745

Envíe un comentario
El periodo formal de comentarios públicos sobre el alcance finaliza el jueves 10 de octubre de 2024. Los comentarios pueden enviarse a través de:

Correo de U.S.:
Karl Price, Senior Environmental Scientist
California Dept. of Transportation
Division of Environmental Planning
100 S. Main Street, MS 16A
Los Angeles, CA 90012

Correo electrónico del proyecto: wilmington@metro.net

Metro

I-405 WILMINGTON AV TO MAIN ST IMPROVEMENTS PROJECT
PROYECTO DE MEJORAS DE LA I-405 WILMINGTON AV A MAIN ST

Project Overview

The stretch of freeway on I-405 from Wilmington Av to Main St experiences heavy traffic flow, with over 300,000 vehicles traversing daily, making this section one of the most congested in the LA area. This project will enhance safety and operation in the corridor, improving your commute.

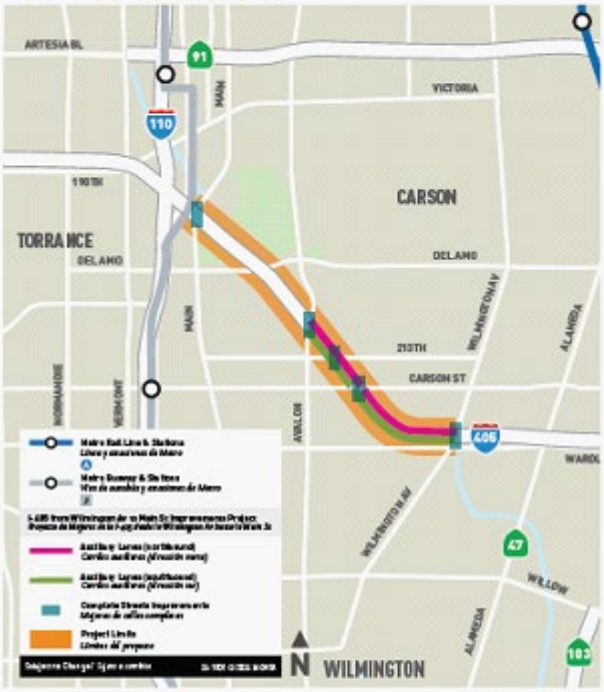
Scoping comments will be considered in the preparation of the Draft Environmental Impact Report (EIR) and Environmental Assessment (EA) in accordance with federal/state requirements. Join us to learn more about this Project and provide your input on the proposed improvements.

Visión general del proyecto

El tramo de autopista de la I-405 desde Wilmington Av hasta Main St tiene un gran flujo de tráfico, con más de 300,000 vehículos circulando diariamente, lo que convierte a este tramo en uno de los más congestionados de la zona de Los Angeles. Este proyecto mejorará la seguridad y el funcionamiento del corredor, mejorando sus desplazamientos al trabajo.

Los comentarios sobre el alcance se tendrán en cuenta en la preparación del Borrador del Informe de Impacto Ambiental (EIR, por sus siglas en inglés) y la Evaluación Ambiental (EA, por sus siglas en inglés) de acuerdo con los requisitos federales/estatales. Acompáñenos para saber más sobre este Proyecto y dar su opinión sobre las mejoras propuestas.

Project Map / *Mapa del proyecto*



All Metro meetings are held in ADA accessible facilities and are accessible by transit. ADA accommodations and translations are available by calling 323.466.3876 or California Relay service at 711 at least 72 hours in advance.

Todas las reuniones de Metro se llevan a cabo en instalaciones con accesibles conforme a la Ley para Estadounidenses con Discapacidades (American Disabilities Act, ADA) y son accesibles por transporte público. Las adaptaciones de la ADA y las traducciones están disponibles llamando al 323.466.3876 o al Servicio de Retransmisión de California al 711, por lo menos 72 horas de anticipación.

CONTACT US / *CONTÁCTENOS*

310.854.3196

wilmington@metro.net

metro.net/405wilmington

323.466.3876 x2
Español
323.466.3876

中文 x3 русский x7
한국어 x4 ภาษาไทย x8
Tiếng Việt x5 ภาษาไทย x9
日本語 x6 ภาษาไทย x10

Metro

Appendix D.14: Metro Calendar, Nextdoor, Facebook Postings

Metro Caltrans

I-405 from Wilmington Av to Main St Improvements Project
Appendix D.13 Metro Calendar, Nextdoor, and Facebook Postings

« All Events

- This event has passed.

Virtual Public Scoping Meeting: I-405 from Wilmington Av to Main St Improvements Project

September 17 @ 12:00 pm - 1:30 pm

- « LIFE Program Sign-up Event at DPSS South Central Pop-up Event
- LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY DEFERRED COMPENSATON PLANS COMMITTEE MEETING »

Join us for a public scoping meeting!

Metro invites you to attend a scoping meeting to learn more about the project and submit comments. Public scoping meetings are an important step in the environmental review process. All comments received during the scoping period will be considered in the preparation of the Draft Environmental Impact Report (EIR) and Environmental Assessment (EA) in accordance with federal and state requirements. Comments may be submitted in the following ways:

- **At one of the scoping meetings**
- **Via U.S. Mail:**

Karl Price
Senior Environmental Scientist, California Dept. of Transportation
Division of Environmental Planning
100 S. Main Street, MS 16A
Los Angeles, CA 90012

- **Project Email:** wilmington@metro.net

English/Spanish Flyer
English/Taglog Flyer

In-Person Public Scoping Meeting: I-405 from Wilmington Av to Main St Improvements Project

September 19 @ 6:00 pm - 7:30 pm

- « Operations, Safety, and Customer Experience Committee
- LIFE Program Sign-up Event at CARES Distributions Event »

Join us for a public scoping meeting.
The formal scoping period for the project will occur from **Monday, August 26 through Thursday, October 10.**
Metro invites you to attend a scoping meeting to learn more about the project and submit comments. Public scoping meetings are an important step in the environmental review process. All comments received during the scoping period will be considered in the preparation of the Draft Environmental Impact Report (EIR) and Environmental Assessment (EA) in accordance with federal and state requirements. Comments may be submitted in the following ways:

- **At one of the scoping meetings**
- **Via U.S. Mail:**

Karl Price
Senior Environmental Scientist, California Dept. of Transportation
Division of Environmental Planning
100 S. Main Street, MS 16A
Los Angeles, CA 90012

- **Project Email:** wilmington@metro.net

English/Spanish Flyer
English/Taglog Flyer

In-Person Public Scoping Meeting: I-405 from Wilmington Av to Main St Improvements Project

October 16 @ 6:00 pm - 7:30 pm

- « Bus Operations Subcommittee
- Streets & Freeways Subcommittee »

Join us for a public scoping meeting.

The formal scoping period for the project will occur from Monday, August 26 through Monday, October 21.

Metro invites you to attend a scoping meeting to learn more about the project and submit comments. Public scoping meetings are an important step in the environmental review process. All comments received during the scoping period will be considered in the preparation of the Draft Environmental Impact Report (EIR) and Environmental Assessment (EA) in accordance with federal and state requirements.

Comments may be submitted in the following ways:

- At one of the scoping meetings
- Via U.S. Mail:
  Karl Price
  Senior Environmental Scientist, California Dept. of Transportation
  Division of Environmental Planning
  100 S. Main Street, MS 16A
  Los Angeles, CA 90012
- Project Email: wilmington@metro.net

Metro: I-405 Wilmington Av to Main St Improvements Project

Transportation Associate Kimberly Sanchez from Los Angeles County Metropolitan Transportation Authority (Metro) · 16 Sep

REMINDER: Join us for a Public Scoping Meeting This Week!

Metro has a plan to make it easier to get around LA, with projects that improve mobility, accessibility, and safety. The stretch of freeway on I-405 from Wilmington Avenue to Main Street experiences heavy traffic flow, with over 300,000 vehicles traversing daily, making it one of the most congested sections in the LA area. The proposed improvements will enhance safety and operations within the corridor, improving your commute.

Metro is formally initiating studies for the I-405 from Wilmington Avenue to Main Street Improvements Project and would like your input on the proposed project improvements, which include two build alternatives and one no-build alternative. The formal scoping period for the project will occur through Thursday, October 10th.

Metro invites you to attend a scoping meeting online tomorrow or in-person on Thursday to learn more about the project and submit comments. Public scoping meetings are an important step in the environmental review process. All comments received during the scoping period will be considered in the preparation of the Draft Environmental Impact Report (EIR) and Environmental Assessment (EA) in accordance with federal and state requirements.

Two scoping meetings will be held, one virtually and one in-person and the public is encouraged to submit comments in the following ways:

At one of the scoping meetings

Via U.S. Mail
Karl Price
Senior Environmental Scientist, California Dept. of Transportation
Division of Enviornmental Planning
100 S. Main Street, MS 16A
Los Angeles, CA 90012

Project Email
wilmington@metro.net

Meeting Details
Meeting #1 (virtual)
Tuesday, September 17, 2024, 12-1:30pm
Webinar Link: bit.ly/405WilmingtonMeeting
Webinar ID: 841 8469 6530
Call in Number: 213.338.8477

Meeting #2 (in-person)
Thursday, September 19, 2024, 6-7:30pm
Carson Event Center
801 Carson St
Carson, CA 90745

Metro: I-405 between Wilmington Av and Main St Improvements Project

Principal Community Relations Officer Katrice Candler from Los Angeles County Metropolitan Transportation Authority (Metro) · 9 Oct

Join us for an additional Public Scoping Meeting in Next Week! Metro has a plan to make it easier to get around LA, with projects that improve mobility, accessibility, and safety. Metro is formally initiating studies for the I-405 from Wilmington Av to Main St Improvements Project and would like your input on the proposed improvements.

The formal scoping period for the I-405 Wilmington Av to Main St Improvements Project has been extended! The comment period will continue through Monday, October 21, 2024. Metro would like your input on the proposed project improvements, which include two build alternatives and one no-build alternative.

Want to learn more about the project and submit comments in-person? Metro invites you to attend an additional scoping meeting next week! Public scoping meetings are an important step in the environmental review process. All comments received during the scoping period will be considered in the preparation of the Draft Environmental Impact Report (EIR) and Environmental Assessment (EA) in accordance with federal and state requirements.

You are encouraged to submit comments in the following ways:

- At the scoping meeting:
Wednesday, October 16, 2024, 6-7:30pm
Carson Event Center – East Wing Activity Room
801 E Carson St
Carson, CA 90745

- Via U.S. Mail
Karl Price
Senior Environmental Scientist, California Dept. of Transportation
Division of Environmental Planning
100 S. Main Street, MS 16A
Los Angeles, CA 90012

- Project email: wilmington@metro.net

Stay updated on the project at https://www.metro.net/projects/i-405-wil...

17

Tuesday, September 17, 2024 at 12 PM – 1:30 PM

I-405 Wilmington Av to Main St Improvements Project Scoping Meeting (Virtual)

Online event

Go To Link

About Discussion

Details

1 hr 30 min

2 people responded

Event by **Kimberly Sanchez** and **Metro: South Bay Region**

Public · Anyone on or off Facebook

We're planning to improve mobility and safety along the 405. 🚗🚧🚌

Metro has a plan to make it easier to get around LA, including improved mobility projects. Join us for a public s... See more

Online

Guests

See all

2 Went

0 Interested

Popular with friends

Tue, Dec 31, 2024 at 7 PM

Marina del Rey's New Year's Eve Fireworks and Glow Party

Burton Chace Park

Elizabeth is interested

Interested

19

Thursday, September 19, 2024 at 6 PM – 7:30 PM

I-405 Wilmington Av to Main St Improvements Project Scoping Meeting (In-person)

Carson Event Center

About Discussion

Details

1 person responded

Event by **Kimberly Sanchez** and **Metro: South Bay Region**

Carson Event Center

Duration: 1 hr 30 min

Public · Anyone on or off Facebook

We're planning to improve mobility and safety along the 405. 🚗🚧🚌

Metro has a plan to make it easier to get around LA, including improved mobility projects. Join us for a public s... See more

Carson, California

16

Wednesday, October 16, 2024 at 6 PM

Scoping Meeting: I-405 from Wilmington Av to Main St Improvements Project

Carson Event Center

About Discussion ...

Details

1 person responded

Event by **Katrice Candler** and **Metro: South Bay Region**

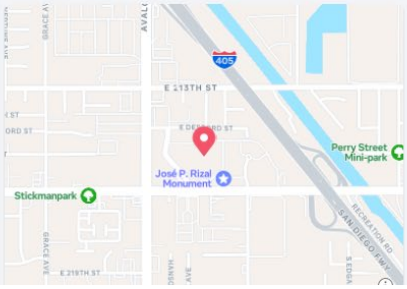
Carson Event Center

Public · Anyone on or off Facebook

I-405 between Wilmington Av and Main St Improvements Project

Join us for an additional Public Scoping Meeting in Next Week! Metro has a plan to make it easier to get around LA, ... See more

Carson, California



Appendix D.15: Earned Media

Metro Caltrans

Thanks to our advertising sponsor -

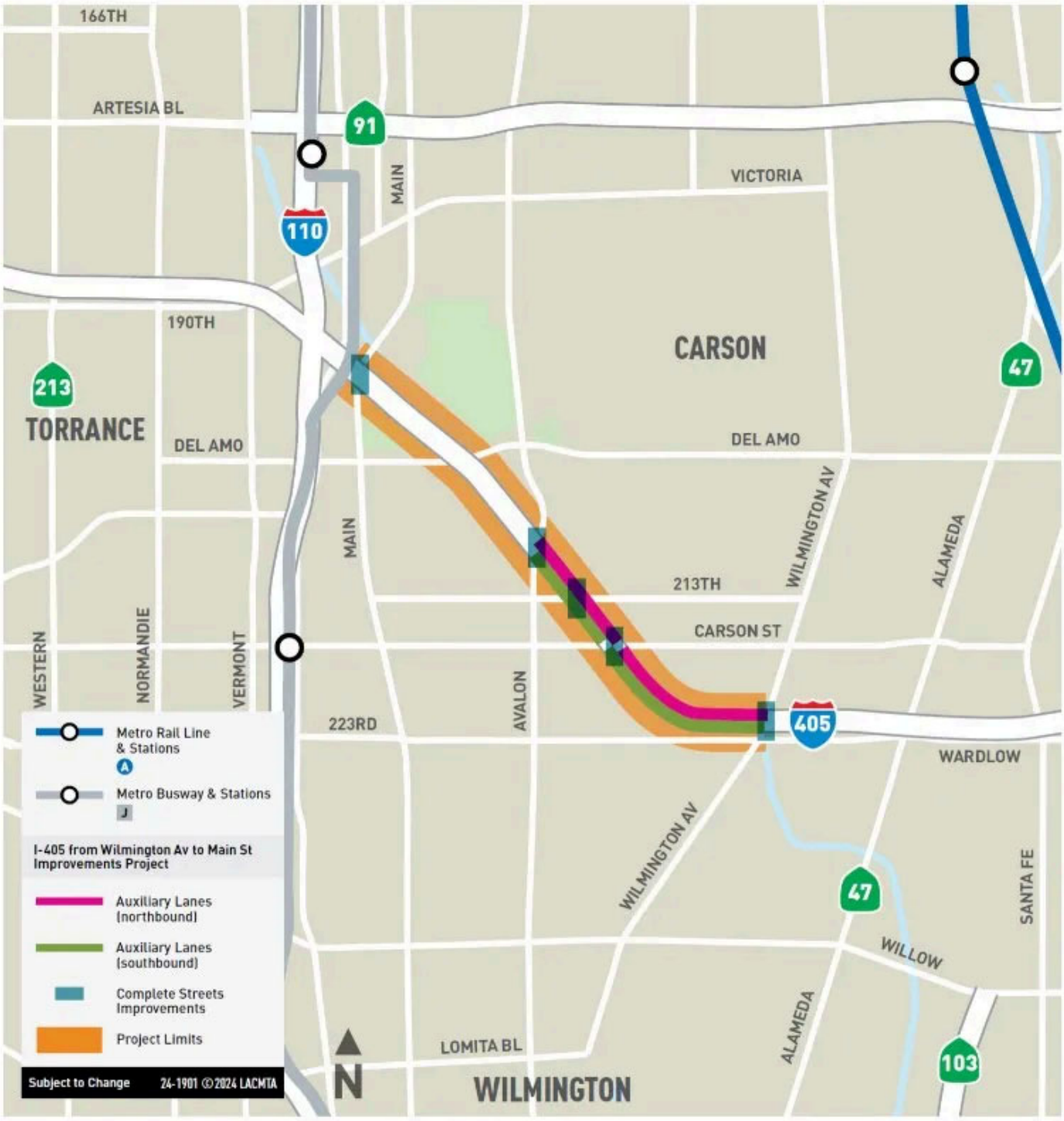
405 FREEWAY WIDENING

Metro and Caltrans Planning to Widen 405 Freeway through Carson, Meetings this Week

Between Wilmington Avenue and Avalon Boulevard, Metro and Caltrans are looking to add four new freeway lane sections at a construction cost totaling at least $90-120 million

By **Joe Linton**

5:17 PM PDT on September 18, 2024



Metro map of proposed 405 Freeway expansion through the city of Carson

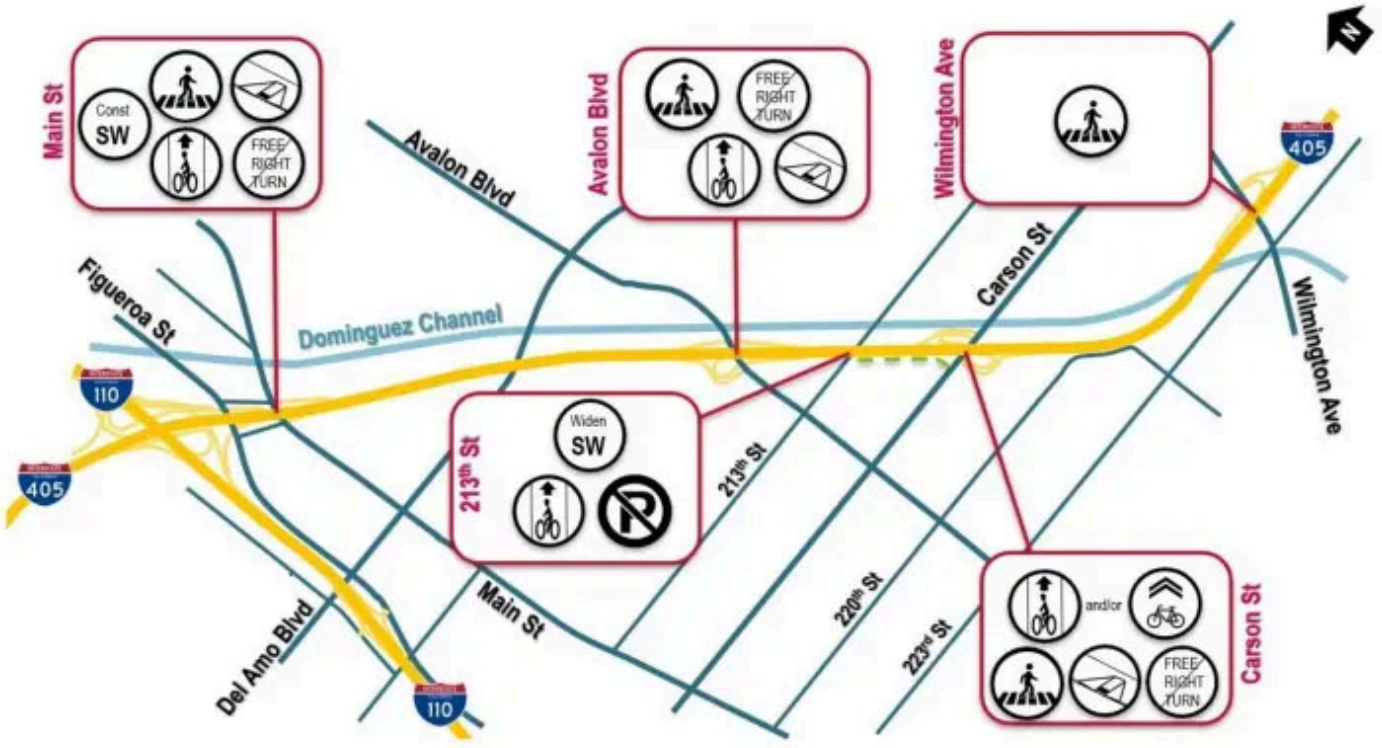
---

Metro and Caltrans are hosting two scoping meetings this week for a proposed widening of the 405 Freeway through the city of Carson. Streetsblog attended yesterday's meeting. The second meeting will take place tomorrow, from 6-8 p.m. in-person at the Carson Event Center.

The I-405 from Wilmington Avenue to Main Street Improvements Project has changed a little since Streetsblog profiled it in 2022.

Between Wilmington Avenue and Avalon Boulevard, Metro and Caltrans are looking to add four new sections of freeway "auxiliary lanes" (lanes that go from one onramp to the next off-ramp.) In 2020, Metro's Project Study Report/Project Development Support (PSR) document anticipated that construction of a slightly larger (five new freeway sections) project there would cost $90-120 million.

The current proposal would add about three new freeway lane-miles. Metro and Caltrans have broken the project up into multiple short segments, which allows them to utilize a loophole that would from exempt the project from a full environmental review process and avoid mitigation requirements.



Metro diagram showing proposed complete streets elements alongside planned 405 Freeway widening

At yesterday's meeting, Metro and Caltrans announced the project "may include" short lengths of complete streets elements at/near five streets adjacent to the 405.

Find out more about this 405 expansion project at tomorrow night's meeting or via Metro's project page or storymap page. Submit scoping comments by emailing wilmington@metro.net by October 10.

Joe Linton 𝕏@StreetsblogLA

Joe Linton is an editor at Streetsblog Los Angeles

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Tuesday's Headlines

Joe Linton December 3, 2024

THE WEEK IN...

This Week In Livable Streets

Joe Linton December 2, 2024

TODAY'S STORIES ARE PRESENTED BY

STREETSBLOG CALIFORNIA

Eyes on the Street: OC Streetcar Construction Progress

Joe Linton December 2, 2024

TODAY'S HEADLINES

Monday's Headlines

Joe Linton December 2, 2024

SANCTUARY CITIES

L.A.'s Sanctuary Ordinance Received as a Shot Across the Bow

Sahra Sulaiman November 26, 2024

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Metro wants to widen the 405….again….

Source: https://www.metro.net/calendar/in-person-public-scoping-meeting-i-405-from-wilmington-av-to-main-st-improvements-project-2/

When: Oct. 16 @ 6pm

Where: Carson Event Center

801 E. Carson St

Carson, California 90745

What: Metro Event Title: In-Person Public Scoping Meeting: I-405 from Wilmington Av to Main St Improvements Project

Affects cities of Torrance, Carson, and Wilmington in the South Bay

Metro Project Page: https://www.metro.net/projects/i-405-wilmington/

Metro Project StoryMap

Can't attend? You can send an email to wilmington@metro.net *by no later than October 21!*

Hello everyone! Metro is at it again, using "Auxiliary Lanes" as a way to widen freeways, as seen in this Streetsblog article here.

As we all know, widening freeways for any reason is not the way to solve traffic; it just leads to more congestion via induced demand, increasing traffic, pollution, and impacts to disadvantaged communities–a huge waste of money for nothing.

You can support:

Alternative 1 (no build; as-is)

OR

Alternative 3 (Construct and implement Complete Street elements and TSM/TDM strategies ONLY)

Here are some talking points:

- Auxiliary lanes are a way to skirt environmental regulations to add extra lanes.
- More lanes = more driving = more traffic
- A waste of $130 million; can better be spend to actual solution to traffic like:
    - better and faster transit in the South Bay region,
    - building protected bike lanes parallel to the 405, such as the Dominguez Channel bike path and implementing the LA County, LA Metro, and South Bay Bicycle Master Plans.
- The 405 has been widened before in many sections, but as we know by the law of induced demand, widening freeways does not actually solve traffic.
- Widening freeways further cements car dependency in LA county; what does that mean for our expanding transit system, including the C Line Extension to Torrance and mobility improvements for disadvantaged communities?

Can't attend? You can send an email to wilmington@metro.net ***by no later than October 21!***

Use this as a template:

Good evening Metro,

In reviewing the Metro project materials, it's clear that the auxiliary lanes will effectively widen the 405 freeway in these sections in Carson and Wilmington. We know from extensive research and data that widening freeways does not solve traffic or reduce collisions. Any minimal improvements are offset by more cars on the road and added pollution, noise, traffic and other impacts to surrounding communities.

I oppose Alternative 2 which would add auxiliary lanes for a projected cost of $130 million. This funding would be better spent on more effective projects that reduce traffic congestion, such as bus lanes in the region, Metro bus service on the 405 itself, and active transportation along parallel routes such as the Dominguez Channel bike path and implementing the LA County, LA Metro, and South Bay Bicycle Master Plans.

The impact of on-ramp and bridge widening will hamper pedestrian connectivity and length of time to walk across intersections. I am afraid this project will make it more difficult to build protected bike lanes along the corridor. For public health and environmental justice reasons, there is no justification for wider freeways. As a constituent of the region, I oppose this project and support Alternatives 1 (no build) or Alternative 3 (Complete Street elements and TSM/TDM strategies ONLY).

Thanks for your time,

[Your name]

[City]

Appendix E.1:
CBO Application Form

Metro Caltrans

I-405 from Wilmington Av to Main St Improvements Project
Appendix E.1 CBO Application Form

I-405 Wilmington

We are recruiting Community-Based Organizations (CBOs) to reach your community!

The Los Angeles County Metropolitan Transportation Authority (Metro) is working in coordination with the California Department of Transportation (Caltrans) to propose enhancements to improve safety and operations along I-405 between Wilmington Av and Main St in the City of Carson. The project is currently undergoing the environmental review process, which is currently scheduled through 2026. Learn more about the project on the project website.

Partner with us!

The I-405 from Wilmington Ave to Main St Improvements Project is seeking to partner with organizations serving the City of Carson and adjacent neighborhoods to increase the reach of our outreach efforts and engage more community members during the environmental clearance process. Our goal for these partnerships is to ensure greater outcomes in public participation, reach additional communities and stakeholders our team may not be aware of, and cultivate trust with the community. We are looking for organizations like yours to help meet these goals!

This partnership offers community-based organizations (CBOs) the opportunity to earn compensation for supporting outreach activities for 24-30 months. CBO Partners will be required to support 4 outreach campaigns during this period, with each campaign lasting about one month. CBO Partners must attend one roundtable meeting at the beginning of each campaign. The number of hours per campaign and total compensation (with a maximum of $6,000) will vary based on the agreed-upon scope of work, which may include any of the following outreach tasks:

- Social Media Posts
- Eblast Distribution
- Newsletter Announcements
- Text Message Distribution
- Flyer Canvassing
- Co-Staffing Pop-Up Event Booths
- Phone Banking
- Venue Coordination

Partner organizations will be provided with project information, promotional material, messaging, and additional materials to assist with CBO outreach activities from June 2024 through Summer 2026.

Next Steps

Interested CBOs are encouraged to apply. Currently, we are not able to consider town councils, neighborhood councils, or businesses for paid partnerships. If your organization is interested in becoming a paid outreach partner, please reach out by emailing 405wilmington@arellanoassociates.com by Friday, May 10, 2024. Please include the outreach tasks your organization is interested in supporting (see list above).

Organizations will be notified of selection by Friday, May 24, 2024. Please note that due to limited resources, not all interested CBOs may be selected to support with outreach. If your organization is unable to formally support as a paid partner but would like to share updates with your community, you may become an extended outreach partner. Please reach out for more details.

If you have any questions, please reach out to Yvette Ximenez, Outreach Consultant, at 405wilmington@arellanoassociates.com or (909) 627-2974. We appreciate your interest in helping engage your communities for this important project!

Terms and Conditions are subject to change.

Contact us

Visit project web page
E-mail wilmington@metro.net
Call 310.854.3196

Metro

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This email was sent to
105expresslanes@arellanoassociates.com

Appendix F.1: Attendee Log

Metro

Caltrans

I-405 from Wilmington Av to Main St Improvements Project
Appendix F.1 Attendee Log

Meeting Attended	Name	Organization	Email	Phone Number	Mailing Address
Virtual Meeting 9-17	Jacki Bacharach	South Bay COG			
Virtual Meeting 9-17	Anne Tsai	South Bay COG			
Virtual Meeting 9-17	Elise Ruiz	Environmental Protection Agency			
Virtual Meeting 9-17	Margie Revilla-Garcia	City of Carson			
Virtual Meeting 9-17	Gilbert Marquez	City of Carson			
Virtual Meeting 9-17	Nicole Hernandez	Metro			
Virtual Meeting 9-17	Arlington Rodgers	City of Carson			
Virtual Meeting 9-17	Holly Osborne				
Virtual Meeting 9-17	Neslly Herrera				
Virtual Meeting 9-17	Joe Linton	Streets Blog			
Virtual Meeting 9-17	Ray Aldridge				
Virtual Meeting 9-17	Mohammed Chowdhury	Caltrans			
Virtual Meeting 9-17	Richard Galvin				
Virtual Meeting 9-17	Edgar Gutierrez	Arellano Associates			
Virtual Meeting 9-17	Erica Guico	City of Carson			
Virtual Meeting 9-17	Adam Sayad	Metro			
Virtual Meeting 9-17	Karl Eggers				
Virtual Meeting 9-17	John Merrill	City of Carson			
Virtual Meeting 9-17	Fulgene Asuncion	Metro			
Virtual Meeting 9-17	Lily Foster	Metro			
Virtual Meeting 9-17	Roye Love				
Virtual Meeting 9-17	Alisa Almanzan	Caltrans			
Virtual Meeting 9-17	Doug Mensman	City of Los Angeles			
Virtual Meeting 9-17	Cheryll Cooks	SBWIB			
Virtual Meeting 9-17	Arleen Rojas	City of Carson			
Virtual Meeting 9-17	Jackson Hurst				
Virtual Meeting 9-17	Robert Morten				
Virtual Meeting 9-17	Richard Lesser				
Virtual Meeting 9-17	Corie Lahr	Mark Thomas			
Virtual Meeting 9-17	Anne Yoon				
Virtual Meeting 9-17	Greta Price				
In Person Meeting 9-19	Gloria Dacus	City of Carson			
In Person Meeting 9-19	Gilbert Marquez	City of Carson			
In Person Meeting 9-19	Royu Loru	Resident			
In Person Meeting 9-19	Alfonso Ruiz	Senate District 2			
In Person Meeting 9-19	Cheryll Cooks	SBWIB			
In Person Meeting 9-19	Myeoshe' Edwards	FACE			
In Person Meeting 9-19	Lula Davis-Holmes	City of Carson			
In Person Meeting 9-19	Cedrick Hicks	Carson City Council			
In Person Meeting 10-16	Michael Stewart	Carson Chamber of Commerce			
In Person Meeting 10-16	Cac Le	Aide to Councilmember Cedric Hicks			
In Person Meeting 10-16	Javier V. Diaz	APCI			
In Person Meeting 10-16	John Merrill	City of Carson			
In Person Meeting 10-16	Daisy Valdez				
In Person Meeting 10-16	Myeoshe' Edwards	FACE			
In Person Meeting 10-16	Rosie	FACE			
In Person Meeting 10-16	Ray Aldridge	Carson Bicycle Coalition			
In Person Meeting 10-16	Daniel Hom	Office of Assemblymember Gipson			
In Person Meeting 10-16	Holly Osborn	Resident			
In Person Meeting 10-16	Miracle Enyoghwerho	FACE			
In Person Meeting 10-16	Dianne Thomas				
In Person Meeting 10-16	Cedrick Hicks	Carson City Council			

Appendix F.2:
Zoom Attendee Report

Metro Caltrans

Attendee Report

Report Generated: 9/24/2024 11:28:00 AM

Topic	Webinar ID	Actual Start Time	Actual Duration (minutes)	# Registered	# Cancelled	Unique Viewers	Total Users	Max Concurrent Views	Enable Registration
I-405 Wilmington Av to Main St Improvements Pro	841 8469 6530	9/17/2024 11:15	136	31	0	26	60	24	Yes

Host Details

Attended	User Name (Original Name)	Email	Join Time	Leave Time	Time in Session (minutes)	Is Guest	Country/Region Name
Yes	Nancy Verduzco# Outreach (Arellano As	zoom@arellanoassociates.com	9/17/2024 11:15	9/17/2024 13:31	136	No	United States
Yes	Arellano Associates	zoom@arellanoassociates.com	9/17/2024 11:16	9/17/2024 11:17	1	Yes	United States

Panelist Details

Attended	User Name (Original Name)	Email	Join Time	Leave Time	Time in Session (minutes)	Is Guest	Country/Region Name
Yes	Bengy Mitchell# Outreach (Bengy Mitch	bmitchell@arellanoassociates.com	9/17/2024 11:20	9/17/2024 13:31	131	Yes	United States
Yes	Matt Evans# Outreach (Matt Evans)	mevans@arellanoassociates.com	9/17/2024 11:21	9/17/2024 13:31	130	Yes	United States
Yes	Laura Herrera# Outreach (Laura Herrera	lherrera@arellanoassociates.com	9/17/2024 11:15	9/17/2024 13:31	136	Yes	United States
Yes	Mikayla Mitchell# Outreach (Mikayla Mi	mmitchell@arellanoassociates.com	9/17/2024 11:17	9/17/2024 13:31	134	Yes	United States
Yes	Angie Kung# Technical Team (Angie Kun	angie@egpconsult.com	9/17/2024 11:28	9/17/2024 13:31	123	Yes	United States
Yes	Michael Hynes# Technical Team (Micha	michael.hynes@hdrinc.com	9/17/2024 11:30	9/17/2024 13:31	121	Yes	United States
Yes	Mark Dierking	dierkingm@metro.net	9/17/2024 11:30	9/17/2024 13:31	121	Yes	United States
Yes	Robert Machuca	machucar@metro.net	9/17/2024 11:48	9/17/2024 13:31	103	Yes	United States
Yes	Karl Price	karl.price@dot.ca.gov	9/17/2024 11:31	9/17/2024 11:42	12	Yes	United States
Yes	Karl Price	karl.price@dot.ca.gov	9/17/2024 11:42	9/17/2024 13:31	109	Yes	United States
Yes	Elisabeth Rosenson# Outreach (Elisabet	erosenson@arellanoassociates.com	9/17/2024 11:15	9/17/2024 11:43	28	Yes	United States
Yes	Elisabeth Rosenson	erosenson@arellanoassociates.com	9/17/2024 12:11	9/17/2024 12:16	6	Yes	United States
Yes	Elisabeth Rosenson	erosenson@arellanoassociates.com	9/17/2024 12:16	9/17/2024 13:31	75	Yes	United States
Yes	Elisabeth Rosenson	erosenson@arellanoassociates.com	9/17/2024 11:43	9/17/2024 12:11	28	Yes	Japan
Yes	Rocky Rojas	rocky.rojas@dot.ca.gov	9/17/2024 11:30	9/17/2024 13:31	121	Yes	United States
Yes	Andy Sywak	sywaka@metro.net	9/17/2024 11:34	9/17/2024 13:31	117	Yes	United States
Yes	Keven Michel# Outreach (Keven Michel	kmichel@arellanoassociates.com	9/17/2024 11:16	9/17/2024 13:31	135	Yes	United States
Yes	Spanish interpreter (interpreting_diana	interpreting_dianaorozco@yahoo.com	9/17/2024 11:49	9/17/2024 13:31	102	Yes	United States
Yes	Tagalog Interpreter (Dennis Castro) (der	dennis.castro@gmail.com	9/17/2024 11:26	9/17/2024 13:08	103	Yes	United States
Yes	dennis.castro@gmail.com	dennis.castro@gmail.com	9/17/2024 13:13	9/17/2024 13:23	11	Yes	United States
Yes	dennis.castro@gmail.com	dennis.castro@gmail.com	9/17/2024 13:10	9/17/2024 13:13	4	Yes	United States
Yes	Alma Galvan# Outreach (Alma Galvan)	agalvan@arellanoassociates.com	9/17/2024 11:15	9/17/2024 13:31	136	Yes	United States
Yes	Isaac Chavez# Outreach (Isaac Chavez)	ichavez@arellanoassociates.com	9/17/2024 11:15	9/17/2024 13:31	136	Yes	United States
Yes	Patrick Chandler# Metro (Patrick Chand	ChandlerP@metro.net	9/17/2024 11:35	9/17/2024 13:31	116	Yes	United States
Yes	Jawane Hilton# Mayor Pro Tem (Jawane	JHilton@carsonca.gov	9/17/2024 11:57	9/17/2024 12:06	9	Yes	United States
Yes	Kisheen Tulloss	KTulloss@carsonca.gov	9/17/2024 11:30	9/17/2024 12:06	36	Yes	United States
Yes	Edgar Gutierrez	egutierrez@arellanoassociates.com	9/17/2024 12:02	9/17/2024 12:02	1	Yes	United States
Yes	April Gedney# Court Reporter (April Ge	aprilgedney@gmail.com	9/17/2024 11:35	9/17/2024 13:31	116	Yes	United States

Attendee Details

Attended	User Name (Original Name)	First Name	Last Name	Email	Registration Time	Approval Status	Join Time	Leave Time	Time in Session (minutes)	Is Guest	Country/Region Name
Yes	Jacki Bacharach	Jacki	Bacharach	jacki@southbaycities.org	8/26/2024 12:56	approved	9/17/2024 12:01	9/17/2024 12:59	59	Yes	United States
Yes	Anne Tsai	Anne	Tsai	Annet@southbaycities.org	9/12/2024 17:57	approved	9/17/2024 12:00	9/17/2024 12:56	56	Yes	United States
Yes	Elise Ruiz	Elise	Ruiz	ruiz.elise@epa.gov.gov	9/16/2024 10:53	approved	9/17/2024 12:00	9/17/2024 12:55	55	Yes	United States
Yes	Margie Revilla-Garcia	Margie	Revilla-Garcia	mrevilla@carsonca.gov	9/16/2024 17:28	approved	9/17/2024 12:00	9/17/2024 12:26	26	Yes	United States
Yes	Margie Revilla-Garcia	Margie	Revilla-Garcia	mrevilla@carsonca.gov			9/17/2024 12:26	9/17/2024 12:52	27	Yes	United States
Yes	Gilbert Marquez	Gilbert	Marquez	gmarquez@carsonca.gov	9/17/2024 8:04	approved	9/17/2024 12:03	9/17/2024 13:02	59	Yes	United States
Yes	Nicole Hernandez	Nicole	Hernandez	HernandezN3@metro.net	9/17/2024 8:21	approved	9/17/2024 12:01	9/17/2024 12:57	57	Yes	United States
Yes	Arlington Rodgers	Arlington	Rodgers	arodgers@carsonca.gov	9/17/2024 8:42	approved	9/17/2024 12:03	9/17/2024 12:44	41	Yes	United States
Yes	Holly Osborne	Holly	Osborne	nredschool@yahoo.com	9/17/2024 8:42	approved	9/17/2024 12:00	9/17/2024 13:31	91	Yes	United States
Yes	Neslly Herrera	Neslly	Herrera	nesllyherrera@gmail.com	9/17/2024 11:58	approved	9/17/2024 12:03	9/17/2024 13:28	85	Yes	United States
Yes	Joe Linton	Joe	Linton	joe@streetsblog.org	9/17/2024 11:59	approved	9/17/2024 12:00	9/17/2024 13:31	91	Yes	United States
Yes	Ray Aldridge	Ray	Aldridge	ray@etw2000.com	9/17/2024 11:59	approved	9/17/2024 12:00	9/17/2024 13:31	91	Yes	United States
Yes	Mohammed Chowdhury	Mohammed	Chowdhury	mohammed.chowdhury@dot.ca.gov	9/17/2024 12:00	approved	9/17/2024 12:01	9/17/2024 13:31	90	Yes	United States
Yes	Richard Galvin	Richard	Galvin	richard@gpaconsulting-us.com	9/17/2024 12:01	approved	9/17/2024 12:01	9/17/2024 13:31	90	Yes	Costa Rica
Yes	Edgar Gutierrez	Edgar	Gutierrez	edd.gutierrez@gmail.com	9/17/2024 12:01	approved	9/17/2024 12:01	9/17/2024 12:02	1	Yes	United States
Yes	Edgar Gutierrez	Edgar	Gutierrez	edd.gutierrez@gmail.com			9/17/2024 12:03	9/17/2024 13:15	72	Yes	United States
Yes	Erica Guico	Erica	Guico	eguico@carsonca.gov	9/17/2024 12:01	approved	9/17/2024 12:01	9/17/2024 12:59	59	Yes	United States
Yes	Erica Guico	Erica	Guico	eguico@carsonca.gov			9/17/2024 13:05	9/17/2024 13:05	1	Yes	United States
Yes	Adam Sayad	Adam	Sayad	sayada@metro.net	9/17/2024 12:01	approved	9/17/2024 12:02	9/17/2024 13:30	89	Yes	United States
Yes	Karl Eggers	Karl	Eggers	eggman84k@gmail.com	9/17/2024 12:02	approved	9/17/2024 12:02	9/17/2024 13:11	69	Yes	United States
Yes	John Merrill	John	Merrill	jmerrill@carsonca.gov	9/17/2024 12:03	approved	9/17/2024 12:03	9/17/2024 13:31	88	Yes	United States
Yes	Fulgene Asuncion	Fulgene	Asuncion	asuncionf@metro.net	9/17/2024 12:04	approved	9/17/2024 12:04	9/17/2024 13:29	86	Yes	United States
Yes	Lily Foster	Lily	Foster	fosterli@metro.net	9/17/2024 12:12	approved	9/17/2024 12:13	9/17/2024 12:27	15	Yes	United States
Yes	Roye Love	Roye	Love	royelovesr@aol.Com	9/17/2024 12:16	approved	9/17/2024 12:16	9/17/2024 13:31	75	Yes	United States
Yes	Alisa Almanzan	Alisa	Almanzan	alisa.almanzan@dot.ca.gov	9/17/2024 12:17	approved	9/17/2024 12:53	9/17/2024 13:13	21	Yes	United States
Yes	Doug Mensman	Doug	Mensman	doug.mensman@lacity.org	9/17/2024 12:17	approved	9/17/2024 12:17	9/17/2024 13:31	74	Yes	United States
Yes	Cheryll Cooks	Cheryll	Cooks	CCooks@sbwib.org	9/17/2024 12:30	approved	9/17/2024 12:30	9/17/2024 13:31	61	Yes	United States
Yes	Arleen Rojas	Arleen	Rojas	Arojas@carsonca.gov	9/17/2024 12:40	approved	9/17/2024 12:40	9/17/2024 13:31	51	Yes	United States
No	Jackson	Jackson	Hurst	ghostlightmater@yahoo.com	8/27/2024 14:24	approved	--	--	--	--	
No	robert	robert	morton	cleanwater9@yahoo.com	9/9/2024 16:56	approved	--	--	--	--	
No	Richard	Richard	Lesser	richard@resolutionsdev.com	9/12/2024 14:51	approved	--	--	--	--	
No	Corie	Corie	Lahr	clahr@markthomas.com	9/13/2024 16:37	approved	--	--	--	--	
No	Anne	Anne	Yoon	ayoon@bos.lacounty.gov	9/13/2024 18:32	approved	--	--	--	--	
No	greta	greta	price	gdonnettap@aol.com	9/13/2024 22:09	approved	--	--	--	--	

Other Attended

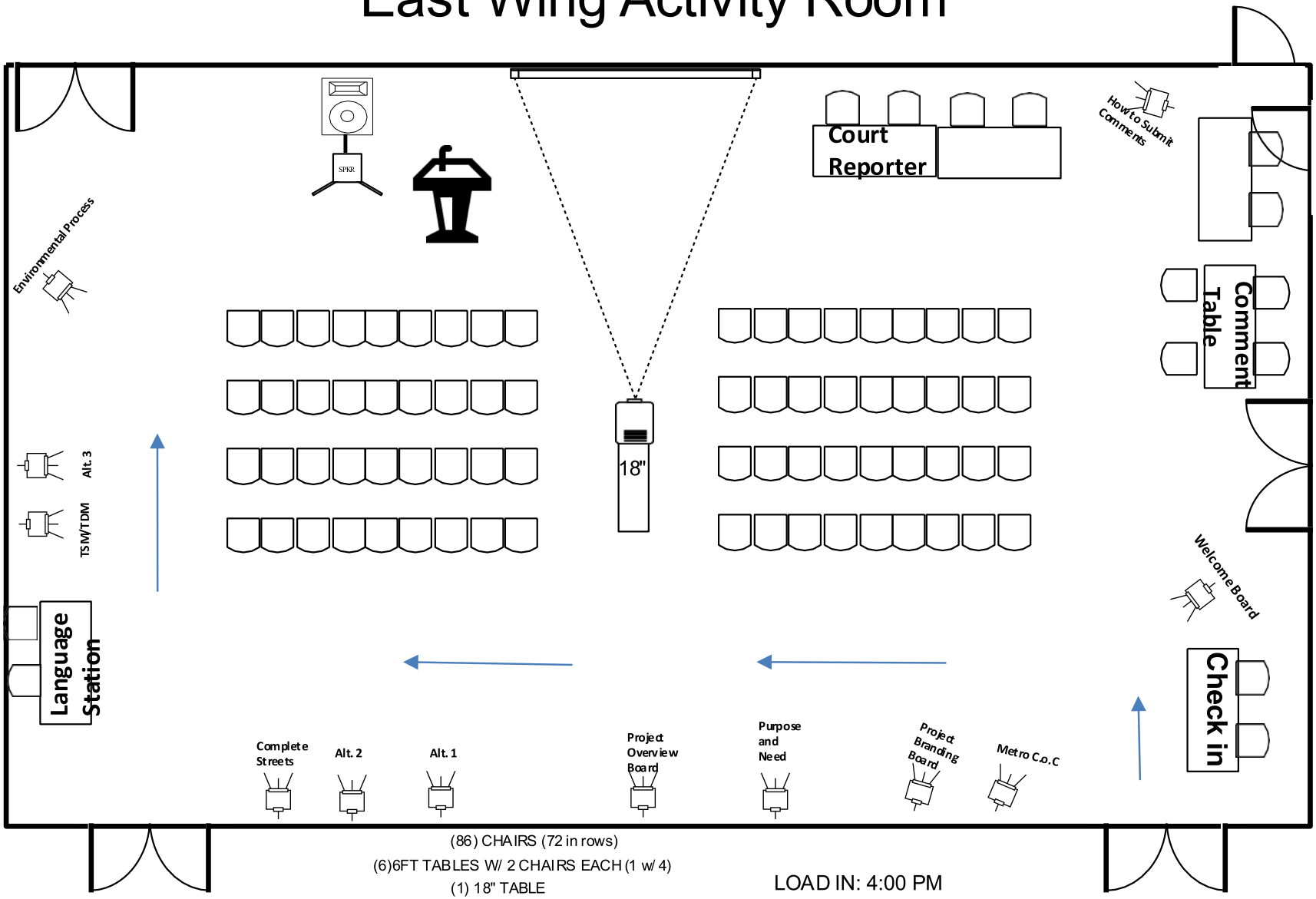
User Name	Join Time	Leave Time	Time in Session (minutes)	Is Guest	Country/Region Name
	12132004077	9/17/2024 12:45	9/17/2024 12:53	9 Yes	United States
	12132004077	9/17/2024 12:23	9/17/2024 12:44	21 Yes	United States

Appendix F.3: Floorplan

Metro

Caltrans

East Wing Activity Room



(86) CHAIRS (72 in rows)
(6)6FT TABLES W/ 2 CHAIRS EACH (1 w/ 4)
(1) 18" TABLE
PODIUM
DONS AV: SPEAKER W/MIC
CLIENT: PROJECTOR & SCREEN

LOAD IN: 4:00 PM
EVENT: 6:00-7:30 PM
LOAD OUT BY 8:30 PM

EXIT (Doors Closed)

ENTRANCE

Appendix F.4:
Meeting Presentations

Metro

Caltrans

Welcome!

> **We will begin momentarily...**

Metro

"We're planning to improve mobility and safety along the 405"

Scoping Presentation

September 17, 2024, 12:00pm

I-405 FROM WILMINGTON AV TO MAIN ST IMPROVEMENTS PROJECT

Zoom Meeting Interpretation

> This meeting is transmitted in English, Spanish and Tagalog.

> Everyone **must choose the preferred language** they would like to hear the meeting.

> Click the **Interpretation** icon in your meeting controls to enter into an *English, Spanish or Tagalog* room

> To hear the interpreted language only, click **Mute Original Audio** (Optional)

Welcome!

City of Carson

Mayor Pro Tem District 1

Jawane Hilton

Agenda

> Meeting Interpretation

> Introductions/Project Team

> Environmental Review

> Project Overview

> Project Alternatives

> Project Schedule

> How to Comment

How to Comment

Comment Period through Thursday, October 10, 2024

Formal Comments:
Formal comments can be submitted by mail or email. These comments will be documented in the Draft Environmental Document.

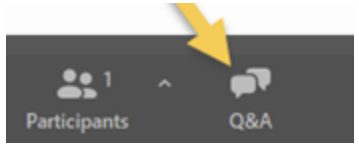
Email: *wilmington@metro.net*

Mail:

Karl Price
Senior Environmental Scientist
Caltrans
Division of Environmental Planning
100 S. Main Street – MS 16A
Los Angeles, CA 90012

Formal Comments during this meeting:

- Written comments may be given using the **Q&A** function in Zoom.
- Look for the **Q&A button** on the control panel, at the bottom of your screen.



- Verbal comments may also be provided. Speakers will be given a 1-minute time limit.
- A court reporter is present to record your comment responses.
- Remember to state your name and speak clearly

All comments will be shared with the Environmental Project Team.

Metro Code of Conduct

Metro is committed to ensuring that all participants can fairly and clearly share ideas, comments and concerns about this project. To provide a safe and equitable process, we are asking for your help.

During this meeting, please:

> Respect the format of the meeting and allow everyone an opportunity to comment

> Turn off cell phones and background noise during presentation

> Treat fellow community members, agency representatives, Metro staff and others with respect

> Address all comments to Metro staff and consultants

> Maintain a conversational tone

Non-Discrimination Policy Statement

The California Department of Transportation, under Title VI of the Civil Rights Act of 1964, ensures "No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance."

Caltrans will make every effort to ensure nondiscrimination in all of its services, programs and activities, whether they are federally funded or not, and that services and benefits are fairly distributed to all people, regardless of race, color, or national origin. In addition, Caltrans will facilitate meaningful participation in the transportation planning process in a non-discriminatory manner.

Related federal statutes, remedies, and state law further those protections to include sex, disability, religion, sexual orientation, and age.

For information or guidance on how to file a complaint, or obtain more information regarding Title VI, please contact the Title VI Branch Manager at (916) 639-6392 or visit the following web page: *https://dot.ca.gov/programs/civil-rights/title-vi*.

To obtain this information in an alternate format such as Braille or in a language other than English, please contact the California Department of Transportation, Office of Civil Rights, at PO Box 942874, MS-79, Sacramento, CA 94274-0001; (916) 879-6768 (TTY 711); or at *Title.VI@dot.ca.gov*.

Project Partners

LA Metro

Caltrans District 7 and HQ

City of Carson

South Bay Cities Council of Governments (SBCCOG)

Today's Speakers

Robert Machuca
Project Manager
Metro

Mark Dierking
Community Relations
Director
Metro

Michael Hynes
Project Manger
Technical Consultant
HDR

Karl Price
Senior Environmental
Scientist
Caltrans – District 7

Environmental Review

The California Department of Transportation (Caltrans), in partnership with Metro, is preparing a Draft Environmental Document in compliance with CEQA and NEPA. Metro is the Sponsor and Caltrans is CEQA and NEPA Lead Agency.

Draft Environmental Impact Report/Environmental Assessment (EIR/EA)

California Environmental Quality Act (CEQA)

- Inform decision makers and the public about potential project impacts
- Prevent significant, avoidable impacts
- Identify mitigation strategies to reduce significant impacts
- Disclose how and why decisions about a project were made

National Environmental Policy Act (NEPA)

- Requires a detailed statement for proposed major Federal actions significantly affecting the quality of the human environment
- Significance of the project as a whole

Technical Studies

Technical studies that may be prepared to assess potential impacts more closely:

- Air Quality
- Biological Resources
- Community Impacts
- Cultural Resources
- Cumulative Impacts
- Geology and Soils
- Greenhouse Gas Emission
- Growth Inducement
- Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Noise and Vibration
- Paleontological Resources
- Population and Housing
- Public Services/Facilities
- Traffic/Transportation
- Visual/Aesthetics

Public Scoping Comments and Feedback

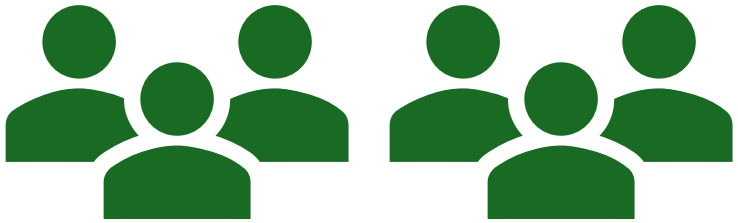
Metro has a plan to make it easier to get around the South Bay through this Project aimed at improving mobility, accessibility, safety

> Metro is formally initiating studies for the **I-405 from Wilmington Av to Main St Improvements Project** and would like your input on the proposed project improvements.

> The proposed improvements will enhance safety and operations across the corridor to improve your commute

Public scoping meetings are an important step in the environmental review process

> All comments received during the scoping period will be considered in the preparation of the Draft Environmental Impact Report (EIR) and Environmental Assessment (EA) in accordance with federal and state requirements



Project Schedule

Project Schedule

WE ARE HERE

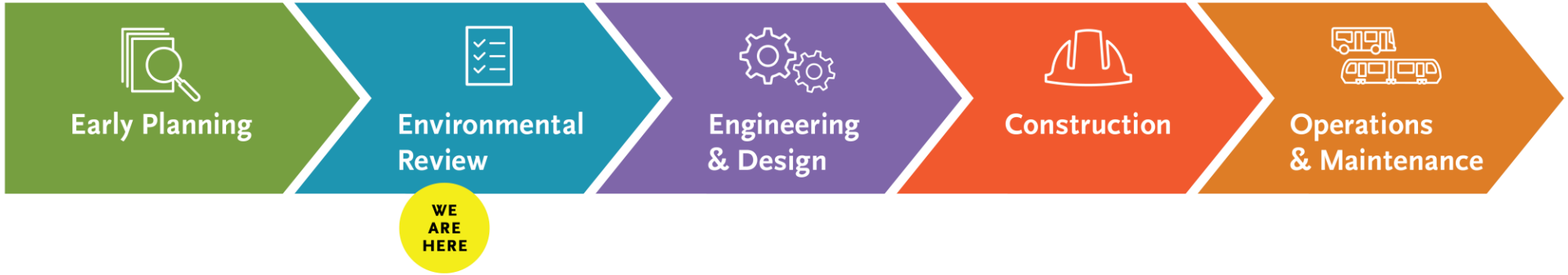
Fall 2024	2025	Winter 2026	Spring 2027
Public Scoping Public scoping meetings and project scoping comment period	**Conduct Environmental Analysis and Technical Studies**	**Draft EIR/EA Release** Public hearings and public comment period	**Final EIR/EA Release** Metro Board Approval

ONGOING PUBLIC PARTICIPATION

**Timeline subject to change*

Current Status

- The project is currently beginning the **environmental review process** | CEQA/NEPA
- The process starts with a scoping phase to gather input from public agencies, stakeholders, and the community
- Following the scoping period, technical studies are prepared to assess potential impacts more closely
- After completion of these studies, an Environmental Impact Report (EIR) and an Environmental Assessment (EA) is prepared
    - Public participation is critical during this phase
    - Opportunities will be provided during key milestones for the community to engage with the project, offer comments, and provide other feedback to help shape the project



Project Overview

Project Overview

> Approximately 3-mile corridor

> On I-405 from Wilmington Av to Main St (just south of I-110)

> Over 300,000 vehicles traverse this stretch of freeway daily, making this section of I-405 one of the busiest in the Los Angeles area

Project Overview

Tell us about your experiences on a Zoom Poll

Answer the questions in the Zoom Poll on your screen

> Have you driven this section of the 405 between Wilmington Av and Main St?

> Have you ever tried to merge on the freeway and had a hard time "weaving" into the line of cars?

> Have you either almost gotten in an accident yourself or witnessed an accident with other cars merging?

> Have you ever been planning to take the 405, and as you're close to the on-ramp, you see a solid red line on your GPS and decide to take nearby surface streets instead?

> Are you here tonight because you're worried about Metro property acquisitions?

Project Overview

- Metro is working in coordination with the California Department of Transportation (Caltrans) to propose enhancements that will improve safety and operations in the corridor
- Three alternatives are being evaluated as part of the proposed Project
- These include two build alternatives and one no-build alternative
- Implement complete street elements at freeway interchanges
- No permanent private parcel acquisitions

Project Need & Goals

Why is the Project Needed?

> Operational and weaving deficiencies between freeway interchanges

> Collision rates higher than statewide average

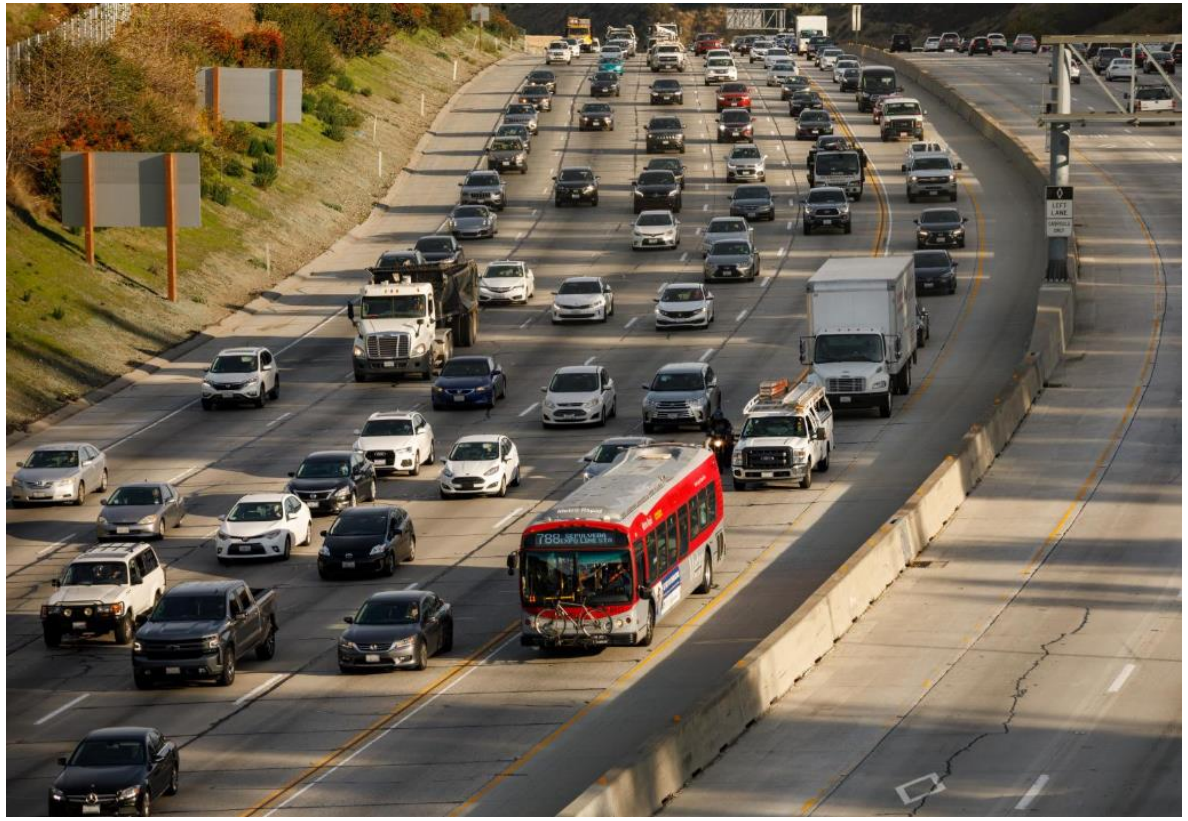
> Lack of connectivity for pedestrians and bicyclists at local interchanges

What are the Project Goals?

> Enhancing traffic time reliability and safety along I-405

> Providing equitable, accessible and sustainable travel options

> Promote economic connectivity and improve accessibility for goods movement



Our plan weaves efforts across four areas

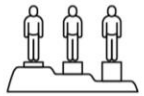
Better Transit

Improve Mobility

Complete Streets

Access to Opportunity

We're intentionally focused on *eliminating racial and socioeconomic disparities* and *advancing sustainable practices* in everything we do.

 Equity Sustainability

This project works to ease traffic

Better Transit

Transit Projects

Bus Improvements

New Mobility Options

Improve Mobility

Roadway Improvements

Mobility Management

Improved and Efficient Goods Movement

Complete Streets

Bike and Pedestrian Projects

Local Street Improvements

Station and Stop Access Enhancements

Access to Opportunity

Workforce Initiatives

Support for Local Businesses

Transit Oriented Communities

Project Map and Alternatives

Three alternatives are being evaluated as part of the proposed Project:

> **Alternative 1 –** No-Build

> **Alternative 2 –** Auxiliary Lanes and Complete Streets

> **Alternative 3 –** Transportation Systems Management (TSM) and Transportation Demand Management (TDM)

Proposed Improvements

What are Auxiliary Lanes?

> Auxiliary lanes are short distance lanes located between entrance/exit ramps designed to allow for speed change, weaving, and other safety purposes to help with efficient traffic movement

What are Complete Streets?

> “Complete Streets” is a method of street design that promotes increased access for all roadway users.

> Complete Streets elements will include ADA compliant sidewalks and curb ramps, additional bicycle facilities, improved lighting, visible crosswalks and accommodations of future transit and multi-modal trail connections

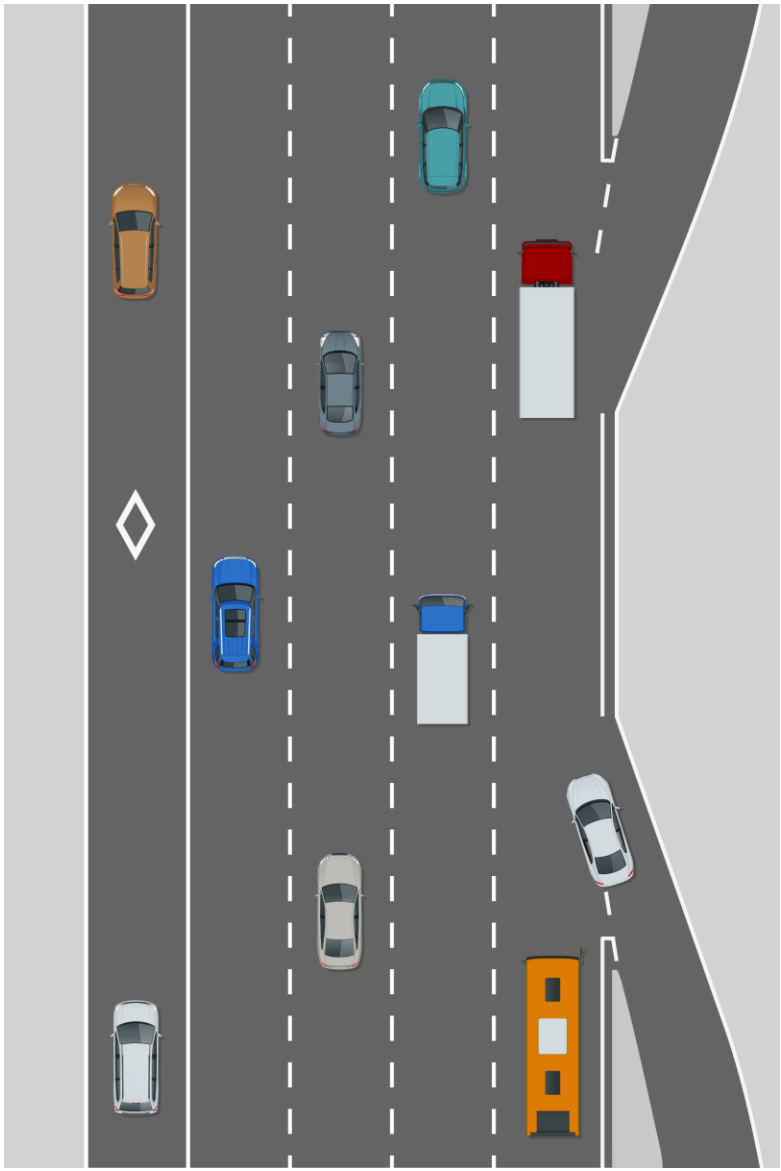
What are TSM/TDM strategies?

> Transportation Systems Management (TSM) and Transportation Demand Management (TDM) strategies include elements to improve traffic management. These may include: CCTV systems to monitor traffic movement, ramp metering and vehicle detection systems, street signal synchronization, turn lane additions, changeable message signs, and more

Project Alternatives

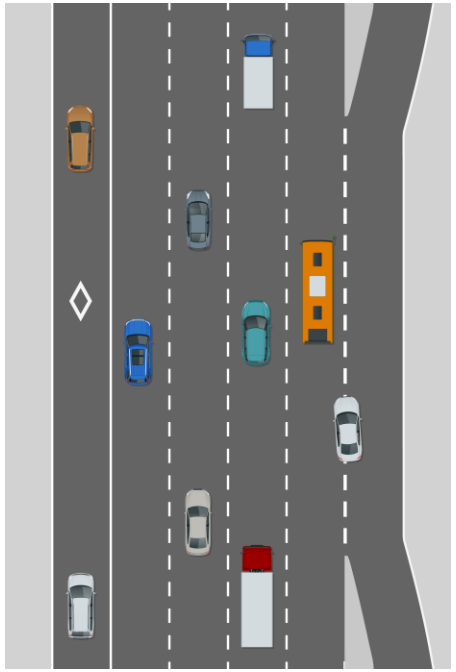
Alternative 1 – No-Build

- No improvements would take place
- As traffic demand increases throughout the project corridor, existing operational and safety issues would not be addressed or alleviated
- No multi-modal elements would be implemented



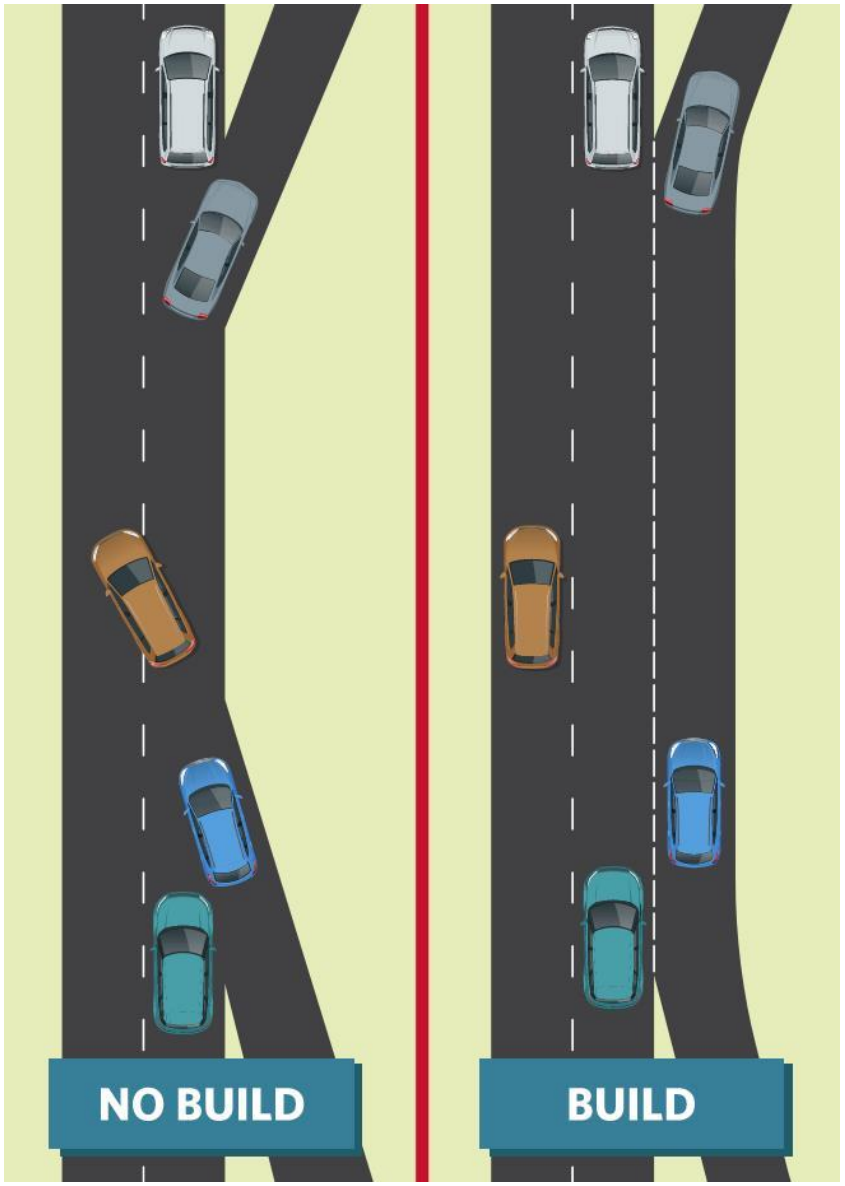
Alternative 2 – Auxiliary Lanes and Complete Streets

- Implement **two** auxiliary lanes on northbound I-405 and **two** auxiliary lanes on southbound I-405
- Implement Complete Streets elements
- Implement TSM/TDM elements



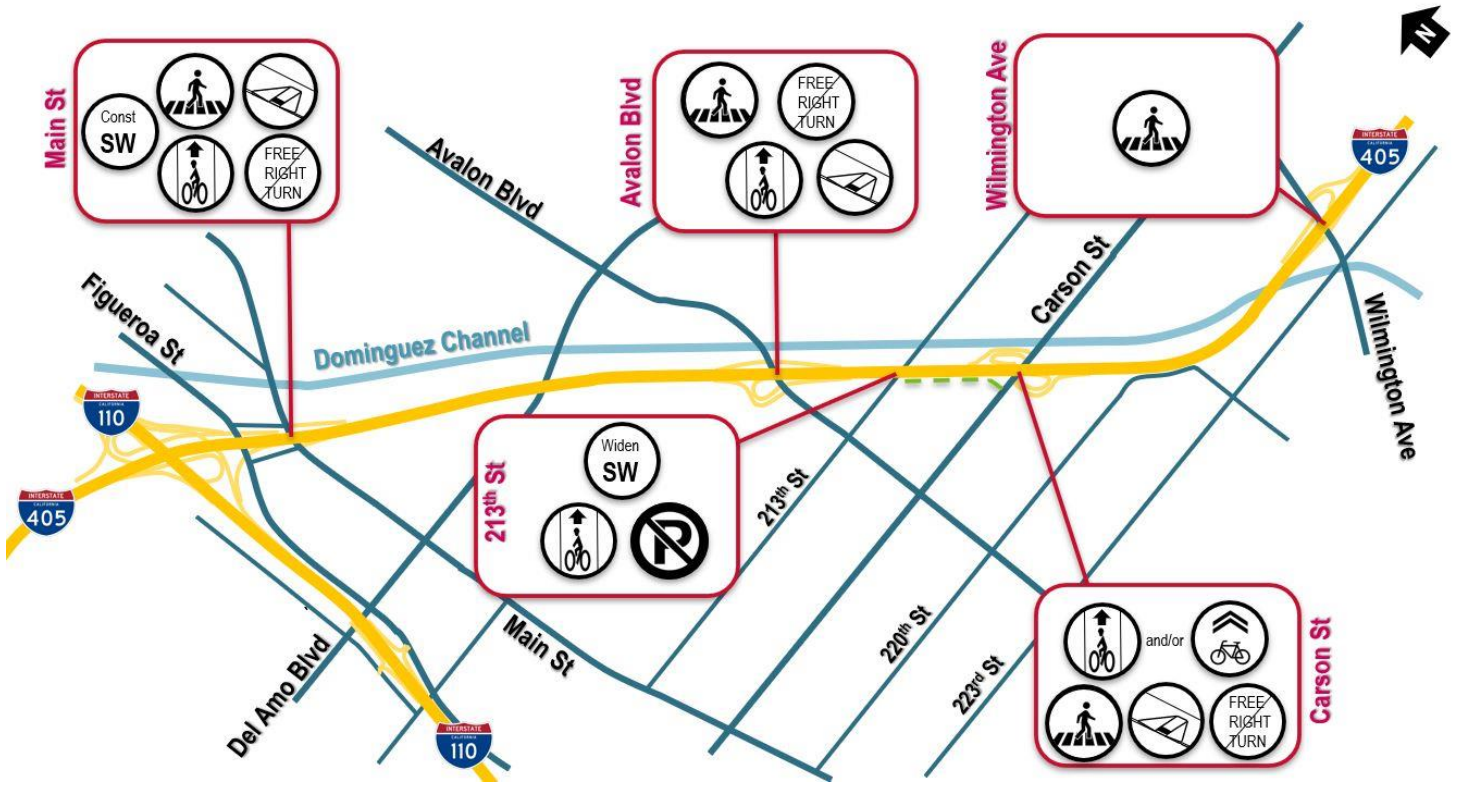
Auxiliary Lanes Overview

- Non-continuous lanes connected between on- and off-ramps
- Do not function as general-purpose lanes
- Provide more space and time for traffic to enter and exit the freeway
- Reduces vehicle movement conflict points



Example of roadway without and with auxiliary lanes

Complete Streets Elements (Alternatives 2 and 3)



> The Complete Streets elements pictures above are potential projects that **may** include ADA compliant sidewalks and curb ramps, additional bicycle facilities, improved lighting, visible crosswalks and accommodations of future transit and multimodal trail connections

Alternative 3 – TSM/TDM

- Implement TSM/TDM elements
- Implement Complete Streets elements

TSM/TDM Strategies

Transportation System Management (TSM)

Operational strategies to improve freeway management

Transportation Demand Management (TDM)

Strategies to reduce system demand

These include the following elements to improve traffic management and increased efficiency:

> Closed circuit television systems

> Ramp metering systems and vehicle detection systems

> Signal synchronization

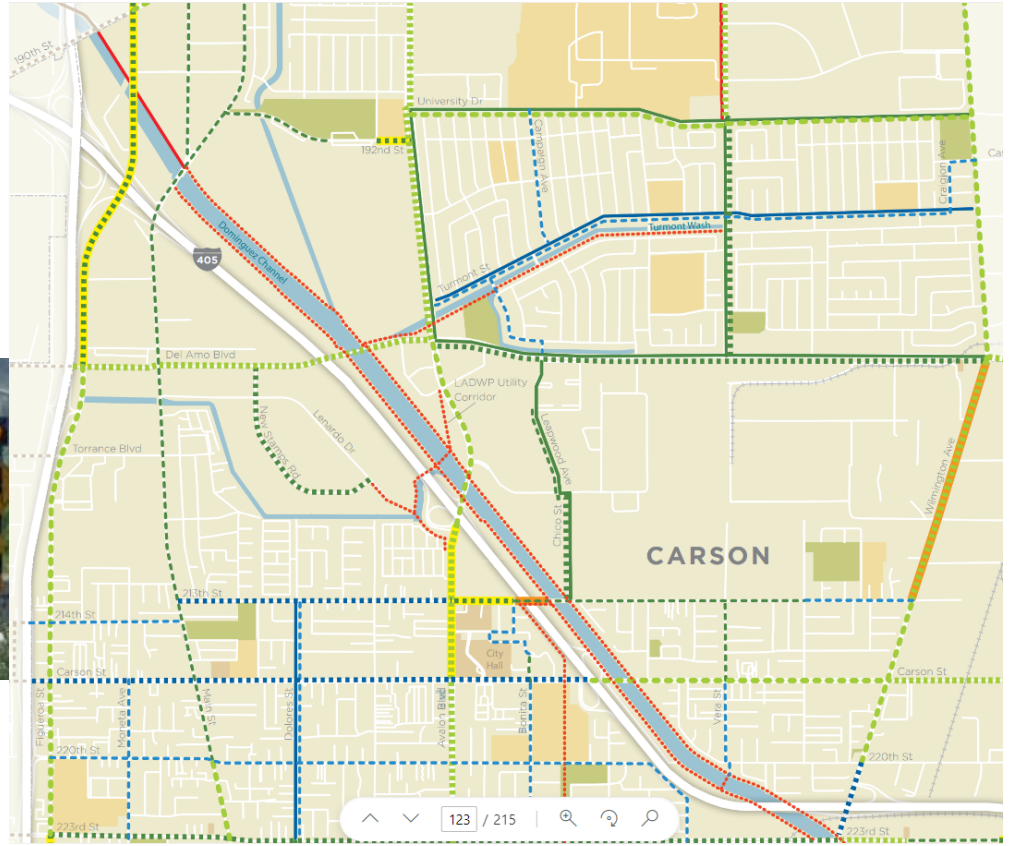
> Signalization/turn lane additions

> Changeable message signs

Regional Multimodal Benefits

Bicycle Improvements

- Evaluate planned and existing complete streets elements
- Improve multimodal connections to Dominguez Channel Trails
- Evaluate Class I and II bikeways on arterial streets
- Evaluate buffered bike lanes on arterial streets



Formal Comments

How to Comment

Comment Period through Thursday, October 10, 2024

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Email: *wilmington@metro.net*

Mail:

Karl Price
Senior Environmental Scientist
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Division of Environmental Planning
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Los Angeles, CA 90012

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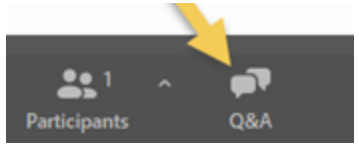

- Verbal comments may also be provided. Speakers will be given a 1-minute time limit.
- A court reporter is present to record your comment responses.
- Remember to state your name and speak clearly

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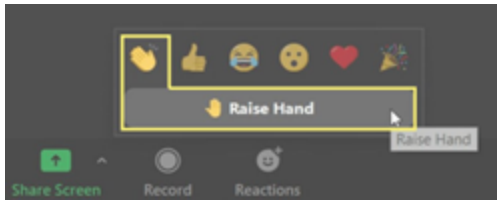

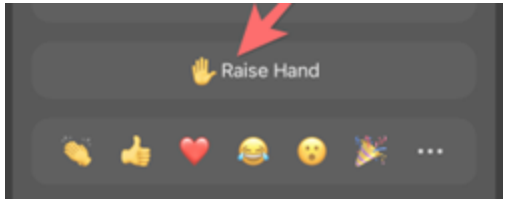

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Los Angeles, CA 90012

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@metrolosangeles

losangelesmetro

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Metro

"We're planning to improve mobility and safety along the 405"

Scoping Presentation

September 19, 2024, 6:00pm

I-405 FROM WILMINGTON AV TO MAIN ST IMPROVEMENTS PROJECT

Metro

Caltrans

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> Environmental Review

> Project Overview

> Project Alternatives

> Project Schedule

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Mark Dierking
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Michael Hynes
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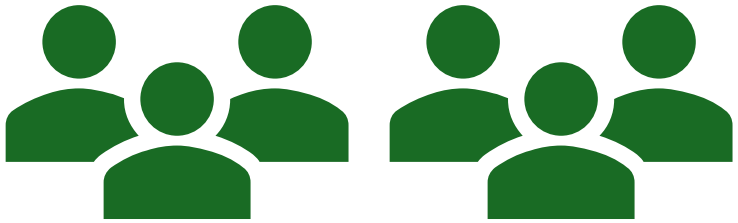

Project Schedule

Project Schedule

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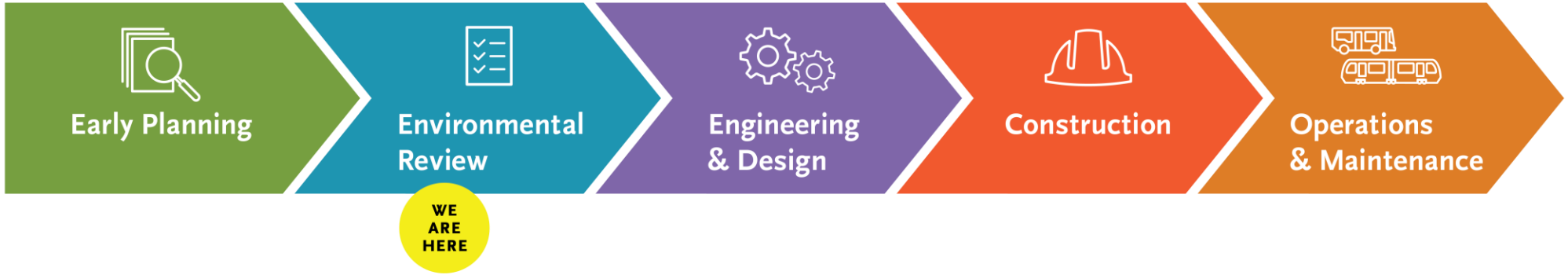

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Metro

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> On I-405 from Wilmington Av to Main St (just south of I-110)

> Over 300,000 vehicles traverse this stretch of freeway daily, making this section of I-405 one of the busiest in the Los Angeles area

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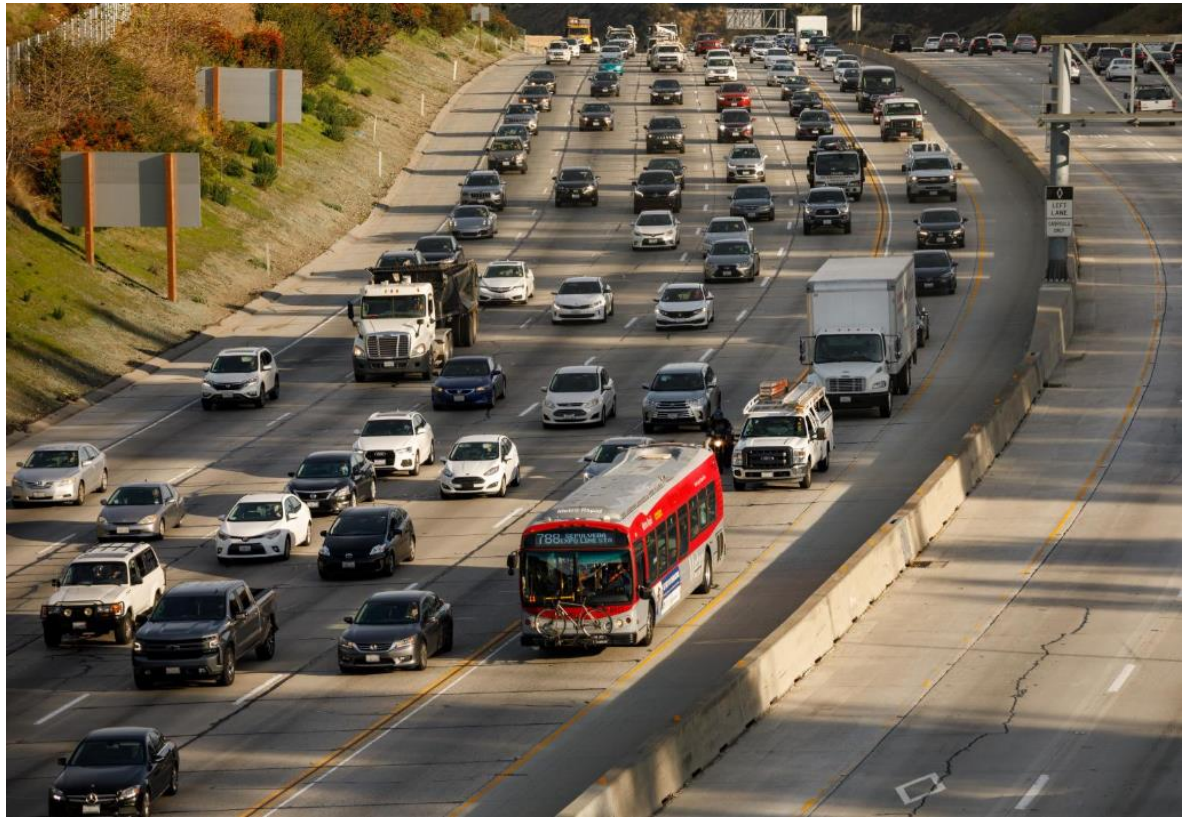
Project Need & Goals

Why is the Project Needed?

- Operational and weaving deficiencies between freeway interchanges
- Collision rates higher than statewide average
  - According to Caltrans data, 75% of all accidents in this stretch are rear-end and sideswipe collisions – indicative of heavy traffic conditions.

What are the Project Goals?

- Lack of connectivity for pedestrians and bicyclists at local interchanges
- Enhancing traffic time reliability and safety along I-405
- Providing equitable, accessible and sustainable travel options
- Promote economic connectivity and improve accessibility for goods movement



Our plan weaves efforts across four areas

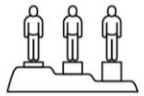
Better Transit

Improve Mobility

Complete Streets

Access to Opportunity

We're intentionally focused on *eliminating racial and socioeconomic disparities* and *advancing sustainable practices* in everything we do.

 Equity Sustainability

This project works to ease traffic

Better Transit

Transit Projects

Bus Improvements

New Mobility Options

Improve Mobility

Roadway Improvements

Mobility Management

Improved and Efficient Goods Movement

Complete Streets

Bike and Pedestrian Projects

Local Street Improvements

Station and Stop Access Enhancements

Access to Opportunity

Workforce Initiatives

Support for Local Businesses

Transit Oriented Communities

Project Map and Alternatives

Three alternatives are being evaluated as part of the proposed Project:

> **Alternative 1:** No-Build

> **Alternative 2:** Auxiliary Lanes and Complete Streets

> **Alternative 3:** Transportation Systems Management (TSM) and Transportation Demand Management (TDM) & Complete Streets

Proposed Improvements

What are Auxiliary Lanes?

> Auxiliary lanes are short distance lanes located between entrance/exit ramps designed to allow for speed change, weaving, and other safety purposes to help with efficient traffic movement

What are Complete Streets?

> “Complete Streets” is a method of street design that promotes increased access for all roadway users.

> Complete Streets elements will include ADA compliant sidewalks and curb ramps, additional bicycle facilities, improved lighting, visible crosswalks and accommodations of future transit and multi-modal trail connections

What are TSM/TDM strategies?

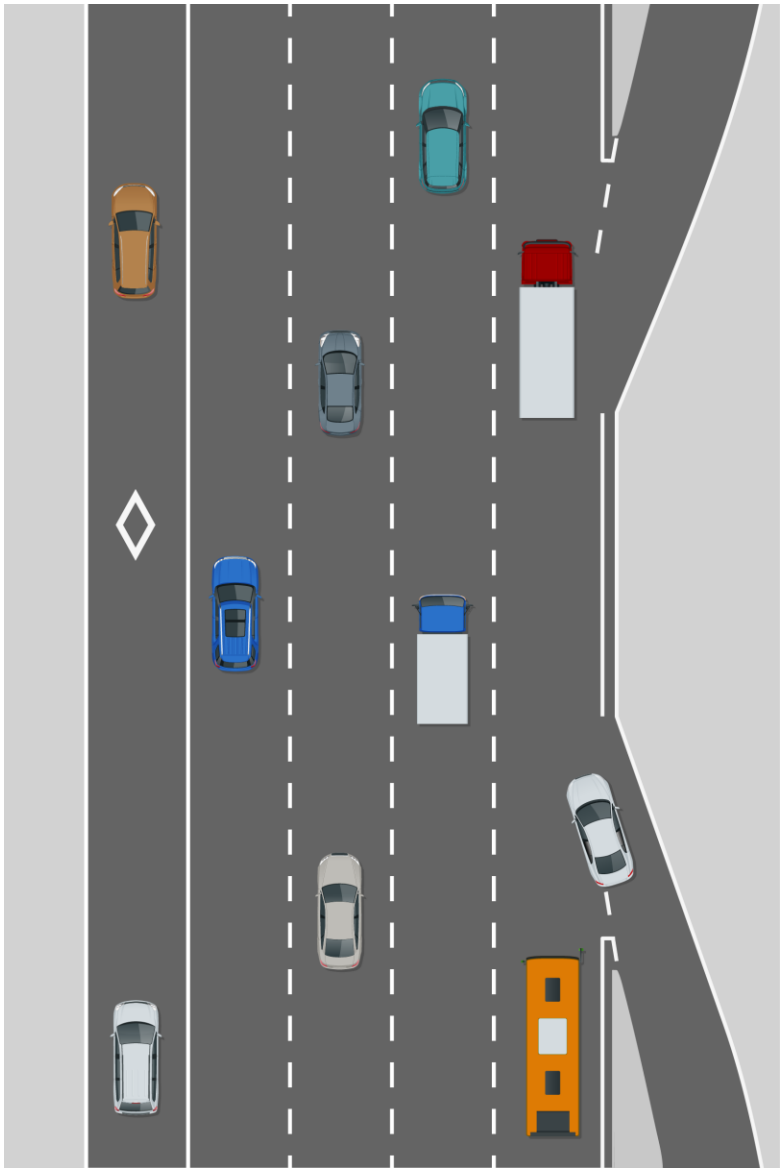
> Transportation Systems Management (TSM) and Transportation Demand Management (TDM) strategies include elements to improve traffic management. These may include: CCTV systems to monitor traffic movement, ramp metering and vehicle detection systems, street signal synchronization, turn lane additions, changeable message signs, and more

Project Alternatives

Metro

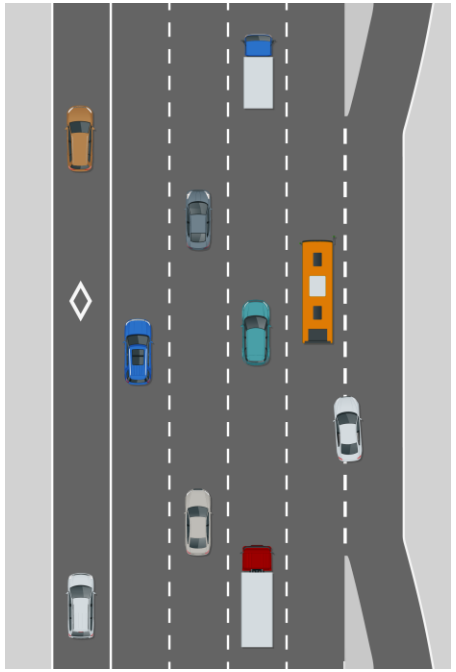
Alternative 1: No-Build

- No improvements would take place
- As traffic demand increases throughout the project corridor, existing operational and safety issues would not be addressed or alleviated
- No multi-modal elements would be implemented



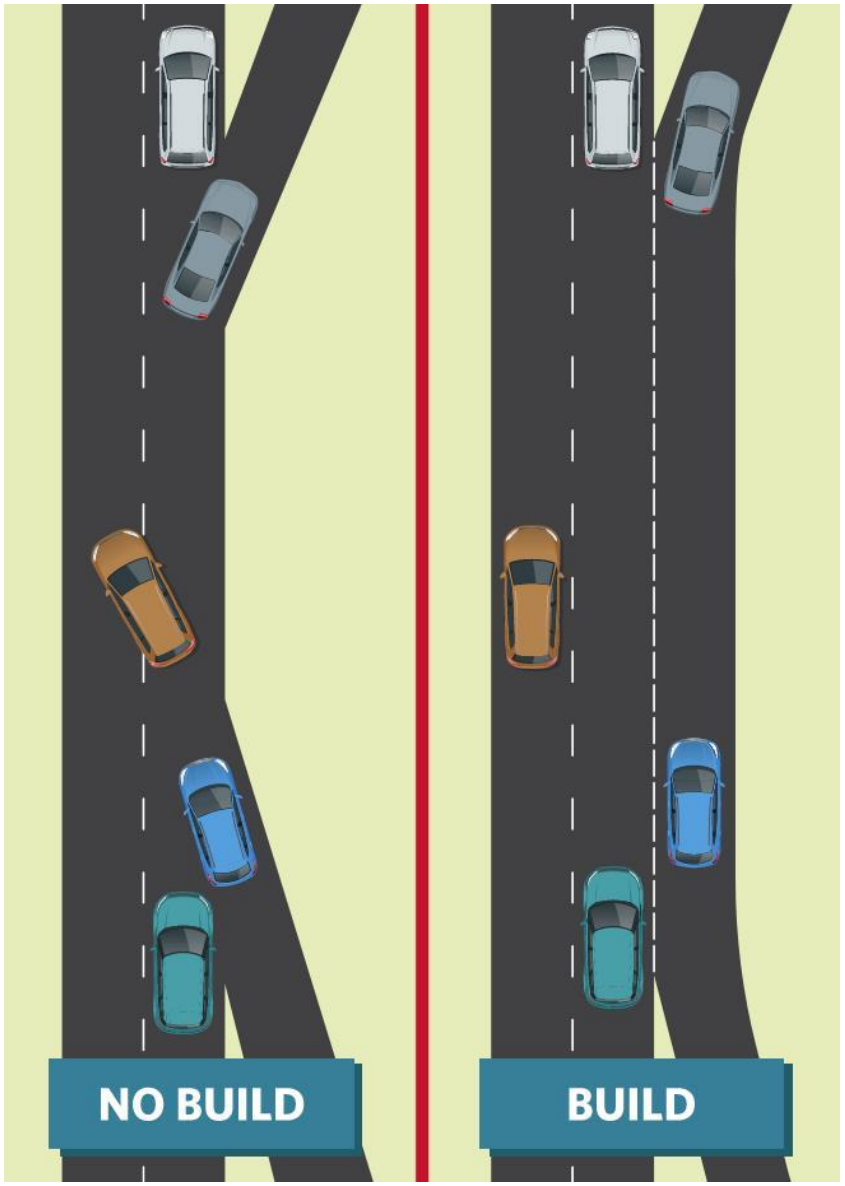
Alternative 2: Auxiliary Lanes and Complete Streets

- Implement **two** auxiliary lanes on northbound I-405 and **two** auxiliary lanes on southbound I-405
- Implement Complete Streets elements
- Implement TSM/TDM elements



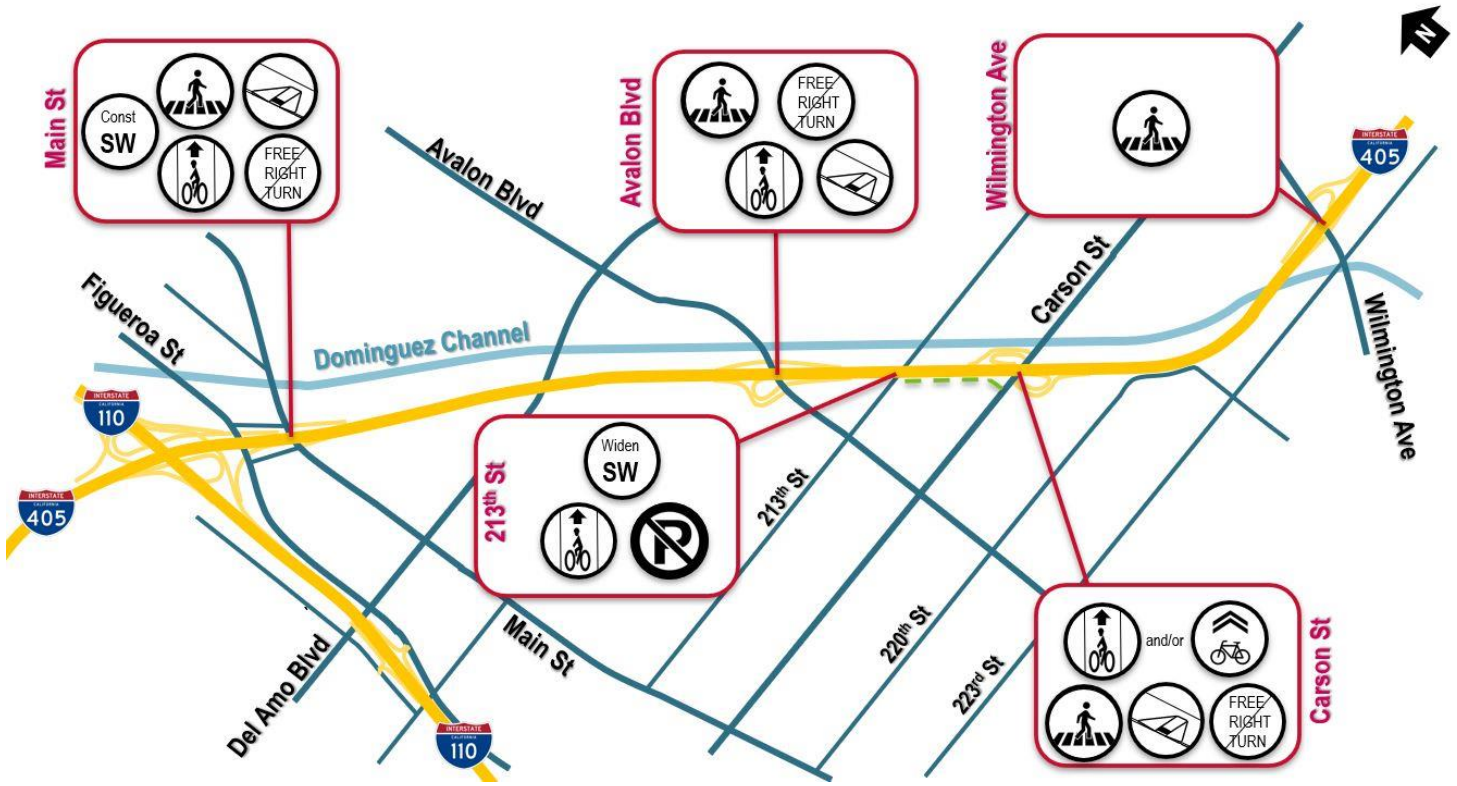
Auxiliary Lanes Overview

- Non-continuous lanes connected between on- and off-ramps
- Do not function as general-purpose lanes
- Provide more space and time for traffic to enter and exit the freeway
- Reduces vehicle movement conflict points



Example of roadway without and with auxiliary lanes

Complete Streets Elements (Alternatives 2 and 3)



> The Complete Streets elements pictures above are potential projects that **may** include ADA compliant sidewalks and curb ramps, additional bicycle facilities, improved lighting, visible crosswalks and accommodations of future transit and multimodal trail connections

Alternative 3: TSM/TDM

- Implement TSM/TDM elements
- Implement Complete Streets elements

TSM/TDM Strategies

Transportation System Management (TSM)

Operational strategies to improve freeway management

Transportation Demand Management (TDM)

Strategies to reduce system demand

These include the following elements to improve traffic management and increased efficiency:

> Closed circuit television systems

> Ramp metering systems and vehicle detection systems

> Signal synchronization

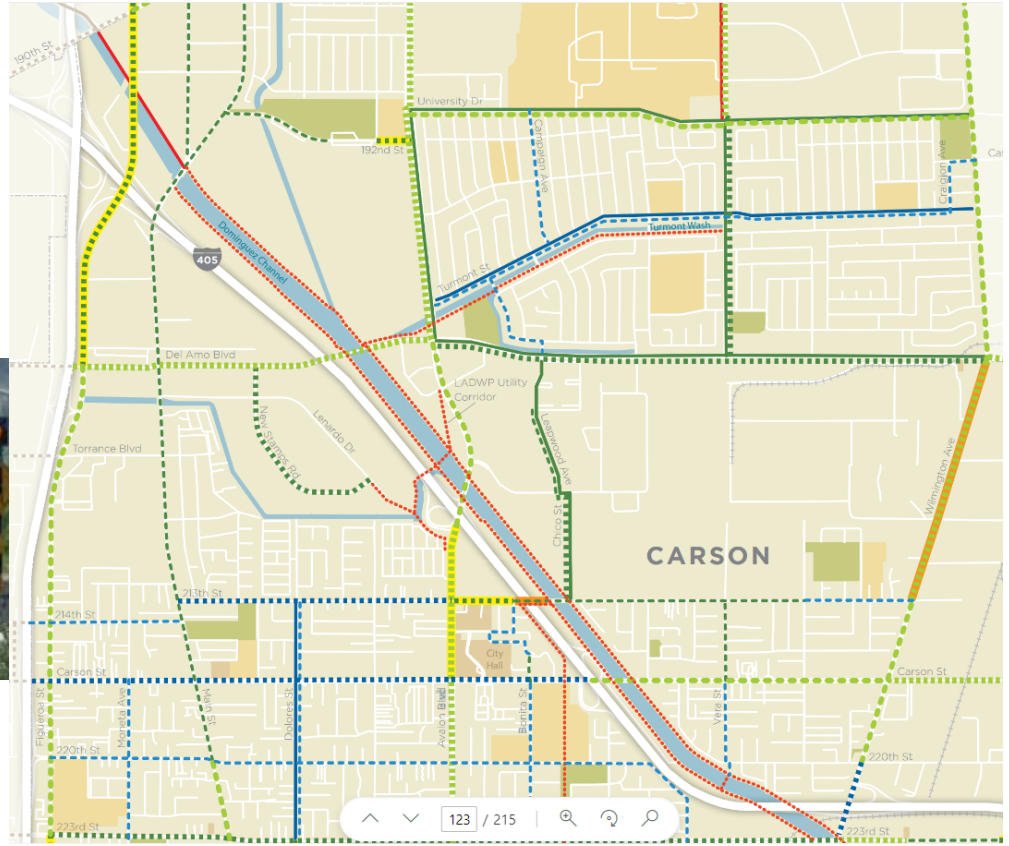
> Signalization/turn lane additions

> Changeable message signs

Regional Multimodal Benefits

Bicycle Improvements

- Evaluate planned and existing complete streets elements
- Improve multimodal connections to Dominguez Channel Trails
- Evaluate Class I and II bikeways on arterial streets
- Evaluate buffered bike lanes on arterial streets



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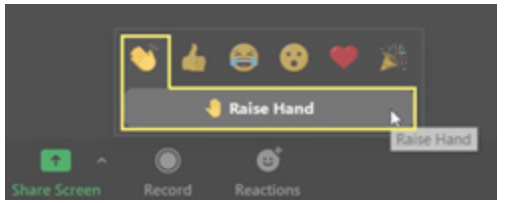

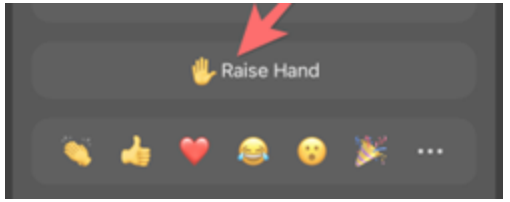

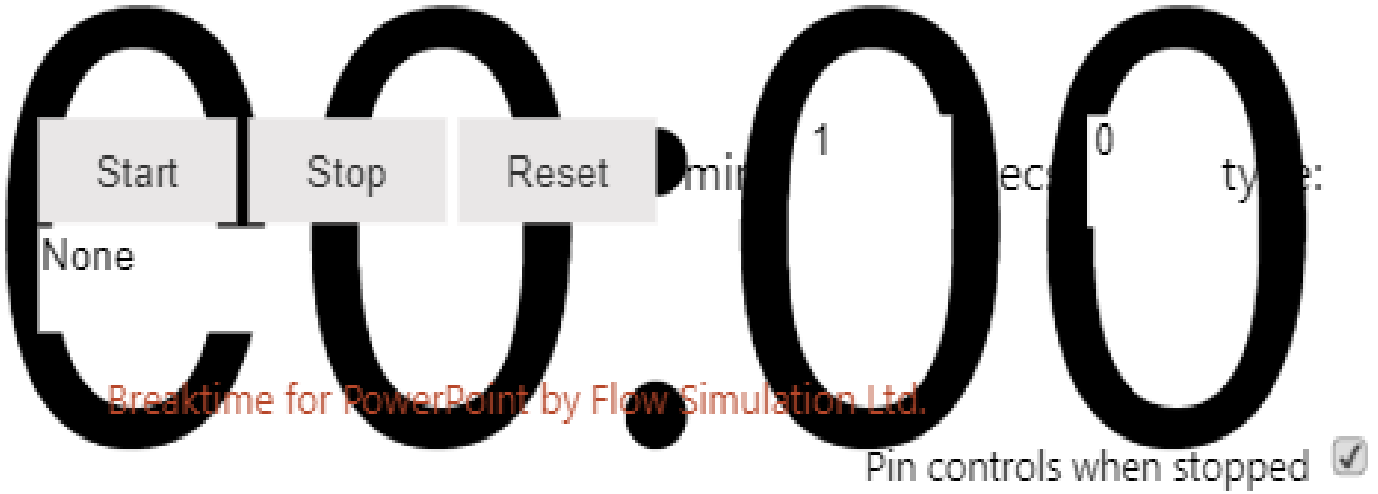

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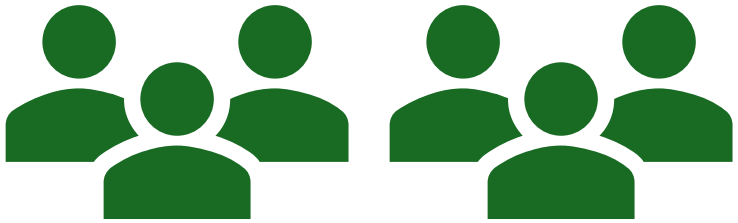

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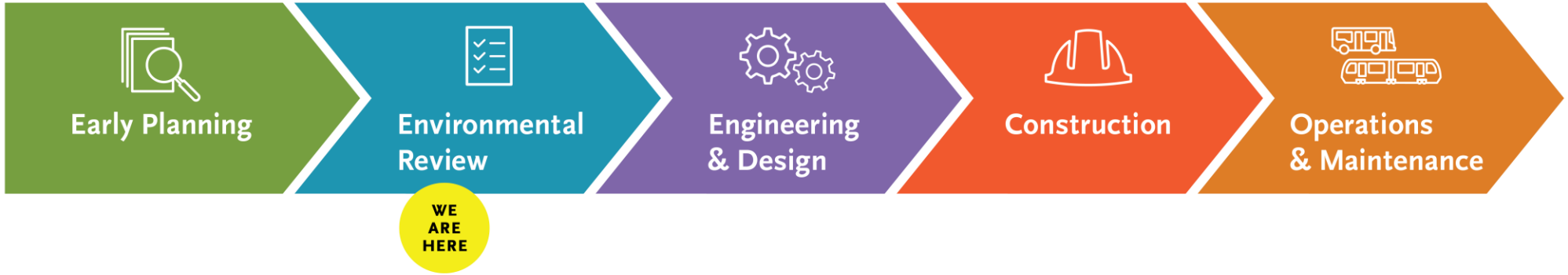

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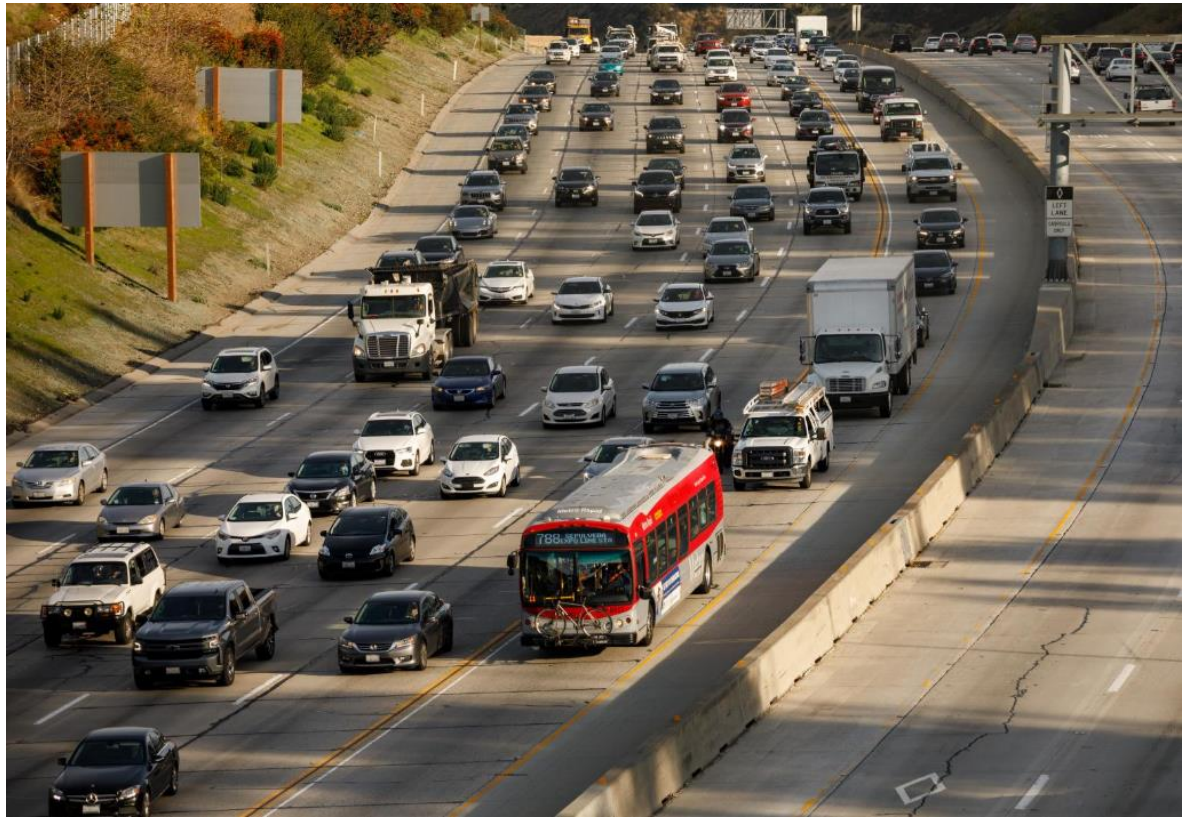
  - According to Caltrans data, 75% of all accidents in this stretch are rear-end and sideswipe collisions – indicative of heavy traffic conditions.

What are the Project Goals?

- Lack of connectivity for pedestrians and bicyclists at local interchanges
- Enhancing traffic time reliability and safety along I-405
- Providing equitable, accessible and sustainable travel options
- Promote economic connectivity and improve accessibility for goods movement



Our plan weaves efforts across four areas

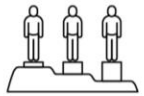
Better Transit

Improve Mobility

Complete Streets

Access to Opportunity

We're intentionally focused on *eliminating racial and socioeconomic disparities* and *advancing sustainable practices* in everything we do.

 Equity Sustainability

This project works to ease traffic

Better Transit

Transit Projects

Bus Improvements

New Mobility Options

Improve Mobility

Roadway Improvements

Mobility Management

Improved and Efficient Goods Movement

Complete Streets

Bike and Pedestrian Projects

Local Street Improvements

Station and Stop Access Enhancements

Access to Opportunity

Workforce Initiatives

Support for Local Businesses

Transit Oriented Communities

Project Map and Alternatives

Three alternatives are being evaluated as part of the proposed Project:

> **Alternative 1:** No-Build

> **Alternative 2:** Auxiliary Lanes and Complete Streets

> **Alternative 3:** Transportation Systems Management (TSM) and Transportation Demand Management (TDM) & Complete Streets

Proposed Improvements

What are Auxiliary Lanes?

> Auxiliary lanes are short distance lanes located between entrance/exit ramps designed to allow for speed change, weaving, and other safety purposes to help with efficient traffic movement

What are Complete Streets?

> “Complete Streets” is a method of street design that promotes increased access for all roadway users.

> Complete Streets elements will include ADA compliant sidewalks and curb ramps, additional bicycle facilities, improved lighting, visible crosswalks and accommodations of future transit and multi-modal trail connections

What are TSM/TDM strategies?

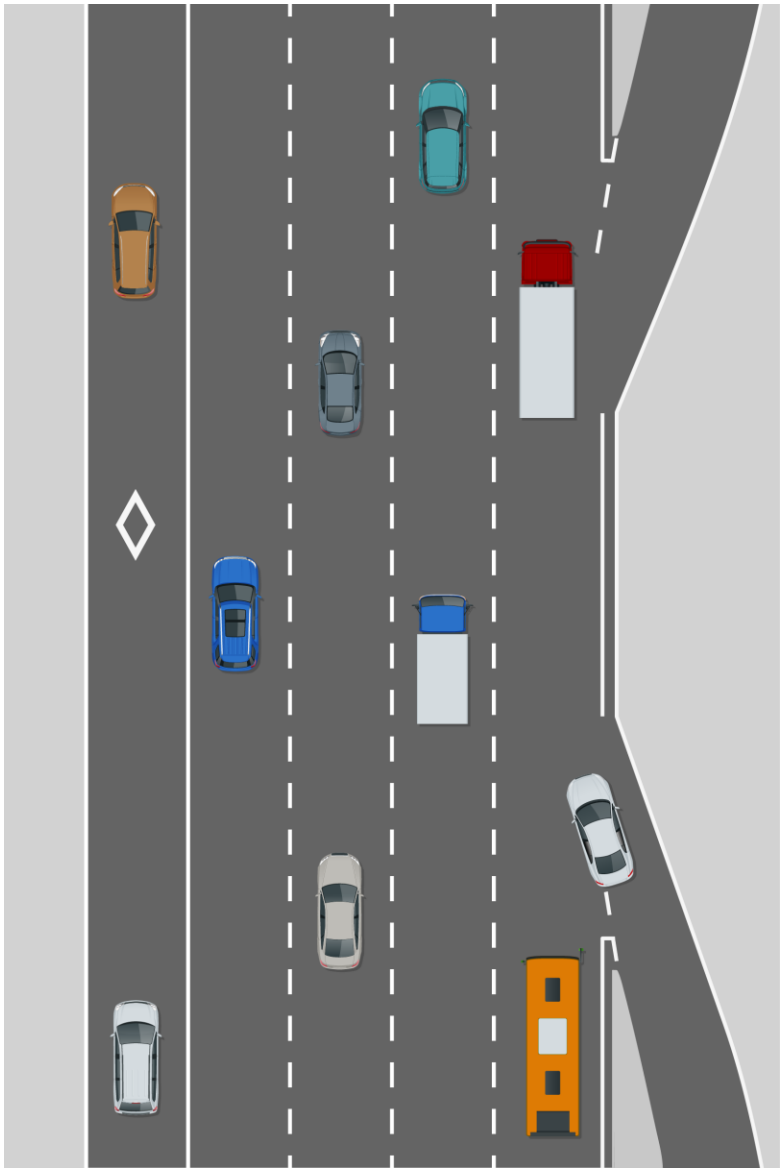
> Transportation Systems Management (TSM) and Transportation Demand Management (TDM) strategies include elements to improve traffic management. These may include: CCTV systems to monitor traffic movement, ramp metering and vehicle detection systems, street signal synchronization, turn lane additions, changeable message signs, and more

Project Alternatives

Metro

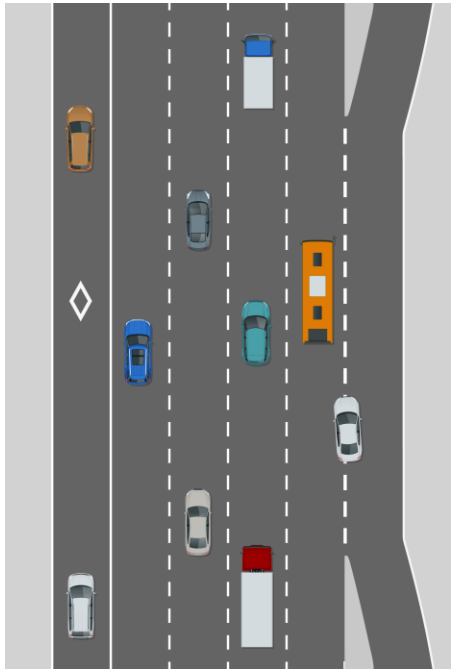
Alternative 1: No-Build

- No improvements would take place
- As traffic demand increases throughout the project corridor, existing operational and safety issues would not be addressed or alleviated
- No multi-modal elements would be implemented



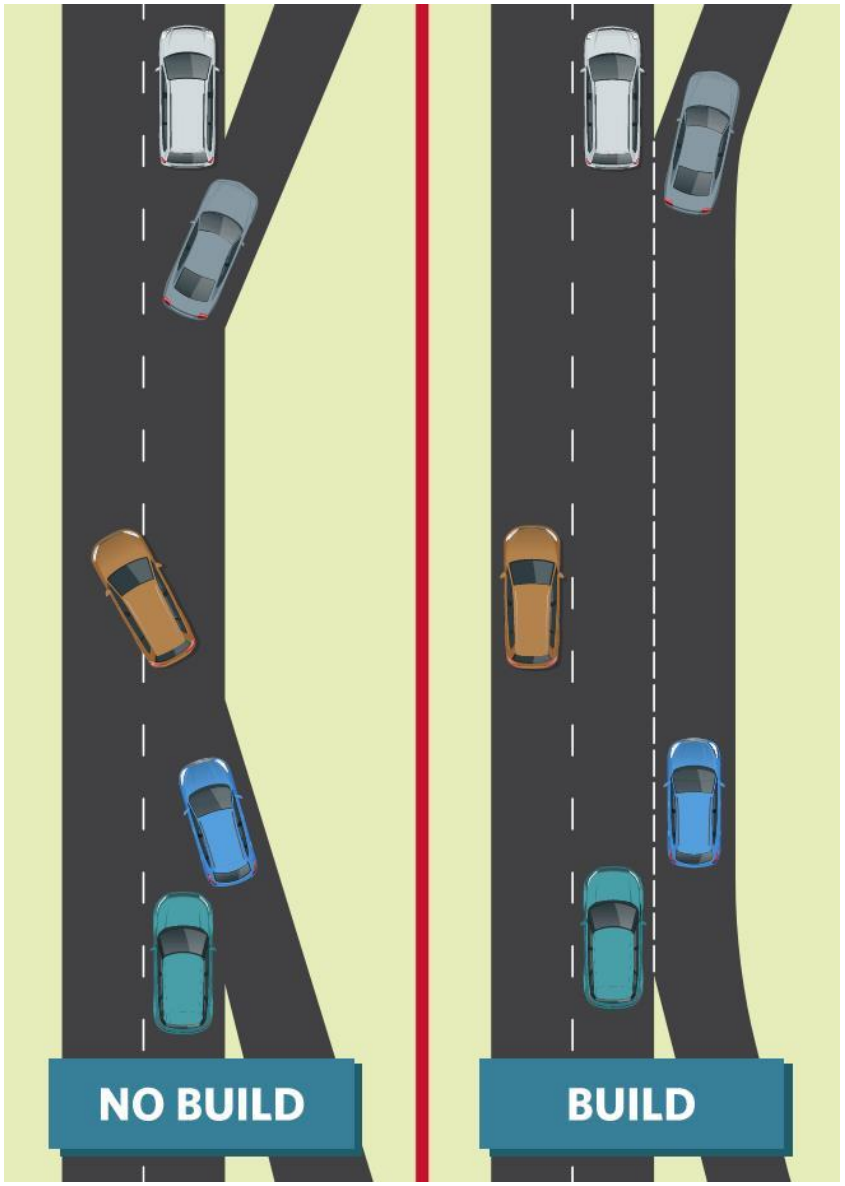
Alternative 2: Auxiliary Lanes and Complete Streets

- Implement **two** auxiliary lanes on northbound I-405 and **two** auxiliary lanes on southbound I-405
- Implement Complete Streets elements
- Implement TSM/TDM elements



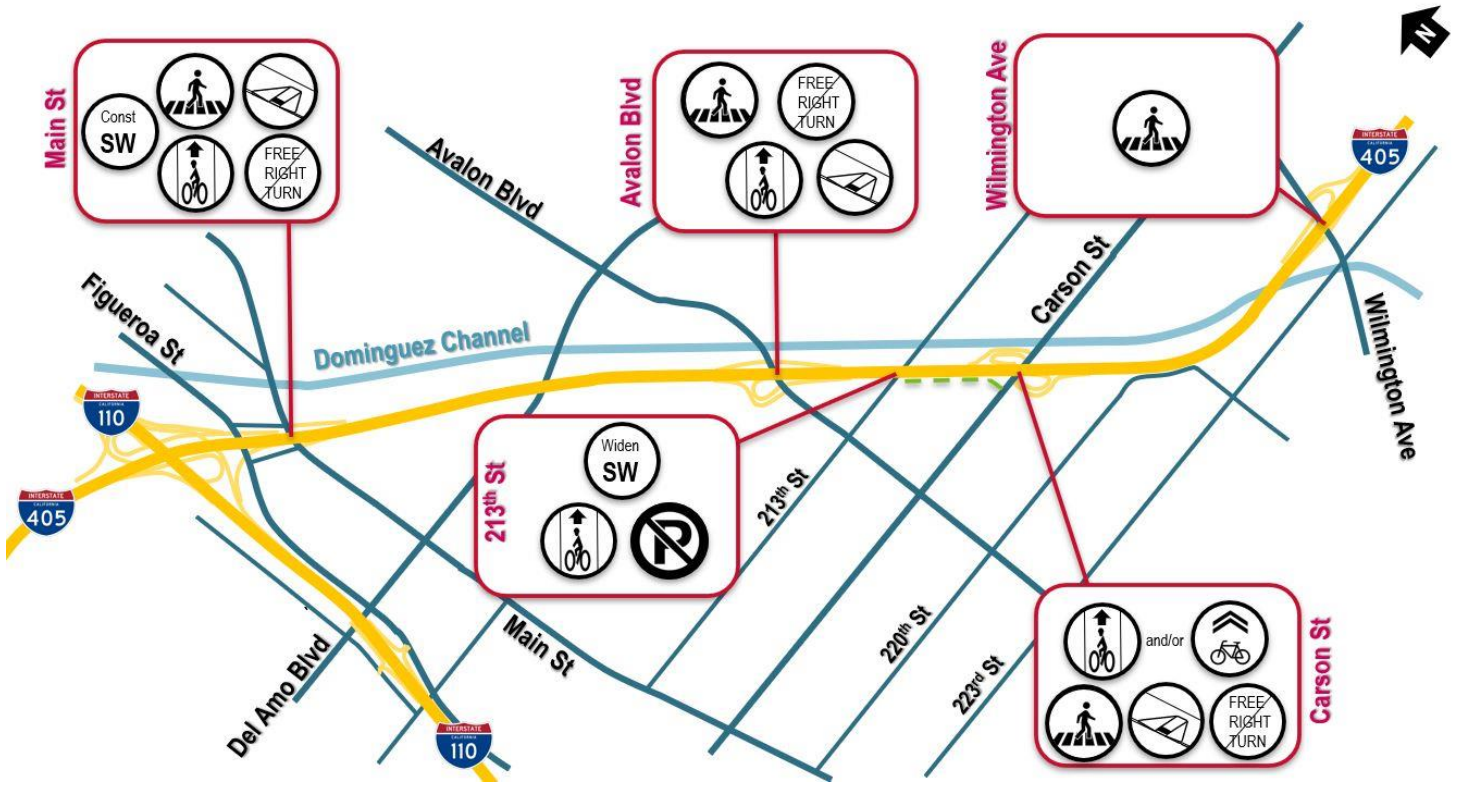
Auxiliary Lanes Overview

- Non-continuous lanes connected between on- and off-ramps
- Do not function as general-purpose lanes
- Provide more space and time for traffic to enter and exit the freeway
- Reduces vehicle movement conflict points



Example of roadway without and with auxiliary lanes

Complete Streets Elements (Alternatives 2 and 3)



> The Complete Streets elements pictures above are potential projects that **may** include ADA compliant sidewalks and curb ramps, additional bicycle facilities, improved lighting, visible crosswalks and accommodations of future transit and multimodal trail connections

Alternative 3: TSM/TDM

- Implement TSM/TDM elements
- Implement Complete Streets elements

TSM/TDM Strategies

Transportation System Management (TSM)

Operational strategies to improve freeway management

Transportation Demand Management (TDM)

Strategies to reduce system demand

These include the following elements to improve traffic management and increased efficiency:

> Closed circuit television systems

> Ramp metering systems and vehicle detection systems

> Signal synchronization

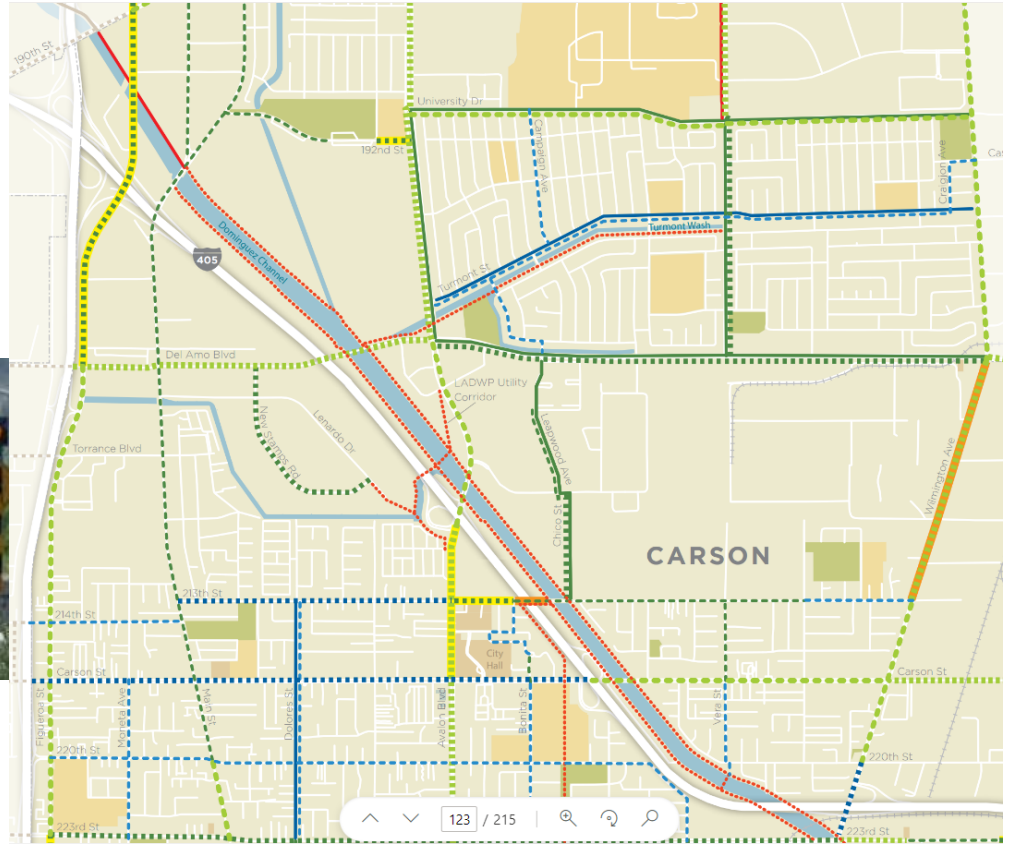
> Signalization/turn lane additions

> Changeable message signs

Regional Multimodal Benefits

Bicycle Improvements

- Evaluate planned and existing complete streets elements
- Improve multimodal connections to Dominguez Channel Trails
- Evaluate Class I and II bikeways on arterial streets
- Evaluate buffered bike lanes on arterial streets



Formal Comments

Metro

How to Comment

Comment Period: Through Monday, October 21, 2024

Informal Comments:
Comments and questions with staff during the open house are informal. They will not be documented in the Draft Environmental Document.

Formal Comments:
The comments can be submitted by comment card, mail, email or provided with the court reporter. These comments will be documented in the Draft Environmental Document.

Formal verbal comments may also be given in the room: To provide a verbal comment, please fill out a **Speaker Card** at the Comment Table. Names will be called in the order of sign-up. Speakers will be given a 1-minute limit.

Comment Card: Can be found at the stations around the room and submitted in drop boxes.

Email: *wilmington@metro.net*

Mail:

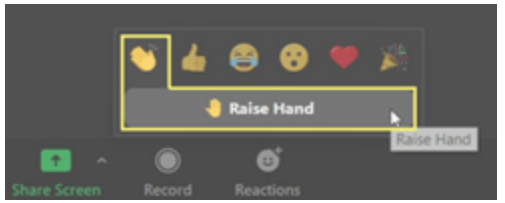
Karl Price
Senior Environmental Scientist
Caltrans
Division of Environmental Planning
100 S. Main Street – MS 16A
Los Angeles, CA 90012

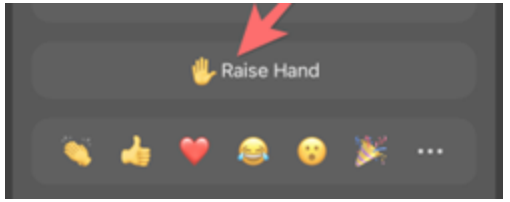
All comments will be shared with the Project Team.

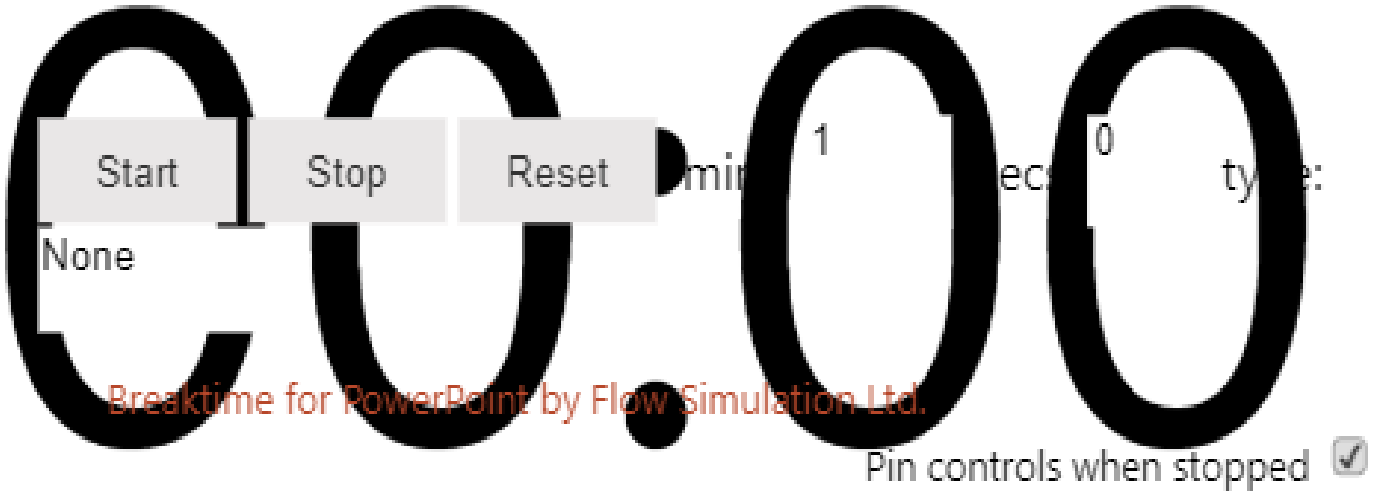
Time for Comments

Speak- You will be given 1 minute to make your comment

- Speakers' names will be called in the order **Speaker Card** was received
- Please wait until a team member arrives with the microphone
- Be sure to say your name and speak slowly and clearly for the Court Reporter







Contact Us

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wilmington@metro.net

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@metrolosangeles

losangelesmetro

Appendix F.5: Exhibit Boards

Metro Caltrans

We're planning to improve mobility and safety along the 405.

I-405 FROM WILMINGTON AV TO MAIN ST IMPROVEMENTS PROJECT

Welcome

Thank you for joining us.

Bienvenidos

Gracias por unirte a nosotros.

Maligayang Pagdating

Salamat sa pagsama sa amin.

Metro®

I-405 FROM WILMINGTON AV TO MAIN ST IMPROVEMENTS PROJECT

Metro Code of Conduct

Metro is committed to ensuring that all participants can fairly and clearly share ideas, comments and concerns about this project. To provide a safe and equitable process, we are asking for your help.

During this meeting, please:

> Respect the format of the meeting and allow everyone an opportunity to comment

> Turn off cell phones and background noise when speaking

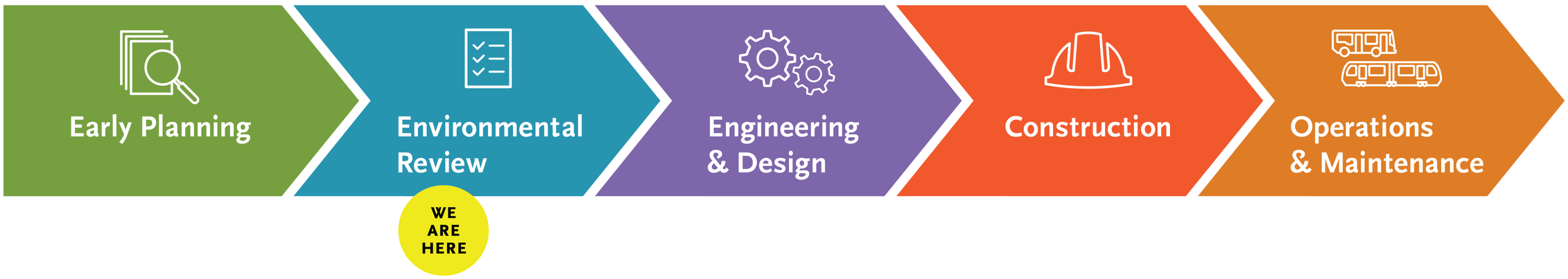
> Treat fellow community members, agency representatives, Metro staff and others with respect

> Address all comments to Metro staff and consultants – not to other attendees

> Maintain a conversational tone

Environmental Process

Project Development Process



Project Schedule

Public Scoping
Public scoping meetings and project scoping comment period

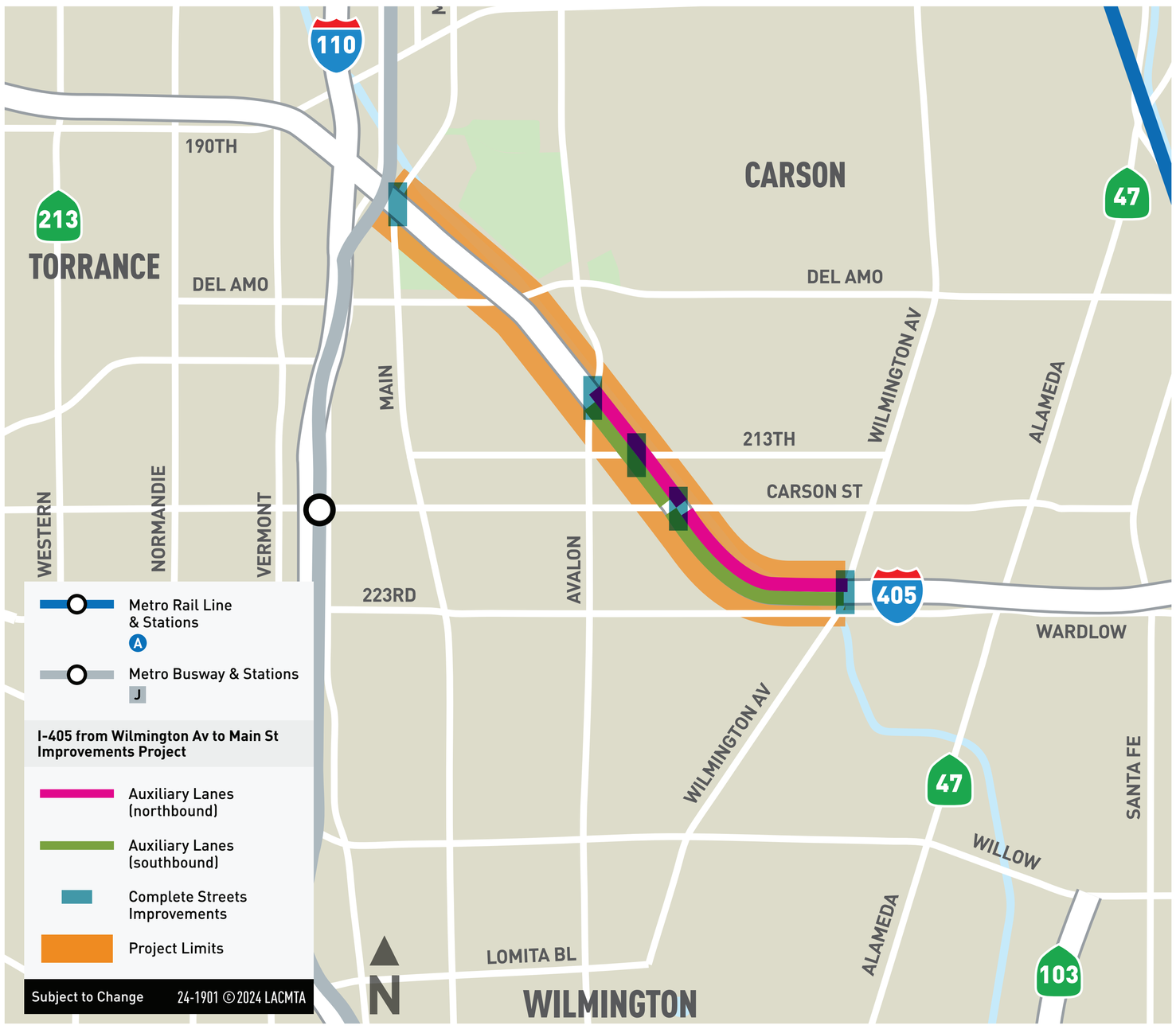
Conduct Environmental Analysis and Technical Studies

Draft EIR/EA Release
Public hearings and public comment period

Final EIR/EA Release

ONGOING PUBLIC PARTICIPATION

Project Overview



> Approximately 3-mile corridor

> On I-405 from Main St to Wilmington Av

> Over 300,000 vehicles traverse on this stretch of freeway daily, making this section of I-405 one of the busiest in the Los Angeles area

> Metro is working in coordination with the California Department of Transportation (Caltrans) to propose enhancements that will improve safety and operations in the corridor.

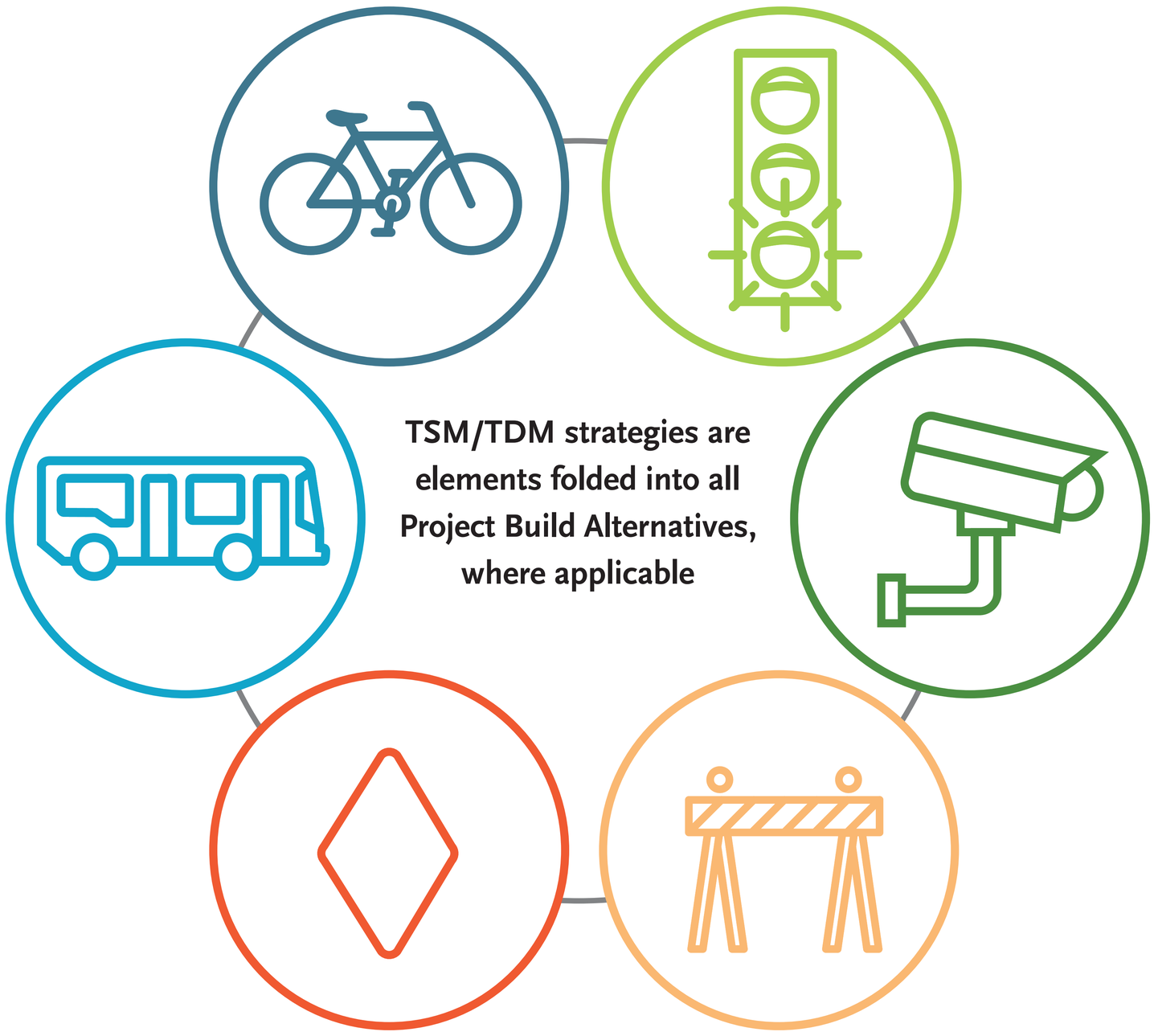
> Three alternatives are being evaluated as part of the proposed Project.

- These include 2 build alternatives and one no-build alternative

> Implement complete street elements at freeway interchanges.

> No permanent private parcel acquisitions

TSM/TDM Strategies



Transportation System Management (TSM)

Operational strategies to improve freeway management

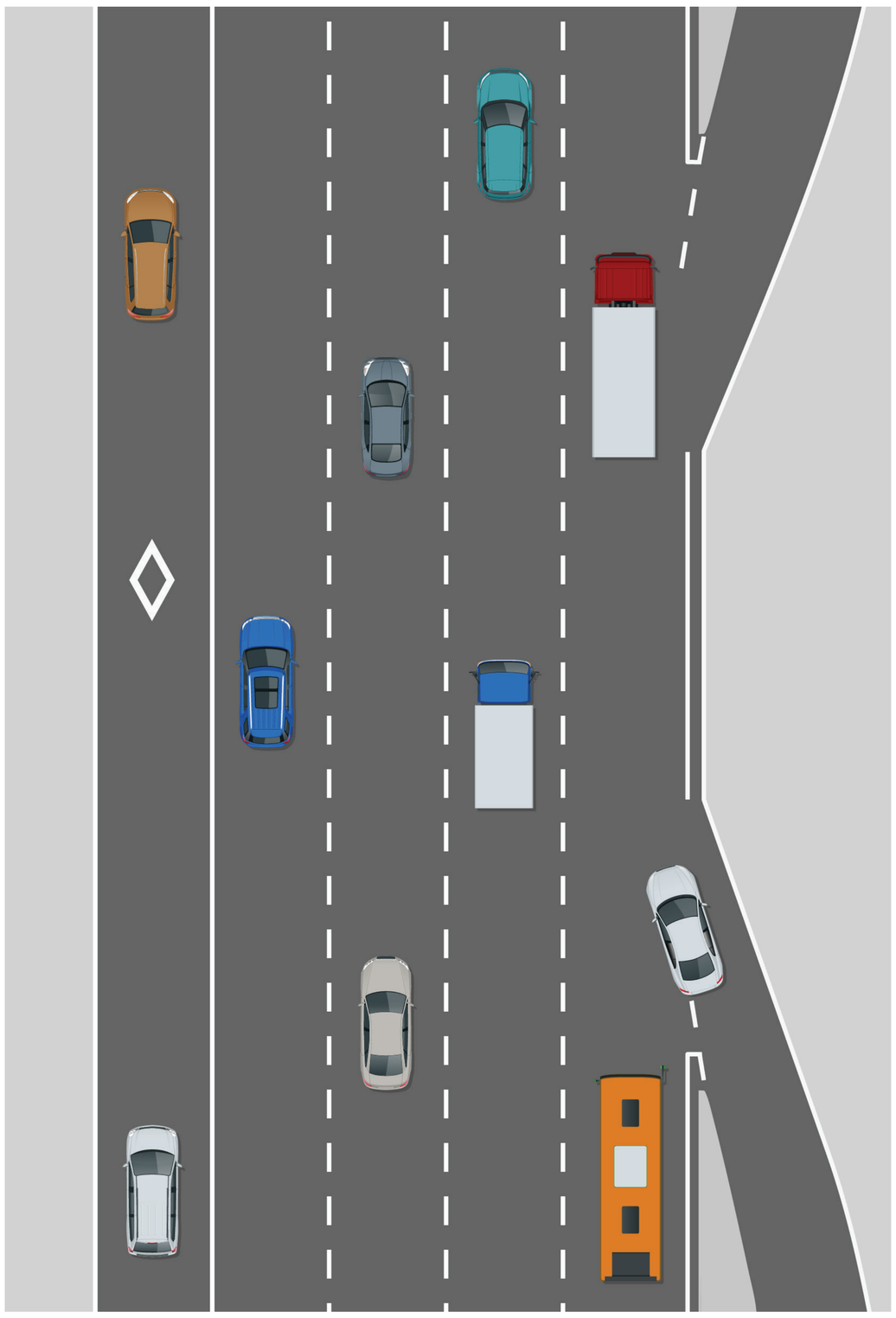
Transportation Demand Management (TDM)

Strategies to reduce system demand

These include the following elements to improve traffic management and increased efficiency:

> Closed circuit television systems
> Ramp metering systems and vehicle detection systems
> Signal synchronization
> Signalization/turn lane additions
> Changeable message signs

Alternative 1 – No-Build



> No improvements would take place

> As traffic demand increases throughout the project corridor, existing operational and safety issues would not be addressed or alleviated

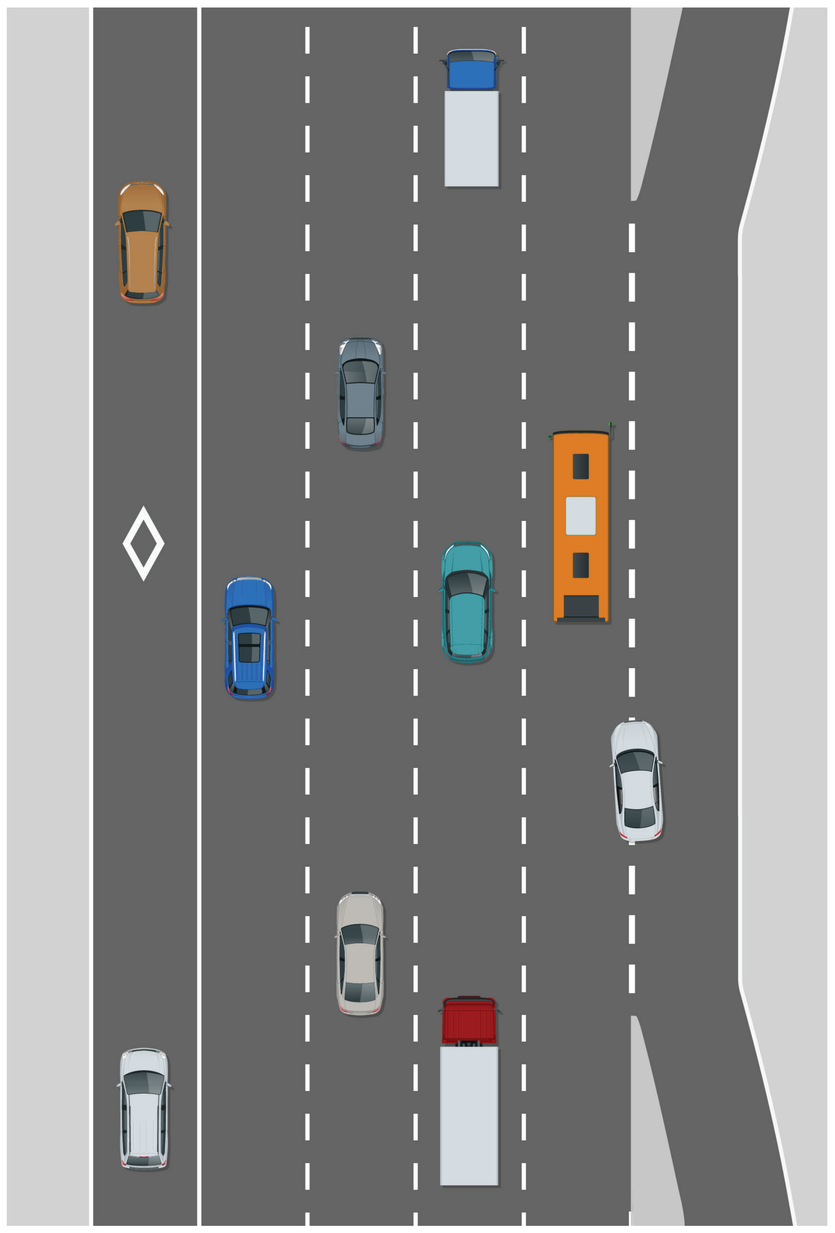
> No multi-modal elements would be implemented

Alternative 2 – Auxiliary Lanes and Complete Streets

> Implement two auxiliary lanes on northbound I-405 and two auxiliary lanes on southbound I-405

> Implement Complete Streets elements

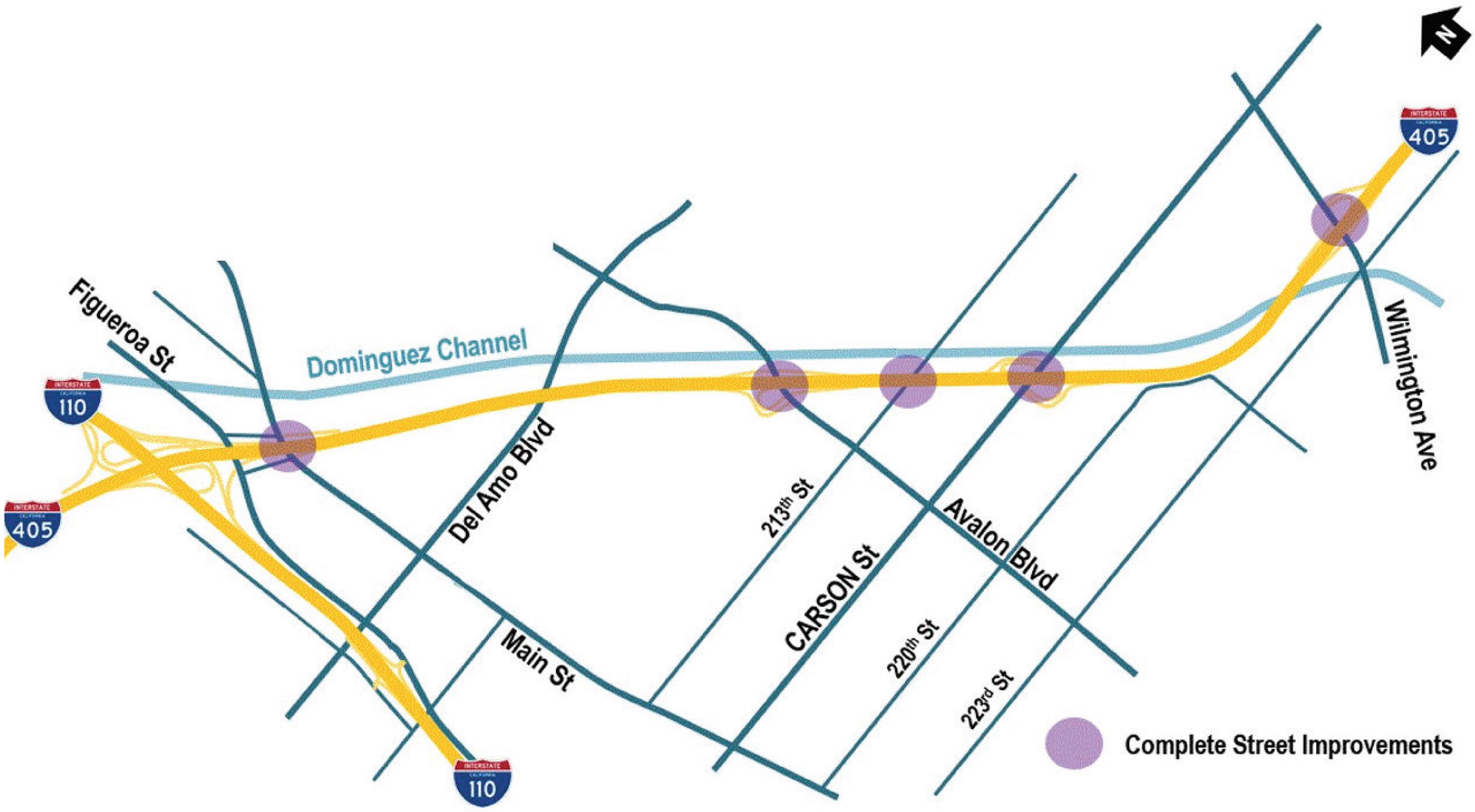
> Implement TSM/TDM elements



Metro®

I-405 FROM WILMINGTON AV TO MAIN ST IMPROVEMENTS PROJECT

Alternative 3 – TSM/TDM



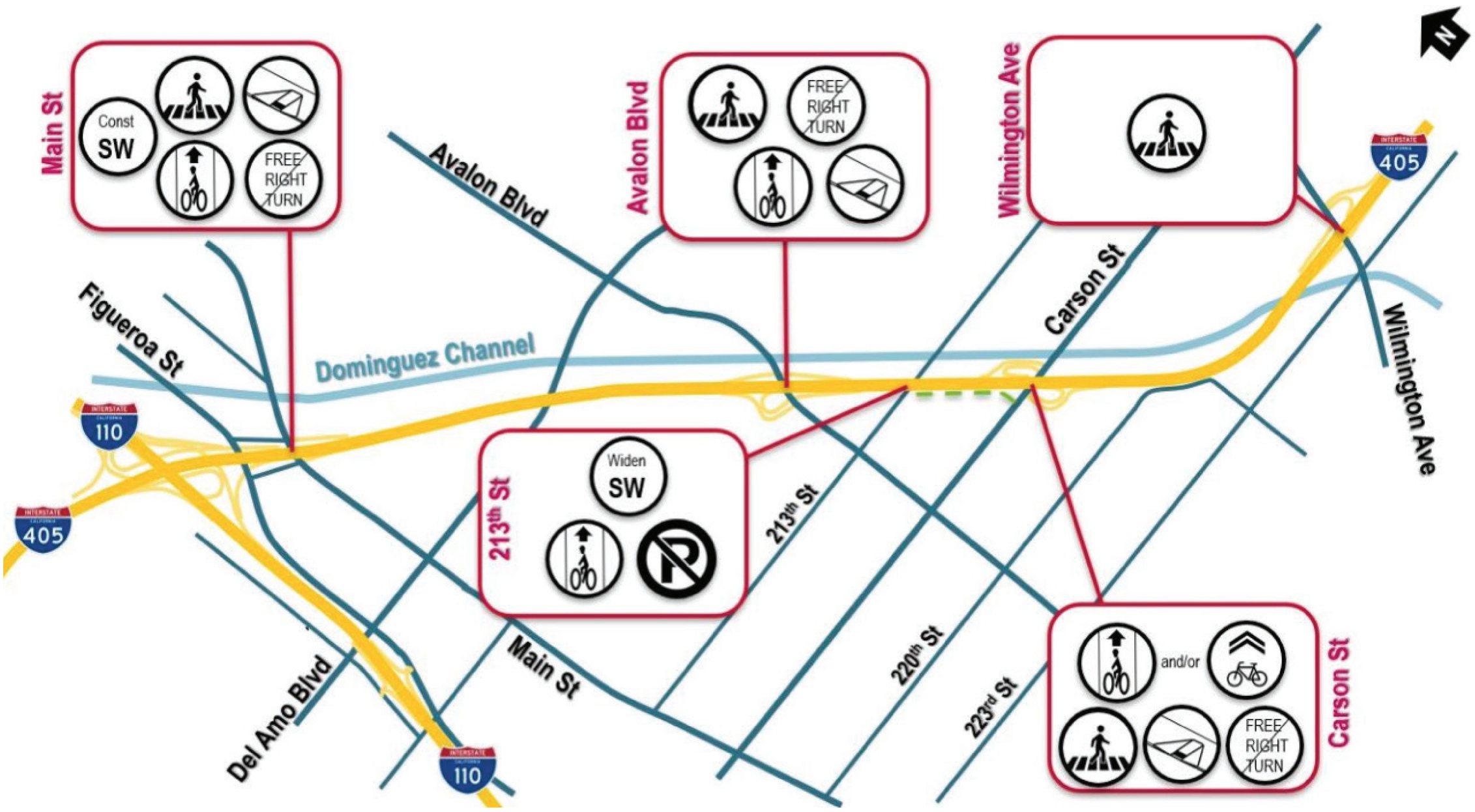
> Implement Transportation System Management (TSM)/Transportation Demand Management (TDM) elements

> Implement Complete Streets elements

Metro®

I-405 FROM WILMINGTON AV TO MAIN ST IMPROVEMENTS PROJECT

Complete Streets Elements (Alternatives 2 and 3)



> Complete Streets is a method of street design that promotes increased access for all roadway users

> The Complete Streets elements pictured above are potential projects that **may** include ADA compliant sidewalks and curb ramps, additional bicycle facilities, improved lighting, visible crosswalks and accommodations of future transit and multimodal trail connections

Project Need & Goals

Why is the Project Needed?

> Operational and weaving deficiencies between freeway interchanges

> Collision rates higher than statewide average - according to CalTrans, 75% of all accidents in this stretch are rear-end and sideswipe collisions, which are indicative of heavy traffic conditions

> Lack of connectivity for pedestrians and bicyclists at local interchanges

What are the Project Goals?

> Enhancing traffic time reliability and safety along I-405

> Providing equitable, accessible and sustainable travel options

> Promote economic connectivity and improve accessibility for goods movement

How to Comment

Comment Period: Through Thursday, October 10, 2024

Informal Comments: Comments and questions asked today with staff during the open house are informal. They will not be documented in the Draft Environmental Document.

Formal Comments: The comments that are submitted by comment card, mail, email or provided to the court reporter. These comments will be documented in the Draft Environmental Document.

Formal comments may also be given in the room following the presentation. To provide a verbal comment, please fill out a Speaker Card at the Comment Table. Names will be called in the order of sign-up. Speakers will be given a 1-minute limit.

Comment Card: Can be submitted in drop boxes around the room.

Email: *wilmington@metro.net*

Mail: Send written comments to

Karl Price, Senior Environmental Scientist
Caltrans, Division of Environmental Planning
100 S. Main Street – MS 16A
Los Angeles, CA 90012

All comments will be shared with the Project Team.

Appendix G.1: Scoping Meeting 1 (9/17/2024) Court Reporter Transcript

Metro Caltrans

REGAL
COURT REPORTING

In the Matter Of:

METRO I-405 WILMINGTON

TRANSCRIPT OF PROCEEDINGS

October 16, 2024

Case No: N/A

CERTIFIED COPY

Metro I-405 Wilmington

Scoping Meeting

Wednesday, October 16, 2024

6:00 p.m. - 7:30 p.m.

CERTIFIED COPY

Transcribed by:

Katherine Thomas, Certified Reporter 14378

Metro I-405 Wilmington

Scoping Meeting

Wednesday, October 16, 2024

6:00 p.m. - 7:30 p.m.

MS. JODY LITVAK: Good evening, everyone. Thank you so much for coming. We're going to get started. Hope you all have had a chance to look at the boards and talk to people. We're going to get things under way here.

Ready to rock and roll? Let's go.

MS. LAURA HERRERA: Perfect. Good evening, everyone, and welcome to our third scoping meeting for the I-405 Wilmington Avenue to Main Street improvements project. We're just going to go through a few housekeeping rules before we go through the meeting so everyone has a chance to participate.

So today's meeting is -- we have Spanish and Tagalog interpretation available, and for assistance, we would like you to visit the language station. We'll invite our interpreters to come up to provide instruction on how to listen to this meeting if you need language assistance.

So comments can be submitted through Monday, October 21st, and comment cards are available throughout

the room. And we'll have -- formal verbal comments can be provided following the presentation, and we also have a court reporter on-site if you would like to provide comments that way.

So first, I'm going to invite our Spanish interpreter to provide instruction.

(Spanish interpretation.)

And now we'll invite our Filipino interpreter -- sorry -- Tagalog interpreter.

(Tagalog interpretation.)

Thank you very much. And now I'm going to introduce you to Jody Litvak, who is executive officer of community relations at Metro.

MS. JODY LITVAK: Thanks.

Let me see if I can do it like this. I don't like standing back behind there.

Well, what I'm going to do, before we get started, is I'm going to introduce Carson Councilmember Hicks Senior, who is from District 3, who is going to welcome you here and say a few words.

Councilmember, come on up.

COUNCILMEMBER CEDRIC HICKS: Thank you, Jody.

Good evening, everybody. Wait a minute. Good evening, everyone. Okay. I know we half asleep but wake up, come on.

You know, it's a great day here in the City of Carson. It's always an honor to be representing the City of Carson in that we are here to get more information regarding the 405 freeway, the expansion, and how it's going to be related to our residents here in the City of Carson.

As always, City has been the hub of the area for some time and today's scoping meeting is a testament to our continued commitment to improving the quality of life here for our residents. I would like to begin by thanking our partners at Caltrans and South Bay COG, local leaders who are working to bring tangible improvements to our city.

I also want to thank Metro for expanding and extending the scoping commitments period and hosting an additional meeting to allow more and more opportunities for our region and for providing opportunity for feedback on this valuable project.

In addition to that, and the special thanks to the residents and the businesses in the City of Carson and who are the vital part in shaping the future of our community.

As you know, the City of Carson is a unique situation and that we're not just a city with a heartbeat, but we are a city that has a soul and that

also is a key player in a larger regional transportation network. Our city is home to major industries, local and logistic hubs, vital transportation links. And improving the I-5/405 freeway from Wilmington to Main Street is not only about mobility, but it's also about enhancing the backbone of our local economy.

I call that the -- I call it the South Bay Curve because I always -- you go around it, you see all the shops and you see the car dealerships around that area. It does get backed up. I have been caught in it many, many times.

And, so for this freeway, it's just -- for thousands of residents, businesses, and for communities that rely on this quarter every day, the stretch of the I-405 is one of the business corridors in the region. And the proposed improvements are not just a matter of convenience but a necessity for safer travels in our community's sustainability and economic growth.

We're committed to ensuring that a project like this one prioritizes sustainability, reducing environmental impacts, and protecting the quality of life here in the City of Carson.

This includes carefully planning around noise, traffic, air quality, and consideration of our community. There's one part that's not listed that I always talk

about, the beautification of the area; we have on-ramps and off-ramps and making sure they are aesthetically pleasing as you come into the City of Carson.

Today's scoping meeting is a critical milestone in our opportunity to provide updated, important information on how we can shape the future of the transportation here in the City of Carson. With reflections in the needs of desires and for our residents, your voice is key in ensuring that this is why this scoping meeting is critical.

I want to encourage all of you to actively participate in this process to ensure that this project not only meets the transportation needs for today but also for future generations. Together we can make sure that the City of Carson continues to be a leader. And, you know, our motto is "Future is Unlimited" and that the infrastructure, while continuing to make things better in the City of Carson, it becomes a greater place to live with this transformation.

I want to thank all of you for participating and being here, your input, your commitment to the City of Carson, and for also being here as we go through this scoping meeting; and I do believe that we did extend that until the 21st of October, if I'm correct. So if you're -- haven't gotten your ideas together or if you're

kind of shy and don't want to say too much about it now, you can always submit that later on, and we will make that part of the project.

But, again, I want to say thank you for allowing me to be here and thank you guys for coming to the City of Carson. And, Jody, I give it back to you.

MS. JODY LITVAK: Thank you so much. I just want to... We talked about the comment cards around the room. So they look like this. So if you want to fill those out and turn them in or, if you want, you can take them home with you and please get them into us by October 21st. Actually, I don't have how to send them in right here, but send them in. We'll get that for you.

Okay. Moving on.

So this is our agenda for tonight. We're going to explain who is here, what the process is, give you an overview of the project, the various alternatives we're looking at and our schedule, and we already talked a little bit about how to comment, but when we get to the comment portion, we're going to tell you again -- I'm going to tell you again.

Okay. Again, comment period is through Monday, October 21st. As the councilman said, this is an extension to give you more time.

We had an informal period before when people

were wandering around; we'll break at a certain point and go back to that. Formal comments, again, can be submitted by the comment card, U.S. mail, email, the court reporter, and they will be documented in the draft environmental document. Again, you can fill out a speaker card -- this is not the speaker cards -- they're over there -- if you want to speak.

I want to say a word about this. This is scoping. So scoping is the very beginning of the environmental process, and you're going to ask questions and you're going to be really frustrated because we're not going to answer them. The reason we're not going to answer them is that is what the purpose of the study is, to ask the questions. This is your chance to tell us what it is you want us to look at, what are the questions you want the study to answer.

So I understand it's weird and it's frustrating, and you're going to say, "Well, what color is it going to be?" And we're going to say, "We don't know; we have to study that." I'm sorry. It's frustrating, but that's the process. Okay. You can email Carl; it's over there. We'll talk about that in a minute.

These are the times we live in, so we want to remind everyone that we do have a code of conduct for our public meetings. We want to ensure that everyone can

fairly and clearly share their ideas and comments and concerns about the project. Ask those questions that I talked about.

So please respect the format of the meeting and allow everyone to have an opportunity to comment. It's the end of 2024 already; you should know about turning off your phones and putting them on silent. Please treat everyone here, no matter who they are, with respect. Address all your comments to Metro staff and consultants -- those of us wearing the badges -- and maintain a conversational tone.

If you don't like what we're doing, that's fine to criticize the project. It's about the project. Okay?

I'm not going to read our whole nondiscrimation policy, not because I don't feel it's important; it's super important. But Caltrans and Metro are committed to maintaining the -- supporting our nondiscrimination policy and being -- following all of the various statutes that are important to ensure everybody is protected, so.

The councilman already mentioned who the project partners are -- that was weird. Okay.

Obviously, Metro, LA Metro, we're the county-wide transportation planning agency, so that's our role here. Caltrans District 7, Caltrans is the owner and the operator of the freeways, state highways, that's

why they're here. Carson is here because we're in the City of Carson; this is the portion of the freeway that runs through the City of Carson. They are partner and friend in all of this.

And the South Bay Cities Council of Governments. Councils of governments are these kind of -- I know, you didn't study COGs in civics class; I know I didn't, but this is the South Bay COG, is where all of the South Bay cities come together and talk about what their priorities are for transportation and many other things. So those are all of our partners in this effort.

Obviously, I'm the person in the middle. Where is Robert? Robert Machuca is Metro's lead for the project. And where is Michael? Michael, back there, he's our lead technical consultant for HDR. And Carl Price is our lead for Caltrans. And I think -- do I turn it over -- I turn it over to Carl at this point. Carl.

MR. CARL PRICE: Thank you, everyone, and thank you, Jody, for the introduction. And I'm glad we got a nice crowd here. You've chosen to be here, rather than watch the --

MS. JODY LITVAK: Can you all hear him okay, or do you want to hold the microphone closer?

MR. CARL PRICE: I'm glad you are all here, rather than watching the Dodger's game. I'm going to do

a little bit of overview of the environmental process, the environmental review. So, as Jody mentioned, this is a partnership project, Caltrans and Metro. Caltrans is the CEQA and NEPA lead agency, the environmental lead; Metro, of course, is sponsoring the project. And we've done some preliminary review of the project and we've determined in that effort that an environmental impact report, environmental assessment is the proper environmental document that should be prepared.

We do anticipate that after we go through this process, that we will have a final environmental impact report for CEQA and then a finding of no significant impacts for NEPA. And now CEQA and NEPA are sort of the umbrella laws for the state and federal government, when we look at environmental issues. And they've got a lot of similarities; they've got some differences, but at their core, they all -- they both require that we evaluate alternatives for projects. They want us to identify potential impacts associated with those alternatives.

They want us to identify ways to avoid, minimize, or mitigate those impacts, and, perhaps, most importantly, they want us to inform the public and the decision-makers about those impacts so that an informed decision can be made regarding how to move forward with

the project.

So we've put together a large multi-disciplinary team of environmental specialists for the project. We've identified a large number of technical resource areas that we'll be studying. And I won't go through this list, but over the course of the next several months we'll be evaluating each of these studies, these areas, and preparing technical reports that will be rolled into the environmental document.

So this project is designed to improve mobility, accessibility, and safety along this section of the 405, between Wilmington Avenue and Main Street, and then also on the surface streets in the immediately surrounding area.

And so as was mentioned previously, we're in the scoping period. This is the early stage of the environmental process. It's actually the first opportunity that we have to provide information to you, the public, and it's also the first opportunity that the public has to provide us with their comments and their thoughts about the project.

And so, you know, it's very important that you do take this opportunity to provide those comments. We want to know what you think about the project, what you think about the alternatives that we're considering; are

there any resource areas, any issues that we need to be addressing as we go through this process.

Basically, let us know your thoughts and feelings and thoughts about the project. That's the purpose of this scoping period so that, you know, we can move forward with a better project. And all the comments that we receive will be collected, shared with the project team, and then we will work together to address those comments and utilize those comments to move forward with a better project.

I'm going to talk just a little bit about the project schedule. So, obviously, we're in the scoping period right now. We have our scoping meetings. We'll be taking comments from the public until the 21st, next week. After that, we will be conducting those technical studies that I mentioned, doing our environmental analysis, and preparing the preliminary engineering and the environmental document that's going to support this project.

That's going to take the next several months until we get to roughly the winter of 2026, when we anticipate having the draft document ready for public review. And at that time we're going to hold a series of public hearings, much like we are now. We'll be taking public comments to find out what the public thinks about

the project, a better analysis, and so on.

We will take those comments, address those in the final document, and, you know, if we need to make some modifications based on those comments, we'll do that as well. We anticipate putting all of that together into the final environmental document in the spring of 2027.

At that time, Caltrans will approve the document, and the project will be sent to the Metro board for approval.

And then just a reminder that this -- public participation is an ongoing process for this project. It's not limited to scoping or release of the draft document. There will be other opportunities for the public to provide their input, and we do hope that you will provide that input.

Now, this is sort of a big-picture overview of the project development process. I mentioned that we did the early planning already. We're currently in the environmental review. We will be doing -- we're doing scoping, we'll be doing the technical studies, preparing our environmental document.

Once that's completed, we'll be moving into the final design phase where the engineering team will be doing their final engineering, putting the final touches on the design of the project, and after that, we'll be

going to construction and then, finally, operation and maintenance of the facility. And just a final reminder while I'm up here, is that public participation is critical; we do need your input, not only tonight or next week but throughout this entire process. We need your input to help us -- and your feedback -- to help us shape the project and have a better project going forward.

So with that, I'm going to turn it over to Robert Machuca, and he'll give you a project overview.

MR. ROBERT MACHUCA: Thank you, Carl.

All right. So -- oh, yes. That will be appreciated. Thank you.

Oh, no worries.

Well, it's so good to see some familiar faces in the audience that have participated in the past, but also some new faces. So thank you. Thank you for making the time to be out here and listening to us about the project. I think that's a running theme that you'll hear from us, is that we really, really want to hear your opinions, your feedback, your thoughts about the project and how we can better improve and move forward with the project that is understanding and being respective of the community feedback.

So just to provide a quick overview of the project itself, the limits of the project that we're

looking at it does extend approximately three miles, but it does consist of a series of auxiliary lanes as part of the alternatives and some other components that I'll talk a little bit more about in the project presentation.

The limits extend on the 405 between Wilmington to Main, which is just south of the I-10. And then, over 300,000 vehicles traverse this stretch of the freeway daily, making the 405 one of the most -- busiest areas of traffic in Los Angeles County.

So it's no surprise to everybody here that this is a highly-traversed section of the 405 freeway, and that's why we're looking for solutions on how to make this project safer and really improve upon mobility.

I wanted to just do a little exercise with regards to the project itself and for the audience here in front -- I'm sorry. I'm having a little bit of trouble reading the screen. So I'll just turn around a little bit.

If you've driven this section of the 405 between Wilmington and Main, can you please raise your hand?

I just want to get an understanding of folks that have actually endured this section of the 405.

Okay.

Have you ever tried to merge on the freeway and had a hard time weaving into the lanes -- lane of cars?

Okay.

Have you ever almost gotten into an accident yourself or witnessed an accident with cars while merging?

I've seen that.

And have you ever been planning to take the 405, and as you get close to the on ramp, you see a solid line of red lights and then decide not to follow your GPS device and take surface streets instead of the freeway itself?

Yeah, quite a few of us.

And are you here today because you're worried about acquisitions, meaning the property takes, in order to implement this project?

Yeah? Okay. Really good.

Well, what I really want to over-emphasize here today is that all these questions are really here to address the concerns that we are trying to come up with solutions to not have these issues with merging and getting to the freeway, but also making sure that we are emphasizing and prioritizing that this project will not have right-of-way impacts as part of the development of this project. So that is a big focus for, not only Metro but also Caltrans, in making sure that when the project moves forward, we're not impacting properties.

There may be temporary construction easements, but we'll do our due diligence in making sure that we can minimize those as best as possible, if at all, try to eliminate them all at the same time.

So as mentioned, Metro is working in coordination with Caltrans to propose enhancements that will improve safety and operations along the corridor.

Three alternatives being evaluated as part of this project; one is a no-build and then two are build alternatives that Michael will talk a little bit more about it, but what we really try to emphasize is a holistic perspective and a really good understanding of what are the needs along the stretch of the freeway and really looking around the area itself and seeing what else can be implemented as part of the project to really enhance that mobility option.

So not just only concentrating on the highway improvements but also looking at arterial improvements, street improvements, and everything that really emphasizes with pedestrians and cyclists and everybody that utilizes transit along this section of the corridor.

As mentioned, we're going to be looking at implementing complete street elements and freeway interchanges and permanent private parcel acquisitions will just not be part of the project.

So there's the projects needs and goal that we have also identified with this project that we want to make sure that we're emphasizing. The operations in weaving deficiencies, these are the issues that we're encountering when you're entering or exiting the freeway and having to merge into a lane and exit; that creates a lot of complications and safety issues. So that's one of the things that we really want to look at in seeing how we can fix that as part of this project.

As mentioned, the collision rates here along this stretch have some of the highest rates that are above the state-wide average, and as a matter of fact, 75 percent of the collisions that are occurring are either sideswipes or rear-end collisions, which is indicative of those issues with merging when people are entering or exiting the system.

Some of the goals that we're trying to accomplish with the project is really looking at the lack of connectivity between pedestrians and cyclists at local interchanges and seeing how we can improve upon that.

We're also looking at enhancing traffic and the reliability along the 405 so that we don't experience those delays that we constantly see and experience, and providing equitable and accessible, sustainable traveling options, and this is where those complete streets and

other alternatives on the project are being proposed to address those situations; and, of course, promote economic connectivity and improve accessibility for goods movement. We understand the 405 is full of semitrucks and goods movements, so we're going to be looking at how that can be part of this process and project.

At Metro, we are always looking at focusing this mobility element of what we're trying to do and we apply these four concepts with our various projects.

We're always looking out for better transit, improving mobility, complete streets, and access to opportunity. And what really stands out is -- with regards to the complete streets element -- is really looking at the bike and pedestrian projects, local street improvements, and stations to stop access enhancements so that we can really incorporate those various elements into our project itself. Even though it's a highway improvement project, we really want to make sure that we're taking that holistic perspective.

Just to briefly touch upon the alternatives that we have identified for the project, as I mentioned earlier, we do have a no-build alternative for the project, which means we would not propose any new improvements or any enhancements to this corridor. We would just leave it alone and then just continue moving

forward without any improvements along this project.

The second alternative is -- we'll talk a little bit more about with auxiliary lanes, and this will be inclusive of those auxiliary along the corridor on the 405, but it also does include both complete streets and what I'm going to refer to -- a little further along -- is the transportation system management and transportation demand management, TSM/TDM, alternatives. And Alternative No. 3 is both of those components, TSM/TDM, along with complete streets.

If you'll notice, the main difference between Alternative 2 and Alternative 3 is that Alternative 2 includes the auxiliary lanes on the freeway, and Alternative 3 does not. Alternative 3 would just be the local improvements to the streets with regard to TSM/TDM and then also with the complete streets elements as mentioned before.

So what are auxiliary lanes?

So just like I mentioned, when you're trying to get into the freeway and you're getting on that ramp and you're trying to get into the main traffic of the freeway, there's usually this buffer, this lane that allows you to speed up and catch up to the speed of what folks are traveling on on the freeway and it allows you to merge in safely.

When you don't have an auxiliary lane or that auxiliary lane is not long enough, when you're constantly having to do -- you're having to speed up and then get into the lane and that's where you get a lot of those conflicts and that's what we're trying to avoid, having those safety concerns. So that's what we're proposing and being able to incorporate or extend those auxiliary lanes to have those safe maneuvers between vehicles

Complete streets are really the focus of really incorporating the sidewalks, really improving upon the mobility options for pedestrians, cyclists, and folks that are using transit. It's well-known that there's some areas along this corridor, the streets that go underneath the freeway that don't even have sidewalks, or there's areas where there's a bike lane or a bicycle facility, and it just ends and there's nothing under the freeway and then it restarts again after the freeway.

So we're going to be looking at -- those are options or opportunities that we can look into and being able to close those gaps so that we can have that continuity of transit and complete streets, and this is going to be part of looking into the project itself.

And as mentioned, we'll talk a little bit more about TSM/TDM, but these are strategies. A lot of times these are technological strategies that we can implement

to just be almost smarter about how folks are traversing along the corridor.

So if everybody has been stuck on a ramp when you're having to wait on a red light on a ramp and you're trying to get into the system, that's done on purpose so that traffic -- or those trips -- the vehicle trips are trickling into the system instead of being a big 'ol flood of cars coming in. So by trickling in, it allows the system to operate at a better and more efficient way and manner than just having people just rush into the system -- to the freeway system and going from there.

So these are kind of strategies that can be put in place in order to facilitate the operations of the highway system.

With this being said, I'll turn it over to Michael to talk a little bit more about alternatives.

MR. MICHAEL HYNES: So thanks for that, Robert. I'll repeat some of this information but a little bit more detailed on the project alternatives themselves.

So as Robert mentioned, there are three alternatives that we're studying as part of this environmental document; two are the build alternatives. So these are the alternatives that will be including improvements to make sure that we elevate the hot spots out there, the accident locations, the weaving locations.

Those are the alternatives that we're comparing, as to the build [sic] alternative won't have any improvements.

So this is really an assessment of the existing condition out there today that will really show us what the hot spots are that we need to elevate there, improve operations and safety.

So this no-build will really show the demand as it increases on the freeway itself that the operational safety issues won't be elevated and they won't be addressed. So it will really show that in the no-build alternative and what we need to fix as part of the build alternatives.

And, also, this alternative won't include any pedestrian or bike improvements either. So that's important to note as well, and that's going to be an important aspect of the build alternatives that I'll explain in the coming slides here.

So Alternative 2 -- Robert went over this a little bit, but is the auxiliary lane and complete streets alternative. So the three elements you can see that are listed are the most important elements of this alternative.

The first one is the four auxiliary lanes. So we are including four of these lanes that Robert explained within the project. You can see two of those

in the northbound direction shown in orange on this diagram here on the right-hand side. So from Wilmington Avenue to Carson Street and then Carson Street to Avalon. And then also on the reverse direction in green, you can see the two other auxiliary lanes that we've included from Avalon to Carson Street and then Carson Street to Wilmington Avenue.

So really the need for these auxiliary lanes -- that these interchanges are closely spaced. That's the need for the lanes, really high amount of accidents, high amount of weaving, high -- a lot of movements on and off the freeway. So that's the need for these aux lanes within the segment of the freeway.

And then, secondly, the complete streets elements; that's going to be a really important aspect of this alternative, and I'll explain these elements that we're considering in the next slide. And also the TSM/TDM elements. I have a specific slide for that too, and we'll describe those types of elements as well.

But firstly, before we get into specific complete street elements or accurate transportation elements, a little bit more of an overview of what an aux lane is and how it actually operates. You can see on the diagram, or the figure to the right, that the existing condition, the no-build, you can see that there's a

conflict point between the weaving -- okay, yeah. Sorry. The figure to the right.

Okay. Yeah. So you can see the difference between the no-build and the build, the additional lane that is provided. So that is the auxiliary lane. So you can see that that lane does reduce those conflict points, whereas the existing condition, no-build, you do not have that additional lane to provide that accessibility to the freeway on and off.

So there really is a non-continuous lane between on- and off-ramps, and it's not a continuous lane -- it's not a general purpose lane. It doesn't continue through interchanges, which is important to note. It's just from the on- and off-ramp. So it really does provide that more space and time for vehicles to enter and exit the freeway and remove those conflict points. So that's the -- really the need for the auxiliary lanes, given the interchanges are closely spaced.

So now a lot more information on complete street elements. So the complete street elements will be included as part of Alternatives 2 and 3. So this is a really important aspect. We really want to make sure that the project is an integrated approach for all modes of transportation. So it's not just improvements on the freeway, it's making sure that we're looking at all

modes, bikes and pedestrians at each of the interchanges.

So you can see what we're actually studying right now at each of the five interchanges, at Main Street, Avalon, and also 213th that crosses under the freeway, Carson Street, and also Wilmington.

So some examples of that, you can see at Main Street, those icons here, the first one is a sidewalk. So we're looking at all sidewalk locations. And Main Street is missing some segments of sidewalk. So we're looking at adding that sidewalk in these locations. And also for the crosswalks themselves, we're making sure they're visible, they're safe, adding lighting, adding flashing beacons, even, and making sure they're continental crosswalks too, that striping that you see out there, so the vehicles can definitely see a crosswalk and pedestrian crossing. So that's an important aspect.

And then the curb ramps themselves, we're making sure they're all ADA compliant for the wheelchair users as well. So we're checking all of those. Whether new ones are needed or whether the existing ones need to be replaced, we're looking at all of that.

And also, the other icon you can see as well is a bike with an arrow there. We're looking at adding bike lines on Main Street, Avalon, Carson as well, and 213th. So, but an important aspect to note is that we're

adhering to the City of Master Plan for bikeways.

So we're really coordinating with the city a lot. The city has a really robust capital improvement program; they have a lot of projects that are planned for bike and pedestrian facilities on Main Street, Avalon, and Carson that we're tying into.

So we're providing these improvements within the state right-of-way, and we're actually matching up to a lot of city plans that they have outside of the state right-of-way. So these are some of the examples we're looking at.

One other example, the free right turn movements out there today. I don't know if you can imagine that you're at an off-ramp and you're entering an arterial roadway, it's actually a free movement; you don't have to stop at all to get on to the main arterial roadway off the freeway. So we're looking at removing those free movements so making sure they stop at a stop sign or a signal and that forces them to look for pedestrians or bikes. So we're looking at removing all those free right turn movements as well.

So just a little bit more on Alternative 3. Robert did define this alternative the TSM/TDM, transportation system management, transportation demand management. So they're really smart freeway technology

elements that we can include to improve safety and operations on the main line.

So they're actually technologies that, without adding a main line, you can see this alternative, it doesn't need aux lanes. So we're trying to determine if this type of alternative can improve the safety and operations without adding additional pavement to the main line. And then also complete streets, that will be included in this alternative as well. So it's important that all pedestrian and bicycle improvements are included in both alternatives.

So a little bit more on the TSM/TDM elements; we've been talking about this a lot, so what actually are they. So you can see they're listed here, the five that you can see. This is just some of the examples. Closed circuit television systems, these are the cameras that you see on the side of the freeway. They really detect incidents in real time so safety and emergency services can be called immediately and it does clear up that incident. So it really helps with mobility and safety on the main line.

Ramp metering, vehicle detection, these are more for on-ramp, controlling the volume merging onto the main line so it really helps with operation and safety and also reduces some of those conflict points as well.

Signal synchronization, signalization and turn lanes, these are at the interchange intersections. So we're looking at improving the delay at each of the intersections on the freeway so it really helps reduce the delay getting on and off the freeway.

Changeable message signs, these are the signs that you see on the side of the road, those electronic signs that change that really tell you the destination information that help you decide whether to use the freeway or not and how long it actually takes to get there.

So the last slide here, just in regards to the alternatives, I mentioned a little bit that in regards to the multimodal approach, that's a regional approach. So we're making sure that we are looking at the City of Carson's master plan for bikeways, implementing those type of facilities, adhering to that master plan so it makes that regional approach. And one example of that is the Dominguez Channel, that actually is parallel east of the 405.

So there are planned and existing trails, and we're making sure that there's safe connections to that trail system. So that's just one aspect we're looking at. Whether it's a Class 1 facility, which is a separated facility from an arterial roadway so it's a

very safe facility for pedestrians and bikes that's off the arterial system or a Class 2. If we can't fit a Class 1, we're adding a Class 2, that you can see in the photo here; that's an example of a Class 2, that could be buffered as well to make it more safe. So that's our regional approach to that multimodal benefit for pedestrians and bikes.

So that concludes my presentation, and I'll pass it back to Jody.

MS. JODY LITVAK: All right. Okay. I'm so glad they defined the terms.

Okay. Formal comment period, that's why we're all here. Again, we had the informal period during the open house. We're going to take your formal, verbal comments now. There's not a lot of people here, so I'm not going to ask you to fill out cards. You can raise your hand, and we'll bring a microphone to you.

It's important that you -- I know some of you are going to go, "I have a really loud voice; everyone can hear me." I've got one of those too, but we need to get it on the microphone.

And, again, this is your opportunity to ask questions about the project, and, as I said before, you might be a little frustrated because some of our answers are going to be, "That's what we're going to be

studying," but ask them anyway or tell us what you think. And I think we're going to let the councilman go first because he raised his hand.

State your name for the court reporter, please.

COUNCILMEMBER CEDRIC HICKS: Cedric Hicks, Councilman, City of Carson, District 3.

My question is on the clean streets. For all the arterial streets that cross the 405 freeway, will be considered for the clean streets --

MS. JODY LITVAK: Complete streets.

COUNCILMEMBER CEDRIC HICKS: -- complete streets project, making sure that we have the sidewalks that are pedestrian friendly, we have the bike routes that are bike friendly on all of the -- from, say, Wilmington, Avalon, and Main, I think those are the main streets that actually cross, and making sure they're all done properly. Because I know currently Avalon is not correct in its transitional process totally, and if you're on a bicycle, you're taking your life into your own hands as you ride down the street, as I'm seeing my bike guru in front of me that knows that area. That, that's something that I know is very important.

MS. JODY LITVAK: Okay. That's a great question. And Robert wants to answer it, but I'm also going to say, I bet you want us to do that.

COUNCILMEMBER CEDRIC HICKS: Yes.

MR. ROBERT MACHUCA: That's exactly right. What I hear, right, Councilmember Hicks, is that the complete streets elements on the streets that cross a freeway are important to the city and making sure that we're addressing them as best as possible.

I was just keeping my eye out on that board over there where we do have some of the highlighted areas for some of these major arterials that are traversing through the 405; but that's a really good comment, and that's what we're encouraging to hear from.

COUNCILMEMBER CEDRIC HICKS: Thank you.

MS. JODY LITVAK: And this gentleman, the councilman's friend right here. Sir, again, I'm going to ask you to please state your name first for the record so we get it on the mic. Go ahead.

MR. RAY ALDRIDGE: Hi. My name is Ray Aldridge, and I'm a resident of Carson, business owner, and chairperson of the Carson Economic Development Commission and president of the Carson Bicycle Coalition. And, yeah, I definitely appreciate the councilman's support for the bicycling community.

I was coming up Main today and went under the 405 freeway, right there by the Porsche experience, and you have the handicap ramp that goes up to dirt and under

the freeway from the Porsche experience all the way down to the Dominguez Channel. It's just dirt, and the lane -- the lane itself is very narrow. So if you had to ride a bike, like you're going to Dignity Health or something to ride your bike on the velodrome or something, it's almost impossible to do it with a car. Now, if you look behind you and say, "Okay, there's no cars coming, let me just speed," because I did that on Monday.

I teach a class at Cal State Dominguez for seniors for bike riding, and that's what we had to do. We came down under the freeway there, and they were, like, afraid, but -- and you couldn't get up -- there's no sidewalk to get up on. So even when it rains, it's just dirt. So you go up on the sidewalk where the sidewalk is supposed to be, and it's just mud, so you can't really even walk. As a pedestrian, you can't even walk under that. So that's definitely a sore spot with us.

And then they were saying at 213, you know, because some people might say, "Well, 213 is fine," except it is -- has turned into a shortcut to get into City Hall. So it needs to be widened. It goes over the Dominguez Channel, and so I'm not sure what you're going to do -- you know, what plans are being made. But that is something that needs to be looked at.

My question, though, is, I'm not sure why -- and I understand you can't answer it -- but why they did not include auxiliary lanes for Option 3? Because if the cars have to merge immediately once they come up from the freeway, red light, green light, I don't think is going to, you know, take it.

My mom used to do -- you know, when I was a kid I remember, she would come up to the on-ramp, and if she couldn't get in, she would just stop, cars behind her, she would just stop, and then, you know, floor it to try to get in because there was no auxiliary-type lane that she could kind of merge into.

So I was just wondering -- it seemed like the auxiliary lane would be the top priority, if an auxiliary lane is needed. Right from the 91 freeway at Wilmington, getting on, going west, there's that auxiliary lane between Wilmington and -- and I guess that's Central.

That has saved a lot of people because you can kind of ride in that and then merge over as you need, versus just coming straight into the freeway traffic. So I don't know why that auxiliary lane is left off of Option 3.

MS. JODY LITVAK: Okay. Thank you. First of all, I want to make sure for the court reporter, is it Mr. Alridge or Aldridge?

MR. RAY ALDRIDGE: Aldridge, A-l-d-r-i-d-g-e.

MS. JODY LITVAK: Thank you so much.

MR. RAY ALDRIDGE: Thank you.

MS. JODY LITVAK: Thanks. And he'll take the microphone back. I'm going to go out on a limb and just maybe give an answer, you'll tell me if I'm right or wrong. My suspicion is that when we do these environmental studies, we have to look at a variety of alternatives, and so that's why you've got some of this and some of the other, but I hear you clearly; you like auxiliary lanes.

MR. RAY ALDRIDGE: Yeah.

MS. JODY LITVAK: I got it. We got it. We heard you.

MR. RAY ALDRIDGE: Yeah. Technology is not going to replace having to just jam into traffic.

MS. JODY LITVAK: Got it, but we have to have different alternatives that we evaluate.

MR. RAY ALDRIDGE: Okay.

MS. JODY LITVAK: Okay?

And this gentleman over here. Again, state your name, please.

MR. JAVIER DIAZ: Good evening, everyone. My name is Javier Diaz. I'm here representing Air Products. We make hydrogen from the cities of Carson and

Wilmington. I'm part of the leadership chamber of commerce as well. I was a track supervisor at the Carson facility, and now I'm part of the DOT pipeline group. So we ensure that the public is safe and construction projects like this are handled and coordinated with our engineering staff, because we actually come from Carson and cross the 405 right at -- west of the Wilmington Street, and we follow the Dominguez Channel and cross again.

So expanding the highway could be a conflict. All the heavy equipment, heavy machinery. We're about three or four feet under that -- the grade of the street. So we have high-pressure hydrogen going through that area. So I'm here to make sure that your project team is aware that we're here. And there's other pipelines next to us as well, so just make sure that you guys address that hazard.

And we like to call ourselves the hydrogen police. We're here to protect and sell. All right? So we sell hydrogen to all the local refineries. And we go up across the 110 as well, and we're headed up towards Torrance as well. So we want to make sure that the public is safe.

If you go to the project overview where it shows the map, I can explain where we cross real quick.

You don't have to --

MS. JODY LITVAK: No, no, what I wanted to show -- first of all, thank you; that's a great comment. We absolutely want to make sure that we're aware of all that stuff, no matter what Metro does, no matter what Caltrans does, safety is No. 1.

So these are all of the kinds of things we're going to be looking at, and I think -- if you want to say more, you can say more; don't worry about it. But thank you for pointing it out to us. I would encourage you to send that stuff in writing to us if there's very specific technical information you want to make sure we have, absolutely get it to us. That's important.

MR. JAVIER DIAZ: Yeah, I spoke to Carl, gave him my card already. I did fill out one of the cards, so you guys can send us your project stuff, and we'll coordinate with our engineering team as well.

MS. JODY LITVAK: We're in good shape. All right. Thank you so much, but I want you to see these are a lot of the things we're going to be looking at, so that's really important.

Anybody else want to comment or say something on the microphone?

Oh, this women in the plaid shirt here. Again, please state your name.

MS. DAISY VALDEZ: Good evening. I'm Daisy Valdez, a resident. Do you mind reviewing the no right -- or no re-right [sic] turns and how that would effect the construction or the development of the project?

MS. JODY LITVAK: Do either of you want to come back and do that?

MR. ROBERT MACHUCA: Let me touch upon it, and maybe also Michael.

MS. JODY LITVAK: Okay. And I'm going to try to find the right slide.

MR. ROBERT MACHUCA: There really isn't a slide for the free right turn process, but I wanted to make one clarification. We are -- as I mentioned, we're very early on in the environmental process. We're a long ways before we can actually get into the construction phase of this project.

What has been identified with regards to funding has been funding for the environmental clearance and portions of the design of this project. Still no funding has been identified or been cleared up for the construction of this project.

The intent is really to really also go through the environmental process, understand that, and then also position the project for it to be successful for future grant opportunities that we can apply for the state and

federal grant systems so that we can fund the construction phase of the project.

So that's one big clarification I did want to make with regards to the project. So we're going through these stages for the environmental clearance, the design, and then eventually into the construction. But to date, we don't have the funding for the construction phase, but it's all part of this project going along.

Michael, is there anything else you want to add with regard to the free right turns?

You know, one thing I can appreciate is when folks give those little anecdotes. I love your story about being -- and your mom and she's stepping on the gas because she's got to get in. So those are the anecdotes that really stick with people.

And if anybody has had the experience when you're getting off the freeway and you're trying to make a right turn, a lot of times people don't stop even, even when there is a stop sign. And what happens is people accelerate and they're not looking both ways, and folks are traversing or crossing the crosswalk of that ramp.

So by kind of creating that curve and making it more of a T, then you're kind of forcing people to kind of slow down and stop and really look both ways and really being a lot more vigilant with folks that are

either walking or traversing on a bicycle.

So that's the intent of having that ability to kind of change the geometry, fancy way of changing the way that the built environment is in order to change that behavior from people allowing people to slow down and really providing that prioritization for pedestrians and cyclists.

Michael? No?

MS. JODY LITVAK: And what I would invite you to do is, if you want to talk with somebody afterwards at one of the boards and maybe talk about that right turn issue a little bit, if that will help you and then maybe you want to give us a follow-up comment after you maybe understand it a little better or something like that.

And I want to emphasize what Robert said. First of all, we don't have the funding to build this yet, and a lot of what we're talking about are ideas. There have been no decisions made. That's the reason there's a no-build alternative up here, so we can compare it to what if we do nothing, what if we do nothing. And we'll see. We'll see. So there have no -- been no decisions that have been made yet.

Who else? You want to come back?

MR. RAY ALDRIDGE: I just want to ask -- well --

MS. JODY LITVAK: Get the -- just the

microphone, so we can get it. It's okay. Thank you so much.

MR. RAY ALDRIDGE: I just want to ask a question because of the no right turn or the right and stop or whatever it's going to be called, would the example be when you're getting off of the -- when you're going north on the 405 and you're getting off at Carson Street, you kind of make a loop, and the cars make a loop to get off, say to come to the community center, they don't stop, they just come. So if you're riding down Carson Street on a bicycle --

MS. JODY LITVAK: God help you.

MR. RAY ALDRIDGE: -- that car just coming off the freeway and just kind of merges on to Carson Street without having to look around, that would be the example of what we're talking about.

And that's the other thing, you know, it would have been nice if you had had visual -- I'm a visual person -- if you had a visual aid of what you're talking about because I would love to see a visual aid of that. Under the freeway at Main Street, if folks -- if you could see it, you'd be, like, "Oh, my God, how did they even think of doing that?" But yeah. So I just wanted to -- to get it in my mind, if that's what we're talking about.

MS. JODY LITVAK: They're nodding affirmatively; I'm going to say it verbally, so she gets it for the record. And the other thing I heard you say -- and I'm looking at our outreach consults -- is, when we come back out to the public or even when we go up online, we're going to improve our visuals for you.

MR. RAY ALDRIDGE: Yeah, because that is cute, but -- I'm trying --

MS. JODY LITVAK: We're going to see if we can do better than cute, okay? But that's great. We could come out with the best of intentions and we never know how things are going to land until we hear how you guys receive the information. It's, like, "Oh, we're going to do better than that," okay?

MS. LAURA HERRERA: We're going to do better than cute.

MS. JODY LITVAK: We're going to do better than cute. Thank you.

And this woman in the hat back here. Right there. Please state your name, so --

MS. POLLY OSBORNE: I'm Polly Osborne, and you're going to have to ignore my ignorance because I'm never gotten on a lane around here. But where I am, we all -- where I used to get in on up at Inglewood Avenue, there is a meter. We have lights at the top. Are you

telling me you have no meters here? That's what you said; you said you're going to add a time -- TDM -- I forgot what it stood for. I'm going to find out when I go; I'll take a freeway, but I want to know: Do you have lights at the top of your freeway here or not?

MS. JODY LITVAK: The ramp meters? One of you come and take the mic.

MR. ROBERT MACHUCA: Go for it.

MR. MICHAEL HYNES: There are -- you're correct; there are existing ramp metering systems on the freeway right now, but there's more advanced technologies that we're looking at. So these adaptive ramp metering that we're looking at actually looks at the volume on the main line and the volume on the ramp. So right now these ramp metering -- it's all technology. So we're looking at some new technology to help with the vehicles actually merging on to the main line. So you're exactly right, there's existing lights on there, the on-ramps right now, but we're looking to improve that technology.

MS. POLLY OSBORNE: Okay. So when I go home, there is a light there to monitor the getting on? At the top?

MR. MICHAEL HYNES: The majority of the ramps of this segment of the 405, yeah.

MS. JODY LITVAK: All right. Great question.

Other questions? Other comments?

Who knows what the score is?

COUNCILMEMBER CEDRIC HICKS: It was 2-0.

MS. JODY LITVAK: 2 for who?

COUNCILMEMBER CEDRIC HICKS: Dodgers.

MS. JODY LITVAK: Thank you. Thank you. This is the important stuff.

4-0. All right. Let's go. What inning?

MS. LAURA HERRERA: Top of the 7th.

MS. JODY LITVAK: All right. Thank you. Thank you.

All right, everyone, thank you so much for coming. Please, we're going to hang around, ask your questions, find out more about those right turns or whatever is the burning issue for you.

Please get your comments in by -- hold on. Hold on. Hold on. Bear with me. There we go.

Send them to Carl, send them to email, Wilmington@Metro.net, turn in the comment cards, get your comments in by the 21st and that will shape this study.

Thank you all so much for coming out tonight. We really appreciate it.

Thank you. Thank you.

(Meeting concluded.)

CERTIFICATE

OF

CERTIFIED SHORTHAND REPORTER

* * * *

The undersigned Certified Shorthand Reporter of the State of California does hereby certify:

That the foregoing meeting was taken before me at the time and place therein set forth.

That the statements made at the time of the meeting were recorded stenographically by me and were thereafter transcribed, and, therefore, said transcript being a true and correct copy of the meeting thereof.

In witness whereof, I have subscribed my name, this date: October 25, 2024.

Katherine Thomas

Katherine Thomas

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Appendix G.2: Scoping Meeting 2 (9/19/2024) Court Reporter Transcript

Metro Caltrans

REGAL
COURT REPORTING

In the Matter Of:

Metro I-405 Wilmington Scoping Meeting

AUDIO TRANSCRIPT

September 19, 2024

Case No: N/A

Metro I-405 Wilmington
Scoping Meeting

Thursday, September 19, 2024

6:00 p.m. - 7:30 p.m.

Transcribed by:

Katherine Thomas, Certified Reporter 14378

Metro I-405 Wilmington

Scoping Meeting

Thursday, September 19, 2024

6:00 p.m. - 7:30 p.m.

MS. LAURA HERRERA: Good evening, everyone. You can go ahead and take your seats. Thank you so much for coming tonight. We're just going to -- I'm just going to introduce some housekeeping items so that everybody knows how to participate and how the meeting is going to flow. And we thank you so much for coming. So I'll wait until everyone comes in and takes their seat.

There we go.

So our housekeeping items for tonight, we do want to announce that this meeting is also transmitted, and we have it in English, Spanish, and Tagalog, and we have interpretation available.

So in just a moment, I will have our interpreters introduce the -- how to participate and get your language interpretation.

Comments can be submitted through Thursday, October 10th, and we'll provide more information about that. We have comment cards available throughout the

room. We also have staff members who have those comment cards, so if you would like to make a comment, you can go ahead and submit that way.

We also have a formal -- formal verbal comments that you -- that you can provide following the presentation. And a court reporter is also available on-site, and you can also give your comments there.

So I'm going to pass it Diana Orozco, our Spanish interpreter.

(Spanish interpretation.)

(Tagalog interpretation.)

MS. LAURA HERRERA: Thank you. And now I have the honor of introducing Mark Dierking, who is going to be our emcee for tonight.

MR. MARK DIERKING: Thank you very much.

On behalf of Metro, I want to thank you for coming out to tonight's meeting on the -- public scoping meeting for the I-405 at Wilmington project. I appreciate you all coming here tonight.

We have a long program, but, first, before I get into things, I want to introduce the mayor of the City of Carson, Lula Davis-Holmes, and give her the microphone to introduce herself.

MAYOR LULA DAVIS-HOLMES: Thank you. Thank you. Thank you. And thank you for coming out, and good

afternoon to everyone. It's my honor to be here today representing the City of Carson.

Our city has always been a hub of opportunity, and today's scoping meeting is a testament to our continued commitment to improving the quality of life for our residents.

I would like to begin by thanking our partners at Metro, Caltrans, the SBCCOG, and local leaders who are working to bring tangible improvements to our city. And a special thanks to the residents and businesses here this evening who will be a vital part in shaping the future of our community.

Carson's role and vision is that the City of Carson is in a unique situation as we're not just a city in the heart of this project, but also a key player in the larger regional transportation network. Our city is home of major industries, logistic hubs, and vital transportation links. Improving the I-405 from Wilmington Avenue to Main Street is not only about mobility, but it's about enhancing the backbone of our local economy.

The project is a lifeline for thousands of residents, businesses, and communities that rely on this corridor every day. This stretch of the 405 is one of the busiest corridors in the region, and the proposed

improvements are not only just a matter of convenience but a matter of necessity for safer travel and sustainability.

The project that you will hear about will encourage economic growth and ultimately makes our city more accessible, ensuring that we remain competitive and thriving as a center of commerce.

We're committed to ensuring projects like this one prioritize sustainability, reducing environmental impacts, and protecting the quality of life for Carson.

Today's scoping meeting is a critical milestone. It is your opportunity to provide input on how we can shape the future of transportation in Carson.

Your feedback and concerns are essential as this project moves through the planning process. I'm confident that feedback from these scoping meetings will ensure that we find the right balance between progress and quality of life.

So in closing, I want to encourage all of you here today to be active participants in the process, to ensure that this project not only meets the transportation needs of today but also future -- for future generations to come.

Together we can make sure that Carson continues to be a leader in forward-thinking infrastructure while

continuing to make this city such a great place to live, work, play, and pray.

Thank you, again, for your participation. And, please, let your voice be heard this evening. Thank you, from your grateful mayor.

MR. MARK DIERKING: Thank you very much, and thank you very much for the City of Carson for hosting this. So we appreciate that.

With that, I wanted to walk through the agenda of the meeting, so you all have an idea of what we're doing here and how things are going to play out.

We're going to introduce the project team, and we're going to talk about the environmental review process and how that works and how the public can be involved in that process.

Okay. We're going to pause. The court reporter needs to move closer.

Good to go?

THE COURT REPORTER: Yes, thank you.

MR. MARK DIERKING: All right. No problem.

So tonight after that, we're going to have a project overview so you get a sense of what the project looks like or what we're thinking about. The project is not defined yet.

And then some of the alternatives to the

project, you know, what it might look like or what some various sections of what could happen.

Then you'll get a sense of the project schedule, we'll present that to you, and then more importantly, how to comment.

And tonight is a public meeting -- a public hearing. So we're going to be taking comments on the record from the public as to what they want to see in this project or what they want us to examine and look at.

So that's the agenda for tonight. With that, I will move on to the next slide. This is how you can comment. The comment period is running through October 10, 2024. We are looking at the possibility of maybe extending that, but we're not decided yet exactly. We're looking at informal comments, comments to questions that can be done in the back of the room. We're going to have time after this presentation today for you to talk about what's going on.

The formal comments, as I mentioned at the first part, is going to be on the record, and that's going to be at microphones that we would provide in the audience. And you can say whatever you want for up to a minute on the record.

We have a -- not as many people out tonight, so, you know, if you go over a little bit or if you want to

make another comment, we just want to run through so everybody gets a chance to say something for the record.

Formal verbal comments -- formal written comments can also be written. We've got some comment cards over on the left and the right. If you want to make a comment, you can also probably come up to the court reporter at the front after the meeting and make a comment if you're just a little bit shy of getting up to the mic. We're just trying to make it easy for everybody.

There's also email. You can see the address there. The email address is Wilmington@Metro.net. You can also do it, you know, the old-fashioned way; you can mail in a letter to Metro. Letters are going to Karl Price, who is here tonight. Right there. And his address is -- he's the senior environmental specialist at Caltrans Division of Environmental Planning, 100 South Main Street, Mail Stop 16A, Los Angeles, California 90012.

So lots of ways to comment. We really appreciate the feedback that we're getting. Again, as I mentioned, even for this period, we're trying to really figure out what we need to study, what we need to look at, what the community cares about.

So with that, Metro -- we want to make sure that

everybody gets a chance to participate, so everybody is involved. So we want to make sure that everybody gets a chance to make those comments for the record, especially those who are new to the process of government.

So to provide a safe and equitable process, we're asking that you respect the format of the meeting, let everybody have an opportunity to speak, turn off all your cell phones, especially when you're speaking so that we can hear what you're saying, and then treat fellow members with respect and staff as well, and then address all comments to Metro staff. So if you're making a verbal comment, if you could talk to me at the front, from your seat or wherever the mic is.

And then the last comment is, you know, maintain conversational tone. We're trying to keep this a civil discussion as we move forward.

So this is a nondiscrimination policy statement that we have on all of this. I'll give you a chance to read it. I'm a little bit too far away to read all of it verbatim, but just letting you know that everything here is covered under State and Federal law in terms of nondiscrim -- discriminatory behavior and manner and equity, and it's governed by a statute.

And if there's any concerns about the process tonight, there's contact information there that you can

call. There's a phone number as well as an email and a website that you can call if you feel that things weren't run correctly as part of the process, and you can file a complaint.

So with that, I also want to talk about the project partners. We don't do this in a vacuum at Metro. This is being utilized with Measure M dollars, subregional funding, and this is just for the study phase. But we're working very closely with Caltrans. Caltrans is the lead agency and they manage and govern the highway system in California. And we're also working very closely with the City of Carson, and the South Bay Cities Council of Governments is also very active in supporting and putting money into the project.

So today's speakers, there's myself in the center, Mark Dierking. I'm the director of community relations at Metro. I also used to work in the South Bay as a representative. And Andy Sywak is now taking over that position, so he will be your contact in the South Bay. But we're also having Robert Machuca, who is the project manager, is going to speak. And then also Michael Hynes, who is the project manager from the technical team on the project to answer more detailed questions.

So with that, I want to move into environmental

design. Is that going to be Karl?

Karl, go ahead.

MR. KARL PRICE: All right. Thank you, Mark. It's good to see everybody here. We do appreciate you coming out and taking your time out of this evening.

So what I want to do is just go over the environmental process a little bit. And we are in the beginning stages of the environmental review process for the project. As Mark mentioned, Metro is the project sponsor. Caltrans owns and operates the freeway. So we will be acting as the lead agency for CEQA and NEPA, and the project will need to comply with both State and Federal environmental laws.

So we've done a preliminary review of the project scope and the alternatives that have been developed. And at this point, you know, we've determined that a joint draft EIR/EA is the appropriate level of environmental documents. And that will most likely lead to a final EIR FONSI, or a finding of no significant impact.

So, although there are some key differences between CEQA and NEPA, they do have a lot of similarities. At their core, you know, they both seek to evaluate the project alternatives, identify impacts that might result from each alternative, identify ways to

avoid, minimize, or mitigate those impacts. And perhaps most important, you know, they seek to inform the public and the decision-makers so that the best decisions can be made in terms of selecting a preferred alternative moving forward.

So we have a very diverse and multidisciplinary team that's working on this project, a team of specialists that will be reviewing these various resource areas. Their technical studies will be utilized as we go forward and prepare the environmental document.

So right now we are in the early stages of our developmental process. You know, the scoping process is the first chance that we've had to present the project to the community, and it's also the first opportunity that the community has had to provide feedback back to the project team.

In a moment, you're going to hear an overview of the project from our project manager, and after that you'll have a chance to tell us what you think about the project, what you think about the alternatives, what environmental issues and resource areas you think are important and should be studied in the document and as we go forward.

With regards to the alternatives, I did want to take a moment to mention that back in 2022, Metro and

Caltrans staff worked together to refine the alternatives and reduce the footprint of the freeway alternative in such a way that we minimize residential displacement. And our goal now is to have zero displacements should we move forward with the freeway alternative.

During that process, Metro staff coordinated to closely work with local cities on that approach and to get their buy-in.

Now, earlier you saw a slide that showed the different ways you can provide comments, and you're going to see that slide a little bit later on so that you have a refresher, I guess. As you saw, there are many different ways to provide comments, and I want you to know the project team does take your comments seriously.

After the scoping period is over, the team will reviewed all the comments that were received. We'll incorporate what we learned into our environmental review process.

So, again, I can't stress enough, take advantage of this opportunity, provide your comments, provide your thoughts on the project.

So now I'm going to talk a little bit about the project schedule, and this here is a -- look at the -- an overall of the environmental process. So as you can see, we are here, we are in the scoping period -- the public

scoping period. Moving forward, we will be conducting our technical studies during our preliminary engineering, preliminary design.

In the winter of 2026, we expect to be able to put all of the information together into a draft environmental document, and we'll release that document to the public. You'll have a chance to review it. You'll have a chance to provide your comments on what we've done to that point. We'll take your feedback, modify the project, if necessary, modify the document, if necessary.

And then in the spring of 2027, we anticipate releasing the final environmental document. And so at that point Caltrans, as the lead agency, will sign and approve the environmental document, and then the project will be going over to the Metro board for their final approval.

Now, you can see those little thought bubbles down at the bottom of the screen there; that's just a reminder that the public participation is an ongoing process. It's not limited to the public scoping period or the draft circulation of the document. It's something that can be done throughout this whole process, and we encourage you to provide your comments as we move forward throughout the process.

All right. So this is sort of a bigger-picture overview of the environmental process. We did early planning, early, what we consider, early scoping, and that's where we had the opportunity to modify the alternatives that I mentioned. Currently, we are in the environmental review process, doing our preliminary design as well.

Following that final approval of the document, we'll move forward into our final design process. And then once that's completed, we'll go into construction, and then, ultimately, operation and maintenance of the facility.

So as you can imagine, all these steps will take several years to complete. And, again, public participation is critical throughout this entire process. Can't stress that enough. We need your help to build a better project.

And then, I guess, the next step is to go over the project overview. And to that I'll turn it over to Robert Machuca, our project manager.

MR. ROBERT MACHUCA: All right. Thank you, Karl. Make sure I get this... All right. I think we're good. Okay. Thank you, folks.

Once again, my name is Robert Machuca, project manager with Los Angeles County Metro and trying to lead

the efforts with this environmental process. I do want to reiterate the last slide that was identified on the schedule.

This is the start of a project, and this is a really critical stage with regards to the feedback that we get from the public. Before projects -- and you see a big bulldozer out there -- many years have gone by with regards to the analysis, the public input process. And that's what we're doing right now.

This is going to be critical, and your participation here tonight is not only appreciated but graciously appreciated in being able to get that feedback in order to make this a viable and strong project that has the support from the community and making this project as realistic as possible. So thank you all for making the time here tonight.

So just to provide a quick update or overview of what the project is, it does extend approximately three miles from just south of 110 Main Street all the way down to Wilmington.

This is, as mentioned earlier, a highly trafficked section of the 405. Over 300,000 vehicles traverse this corridor on a daily basis, and it is very, very -- a critical corridor, not only to the lifeline of the city and also within the region.

And one of the biggest elements I really want to make sure we're addressing in this project is how do we optimize and facilitate the corridor so that when people get frustrated, they don't get off the freeway and start taking on city streets.

So what I wanted to do next is provide a quick, little survey. If I could get your help to participate and just raise your hands. And I'm going to scoot over a little bit so that I can see these questions a little bit better. I have to pull this over.

Sorry, Mark.

So let me see a raise of hands if anybody has had to drive this section of the 405 between Wilmington and Main Street.

Have you ever tried to merge on the freeway and had a hard time weaving into the line of cars? I think we all have.

Have, either, almost -- have you either almost gotten into an accident yourself or witnessed an accident in other cars merging?

And, then, have you ever been planning to take the 405 and as you get close to the on-ramp, you'll see a solid red line on your GPS and decide to take a nearby surface street?

Are you here tonight because you're worried

about property acquisitions as part of this project?

So let me give you the assurance, for each of these questions, we're here to discuss and address each one of these. I want to be very clear and upfront with the project.

We are not -- we are making it our priority not to take any property acquisitions as part of this project. We will work within the Caltrans right-of-way to make all of the necessary improvements as long as they can fit within the right-of-way that is already out there. So it's going to be a big priority for us.

And as mentioned in many of these questions, we are really geared towards the safety of the project, and that's what we really are looking at prioritizing on this project itself.

As mentioned, Metro is working with Caltrans, the South Bay Cities Council of Governments and the City of Carson to really facilitate these safety improvements that could be implemented along the corridor.

One unique thing about this project is that we are broad in our perspective with the various alternatives and being able to provide various options on what the community can provide input on. We have a no-build, and we have two build alternatives that we'll be introducing and being able to get that feedback from

you all tonight.

We also want to make sure that we're implementing complete streets. We'll talk about a little bit more about what that consists of. But we're not only looking at the vehicles that are driving on the road. We're making sure we can address the safety of pedestrians crossing the streets, cyclists using the corridor, and everybody in between with utilization of the Metro or other transit systems and everything in between. And as mentioned, no property acquisitions -- permanent acquisitions.

We might have temporary construction easements that might be effecting some of the businesses along the corridor, but we're going to do everything -- we're going to work our darndest to make sure that that's not affected beyond its necessary purposes and making sure that we can minimize those impacts as best as possible.

So why is the project needed?

As mentioned, safety; it's really important. The corridor does experience higher rates of -- than the state-wide average when it comes to collisions along the corridor, and we want to make sure that we're addressing that as part of this project.

As mentioned, the deficiencies or the issues with people trying to weave in and out of the system when

you're trying to get into the freeway is a big problem because you don't have, what we call, auxiliary lanes. And we'll get a little bit more into it, but these auxiliary lanes is what allows you to -- when you're entering the freeway system, to have enough space to speed up and then merge into the system. And when that's not present, you're constantly having to press on the gas and merge in as fast as you can. So by facilitating and really creating that space, it's really going to help improve the safety aspect of it.

As a matter of fact, 75 percent of all the collisions that are out there are really as a result either of rear-end collisions or side swaps -- sideswipes, which is indicative of that inability to merge in safely.

So the goals of the project, as mentioned, safety, No. 1, but also looking at the pedestrian/cyclist community and making sure that we are getting that addressed as part of this project.

We're also looking at enhancing the reliability and safety of the system and then also providing equitable, accessible, sustainable traveling options for all folks that are mobilizing throughout this area.

At Metro and also with collaboration with all of our various partners, these are kind of the four

categories that we are always looking at improving within each of our projects: Better transit, improved mobility, complete streets, and access to opportunity.

And we are looking at each of these areas and really trying to pick out what is best suited for the project and really looking at those components and improving and integrating through the development.

At this point, I'll quickly introduce the various alternatives that we do have on the project. As mentioned, we have a no-build, and this no-build is really just saying, look, we're not going to do anything on the corridor, and we're going to leave it alone. So that's an option that we have. And if that's what the community wants to voice out, this is where we're really looking for that type of feedback.

We also have Alternative No. 2, which is the inclusion of those auxiliary lanes that I previously mentioned, but also includes the component of complete streets and really looking at the nearby streets and how we can improve upon those mobility improvements with pedestrians and cyclists along the major streets.

We do have a third alternative, and what this is, is a TSM/TDM alternative. I know this is a crazy acronym, but I want to make sure that we're clear, and we will talk a little bit more about it, but these are

transportation system management and transportation demand management alternatives.

And these are basically a -- various types of improvements that could be implemented on the corridor that really facilitate the optimization of the system itself. So looking at what we currently have right now and how do we make that even better with regards to getting the traffic flow smoother and safer without having major impacts. But it also includes complete streets components to this project.

So the main thing between Alternative 2 and Alternative 3 is Alternative 2 includes the auxiliary lanes, and Alternative 3 does not include the auxiliary lanes. So these are -- Alternative 3 is just focusing on the complete streets element of the nearby corridors.

As mentioned, what are auxiliary lanes?

Auxiliary lanes are short-distance lanes that are located on the system that allow folks to get in and out of the system. And you need sufficient amount of spacing in order to get up to speed and then merge in and not have to battle folks to get into that lane or try to get out of the system.

When it comes to complete streets, these are -- it's, basically, a method of street design that promotes increased access for all roadway users, and this is

specifically targeted for folks that are walking, biking, or bound to a wheelchair, and really facilitating that they're able to move around safely and comfortably.

And then what are TSM/TDM strategies?

As mentioned, these are strategies that include elements to improve traffic management, and it's really just basic elements that we can incorporate as part of the project that Michael will go a little bit more into in providing some examples of that.

All right. So I'll introduce Michael, who is going to talk more about the alternatives.

MR. MICHAEL HYNES: I think I'll stand here too. Thanks, Robert. So I'll go over the alternatives in a bit more detail. Thank you.

So as Robert mentioned, that we are starting three alternatives as part of this environmental document.

And Alternative 1 is the no-build. So it's important to note that no improvements, as Robert mentioned, are taking place in this alternative. So it's really an analysis of the existing conditions. We'll identify where the hot spots are for accidents, also operational issues as well that we need to fix out there. So we'll establish that project goal and the need so -- with this analysis of the no-build condition.

So it's really -- given that we have two build alternatives, those alternatives will include the improvements based on the analysis of the no-build alternative. So I think it's really a comparison to the build, and the build alternatives will include infrastructure improvements to meet that purpose and need of the project.

But it's important to note the no-build, as noted in the second bullet here, as the traffic demand increases throughout the project corridor, the existing operational, safety issues won't be alleviated. So, and it could even worsen over time as well.

And the actual design here for the project is 2050. So we actually study the traffic and the accidents out to the 2050 design year, and we determine what issues that we need to actually fix on the corridor itself and also the arterial systems as well, which is important for the city.

The other element that is not included in the no-build, obviously, is that there's no improvements for pedestrians or bicycles either. So those multimodal elements won't be included in this alternative.

So now we're moving into the build alternatives. These are the alternatives that we do -- you know, we're trying -- we're going to be alleviating the safety issues

and also the operational issues.

So Build Alternative 2 is the auxiliary lane and complete streets alternative. I know Robert went over this a little bit, but the three main elements that are listed are part of this build alternative. The first element are the four auxiliary lanes that we are including in this alternative.

So you can see them in the figure to the bottom right here. Two auxiliary lanes are in the northbound direction. So you can see from Wilmington Avenue to Carson Street and then from Carson Street to Avalon. So those are the two auxiliary lanes in that northbound direction.

And the south direction, you can see them in green. So reverse direction, the same approach. The auxiliary will be from Avalon to Carson Street and then from Carson Street to Wilmington.

So the reason for the auxiliary lanes is really these interchanges are closely spaced. There's a lot of weaving movements occurring, so it's really going to help with mobility, safety, and operations between these local interchanges. And that's -- the next slide will go into more detail with the auxiliary lanes, but that is the main purpose of applying this approach.

And secondly, the complete streets. I know

Robert mentioned this a little bit. Complete streets are very important for this alternative. It's an integrated approach for all modes of transportation, and we're looking at adding a lot of features. I do have a slide to present what types of elements we're looking at for complete streets and active transportation for pedestrians and bikes.

Thirdly, the TSM/TDM that Robert mentioned, and I have a slide for that, just to describe those type of strategies and elements as well.

So just before we get to the complete streets elements, what is an aux lane?

So you can see on the figure to the right-hand side, the no-build condition, which is the existing condition that -- you don't see the additional lane that is added from the on-ramp to the off-ramp. So you can see potential conflict points from the on-ramp location as they're weaving in and merging in to the main line traffic.

So that conflict point would be removed, and then the aux lane would give them more time to weave in and enter the freeway and also exit the freeway as well. So it's really a noncontinuous lane; it doesn't continue through interchanges. It's just a short lane from the on-ramp to the off-ramp. And also, it doesn't operate as

a general purpose lane. It doesn't continue through the interchanges as I mentioned. And also, it provides more space for traffic to enter and exit the freeway, as I mentioned as well, and it removes those conflict points.

So now for the complete streets elements that we're looking at and studying, we're just at the forefront right now. We're looking at, What are the existing concerns out there at each of the interchanges? So these are really elements that are crossing under the freeway. They're not elements on the freeway system itself.

I had a question before this meeting which really brought to my attention the need to explain that these are elements, for example, on Main Street, as -- you're crossing under the street itself. So it's really an integrated approach to make sure that pedestrians and cyclists can cross through the freeway safely.

So looking at, for example, Main Street, there's no sidewalk today, so we are looking at adding a sidewalk on Main Street, and also, importantly, a bike lane on either side of Main Street. So we are looking at bike lanes in either direction. And also crosswalks and making sure that they're very visible with lighting and flashing beacons. They're known as continental crosswalks. We want to make sure they're very safe to

cross. And also the ADA, making sure the curb ramps are ADA compliant.

So each of these improvements, we will really be working closely with the City, making sure we adhere to the City of Carson master plan. They do have an extensive plan that we're adhering to, and we're just matching into that City master plan.

So one other important feature that we're looking at doing is removing the free-right turn lanes. So I don't know if you can imagine if you're actually getting off the freeway and there's a free movement to get onto Main Street, for example, and also Carson Street. You don't need to stop.

So we are looking at teeing those conditions in; they would need to stop at a stop sign or a signal so pedestrians and bikes can actually cross safely.

So that's the overview of complete streets, and those elements are included in Alternatives 2 and 3.

So just for Alternative 3 itself, I know Robert went over this a little bit. But it's the TSM/TDM alternative, so it also includes complete streets at each of the five interchanges on the project. So we are including complete streets on Main Street, on Avalon, 213th, Carson, and Wilmington. So the only difference between Alternative 2 and 3 are the additions of the aux

lanes.

So a little bit more detail on the TSM/TDM strategies. Transportation system management is the operational strategies to improve the freeway management and the system itself on the main line. And transportation demand management is actually strategies to reduce the demand on the arterial system and also the freeway system as well.

So a little bit more detail on, What are the type of elements that we're looking at for the TSM/TDM? The first item, the closed-circuit television systems. These are cameras on the freeway that look for incidents on the freeway. So when they detect an incident, emergency services are called, and they can clear the incident really quickly. So it really provides that reliability on the main line.

And then ramp metering systems. These are for on-ramps. Everyone has probably driven, and you'll see a ramp meter, and you wait before you get on the freeway. So we are looking at applying those at each of the on-ramps. It really controls the flow as you enter the freeway, and it really helps mobility on the freeway.

And then signal, signalization, optimizing signals, adding turn lanes, these are at the intersections at each interchange. These strategies and

elements really help lessen the demand as you enter and exit the freeway.

The last item here that we see is changeable message signs. These are the signs that you see to the right-hand side that provides information of traveler information of how long it will get to the next destination. So it helps real-time information and helps you make those decisions where to travel to.

So that's the overall strategy of the TSM/TDM that are being applied to both Alternatives 2 and 3.

So the last slide here, just a little bit more detail in regards to our multimodal efforts. It's really a regional approach.

So as I mentioned, we're making sure we're adhering to the City of Carson master plan for bikeways. We're working with the City extensively. They do have a lot of plans for pedestrian and bike facilities on each of the arterials that the freeway crosses. We're making sure we adhere to that and they're matching within the state right-of-way.

One example of a regional approach is Dominguez Channel. So there's planned and proposed actual trails along the channel itself, which is aligned to the east of the 405. So there are some existing trails and some planned, but we're looking at providing really safe

connections to that trail system itself. So that's that regional approach.

And lastly just we're looking at bike lines. But Class 1 we're looking at potentially, which is a separated bike facility from the arterial roadway that if we can fit that -- we're trying to do that. Or it's a Class 2, which you can see in the photo, which is actually just a shoulder bike lane. But we're looking at and making sure that is a buffered bike lane if it's a shoulder system.

So, and that concludes my presentation, and I'll pass it back to Mark.

MR. MARK DIERKING: Okay. Thank you very much.

So now we'll go into the formal comment part. This is your chance to make comments on the record. We're a small, intimate crowd, so if, you know, you've got any questions, we can have someone answer that.

But let me just walk through the comments again real quick. So how you comment: Informal comments can be made with staff in the back, but they're not going to be included in the final document.

The formal comments are made on the mic today. And you can also email us, provide a comment card, or you can talk to the court reporter after the presentation, and they will be part of the draft environmental impact

document. Formal verbal comments, again, at the mic or at the speaker card there. Comment cards can be found at stations around the room.

The email is Wilmington@Metro.net. And the mail address, again, Karl Price, Caltrans. And the project team gets all of these and reviews them all.

So we're going to sort of skip the one-minute slide. This is our contact slide. But let's go ahead. We have a mic. Is there someone who would like to speak? Yes. Right there. The mayor.

MAYOR LULA DAVIS-HOLMES: I have a concern about the construction time period moving forward with the project because LA '28 is coming to Carson, and it does interfere with the fact that we're going to have a lot of foot traffic, a lot of vehicles here in the city. So when is construction going to begin?

I know we didn't raise that at our council meeting, but we were just talking. We don't want any construction on our freeways in 2028. We're going to be the host of 12 games -- or more with a lot of visitors to our city. We cannot have our freeway down. So that's a big concern for us.

MR. ROBERT MACHUCA: And, you know, the main thing here tonight is really making sure that we grasp those comments and record them so we can continue

addressing them.

But what I will add is that, because we are working towards the development of this project, what we're trying to do is also make it successful for future grant opportunities that can fund the construction phase of this project. Because the project, right now, is not funded for construction as of yet. So there is no funding for the construction phase of it.

But what we are intending to do is make it a very robust and very integrated and holistic approach with regards to multimodality and safety so that when the project does get completed with its environmental process and into design, it can be successful for future grant opportunities for the construction phase.

But correct. Right now, as we speak, we do not have construction funds for the project. So the concern with it affecting the Olympics, we're pretty safe on that.

MR. MARK DIERKING: So there's no timeline yet on construction, right? So, but now that you've commented on the record, they'll include that in their environmental documents, saying, you know, we've got to make sure the Olympics can move through Carson.

Anybody else? Just raise your hand; the mic is right there.

COUNCILMAN CEDRIC HICKS: Councilman Cedric Hicks. My question is for the ramps and the entrances and exits on the freeway. Beautifications, how that's going to be addressed and making sure that we continue to beautify the City of Carson along that thoroughfare.

In addition to that, the priority you guys talked about, no acquisition of lands. But just want to make sure if in the event that it does happen, how that process would look like because you said it might not happen but you never know until you start doing the construction that there's not enough room to do what you need to do.

MR. ROBERT MACHUCA: Thank you. And at any point, please, please ask. We are recording literally every word that we're saying.

Really good comments, Councilman Hicks.

And that's something that has been reiterated by your staff. This is something really important that we've heard by staff, that -- the aesthetics. How is that going to play a role with this project? So what I'm hearing is it's important, and we need to pay attention to it, and that there's character, and that essence of community is built in when these infrastructure improvement projects are going to be part of this project.

So we will be paying attention to that and making sure that is an integral part of the project itself.

With regards to your second comment, it is our priority; we are steadfast in making it a priority that this project does not have right-of-way acquisitions, permanent right-of-way acquisitions.

So what I'm also hearing as part of the scoping period, is that it's very important that that does not become the case on this project. And by you stating that and identifying that, it's going to be a very hard, steadfast priority for the project itself.

MR. MARK DIERKING: Anybody else? No?

MR. MICHAEL STEWART: I'm Michael Stewart vice chair of the Carson Chamber of Commerce. We have a development project along the 405, specifically along the 157 acres side, projecting the football stadium.

As you get off the 405 in the evening, the lighting is dark or dusk or in the morning, early. The lighting should be more improved as we get off the 405 at Avalon going into Carson and also as we go along Avalon going on the freeway going the other way.

We feel that enhanced lighting would be good both for the 405 at Avalon and the 405 at Imperial Highway. Okay? Enhance the lighting, bring up the

lumens. Okay.

MR. MARK DIERKING: Excellent question. And that's the type of thing we're looking for in public scoping meetings so we can really work on that issue for the environmental document. Excellent question. Thank you.

Mr. Love, did you -- we have a service councilmember here from Metro who is here.

MR. ROY LOVE: I was looking at the statement regarding auxiliary -- the lanes of the -- where you said the complete package. Is that -- you said it may -- may be implemented. And I just want to know -- and the plan was based upon what, you know, it just seemed to be -- as far as the ADA elements.

MR. MARK DIERKING: So you want to know what may be implemented in the ADA elements?

ROY LOVE: Yeah. Yeah. You said maybe -- yeah, I was -- I guess I was expecting something to be more certain if you have the funding and the other problems. But I just wonder why the maybe.

MR. ROBERT MACHUCA: Really good comment. And this is exactly what it is. We're introducing this component, and this is what we want to hear.

What is important to you? What do you want to make sure that we're incorporating and thinking about in

the project so that it does get incorporated?

Just by you voicing out already and getting it recorded that ADA components on the projects and infrastructure are very critical to the project.

So let us have it. That's exactly what we're hearing and wanting to hear from the community because that's really setting the priority for the project itself. What is it that the community wants and being part of the analysis?

MR. ROY LOVE: And certainly Alternative 2 is talking about -- definitely want to try to implement that one. And, of course, making sure that things are complete.

I know you are looking at your wrist. But anyway, I just -- certainly, I want to say amen to the -- to the need to be ready for 2028. So at the Olympics time we will have everything already taken care of.

MR. MARK DIERKING: Good point. Thank you. Councilmember Roy Love -- Commissioner and service member -- Metro service councilmember. Many hats.

Who else? Anybody else want to have a comment? Yes, right there.

MS. CHERYL COOK: Hi. Cheryl Cook, main manager for the South Bay Carson AJCC. We're also a CBO partner with Metro and Arellano & Associates with respect to

outreach and getting the information out to the public with respect to the scoping period and what the plans are.

So my question is, if this goes the way it is expected or what you desire for it to go, when the time comes for the construction and the funding and all the things are green light, right, will the community be informed that this process is actually starting?

Because oftentimes we get on the freeway and we get on the streets, and we go, oh, something is happening. Because the residents didn't have any information prior to. So would the same outreach and information happen when the time comes for construction to start?

MR. MARK DIERKING: So if Metro is -- we're still trying to define who is construction. But I can tell you Metro's policy is that in construction projects we are very active in making sure that the community knows the timeline. So we'll go through the various steps that we have done in the past. So yes, absolutely.

MS. CHERYL COOK: Thank you.

MR. MARK DIERKING: So I don't want to put anybody on the spot, but I don't see any more hands going up. So I was looking at my watch because we're going to be here until 7:30 no matter what. So if you've got

questions or if you want to make -- you're a little bit shy, you want to make a comment on the card or with the court reporter, you can do that. Or if you just have a casual question, we've got lot of experts and staff; they're standing by boards, and they are happy to assist you.

So I'll go ahead and, once again, outline the contact information. You can reach out to Lourdes Green via email for the ongoing on the project, outside of the public scoping process, and that's 1 Gateway Plaza, Los Angeles, California 90012. Her phone number there is (310) 854-3196. You can email us at Wilmington@Metro.net. And our web address for this particular project is Metro.net/405Wilmington.

And then down here is the X or the Twitter feed for Metro Los Angeles and the Facebook feed for Los Angeles Metro.

So on behalf of Metro, I want to thank you all for coming out tonight. We really do appreciate you spending your time on a Thursday night with us. And we will be continuing our outreach.

Just to also let you know, we will be continuing to meet with the public. We're exploring the idea of extending the comment period. We are working with the City of Carson, and we might have another meeting

depending on the wishes of the City.

So Robert is going to be working that out with you all, so we might be back very soon. So appreciate it.

And if there's stakeholder groups or, you know, people that you would like a presentation on, we are happy to do that. If the chamber wants something or some other local organization, we're happy to do that.

So thank you all for coming tonight, and we appreciate it and enjoy.

(Whereupon, the meeting concluded.)

CERTIFICATE

OF

CERTIFIED SHORTHAND REPORTER

* * * *

The undersigned Certified Shorthand Reporter of the State of California does hereby certify:

That the foregoing meeting was taken before me at the time and place therein set forth.

That the statements made at the time of the meeting were recorded stenographically by me and were thereafter transcribed, and, therefore, said transcript being a true and correct copy of the meeting thereof.

In witness whereof, I have subscribed my name, this date: October 2, 2024.

Katherine Thomas

Katherine Thomas

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Appendix G.3: Scoping Meeting 3 (10/21/2024) Court Reporter Transcripts

Metro Caltrans

REGAL
COURT REPORTING

In the Matter Of:

METRO I-405 WILMINGTON

TRANSCRIPT OF PROCEEDINGS

October 16, 2024

Case No: N/A

CERTIFIED COPY

Metro I-405 Wilmington

Scoping Meeting

Wednesday, October 16, 2024

6:00 p.m. - 7:30 p.m.

CERTIFIED COPY

Transcribed by:

Katherine Thomas, Certified Reporter 14378

Metro I-405 Wilmington

Scoping Meeting

Wednesday, October 16, 2024

6:00 p.m. - 7:30 p.m.

MS. JODY LITVAK: Good evening, everyone. Thank you so much for coming. We're going to get started. Hope you all have had a chance to look at the boards and talk to people. We're going to get things under way here.

Ready to rock and roll? Let's go.

MS. LAURA HERRERA: Perfect. Good evening, everyone, and welcome to our third scoping meeting for the I-405 Wilmington Avenue to Main Street improvements project. We're just going to go through a few housekeeping rules before we go through the meeting so everyone has a chance to participate.

So today's meeting is -- we have Spanish and Tagalog interpretation available, and for assistance, we would like you to visit the language station. We'll invite our interpreters to come up to provide instruction on how to listen to this meeting if you need language assistance.

So comments can be submitted through Monday, October 21st, and comment cards are available throughout

the room. And we'll have -- formal verbal comments can be provided following the presentation, and we also have a court reporter on-site if you would like to provide comments that way.

So first, I'm going to invite our Spanish interpreter to provide instruction.

(Spanish interpretation.)

And now we'll invite our Filipino interpreter -- sorry -- Tagalog interpreter.

(Tagalog interpretation.)

Thank you very much. And now I'm going to introduce you to Jody Litvak, who is executive officer of community relations at Metro.

MS. JODY LITVAK: Thanks.

Let me see if I can do it like this. I don't like standing back behind there.

Well, what I'm going to do, before we get started, is I'm going to introduce Carson Councilmember Hicks Senior, who is from District 3, who is going to welcome you here and say a few words.

Councilmember, come on up.

COUNCILMEMBER CEDRIC HICKS: Thank you, Jody.

Good evening, everybody. Wait a minute. Good evening, everyone. Okay. I know we half asleep but wake up, come on.

You know, it's a great day here in the City of Carson. It's always an honor to be representing the City of Carson in that we are here to get more information regarding the 405 freeway, the expansion, and how it's going to be related to our residents here in the City of Carson.

As always, City has been the hub of the area for some time and today's scoping meeting is a testament to our continued commitment to improving the quality of life here for our residents. I would like to begin by thanking our partners at Caltrans and South Bay COG, local leaders who are working to bring tangible improvements to our city.

I also want to thank Metro for expanding and extending the scoping commitments period and hosting an additional meeting to allow more and more opportunities for our region and for providing opportunity for feedback on this valuable project.

In addition to that, and the special thanks to the residents and the businesses in the City of Carson and who are the vital part in shaping the future of our community.

As you know, the City of Carson is a unique situation and that we're not just a city with a heartbeat, but we are a city that has a soul and that

also is a key player in a larger regional transportation network. Our city is home to major industries, local and logistic hubs, vital transportation links. And improving the I-5/405 freeway from Wilmington to Main Street is not only about mobility, but it's also about enhancing the backbone of our local economy.

I call that the -- I call it the South Bay Curve because I always -- you go around it, you see all the shops and you see the car dealerships around that area. It does get backed up. I have been caught in it many, many times.

And, so for this freeway, it's just -- for thousands of residents, businesses, and for communities that rely on this quarter every day, the stretch of the I-405 is one of the business corridors in the region. And the proposed improvements are not just a matter of convenience but a necessity for safer travels in our community's sustainability and economic growth.

We're committed to ensuring that a project like this one prioritizes sustainability, reducing environmental impacts, and protecting the quality of life here in the City of Carson.

This includes carefully planning around noise, traffic, air quality, and consideration of our community. There's one part that's not listed that I always talk

about, the beautification of the area; we have on-ramps and off-ramps and making sure they are aesthetically pleasing as you come into the City of Carson.

Today's scoping meeting is a critical milestone in our opportunity to provide updated, important information on how we can shape the future of the transportation here in the City of Carson. With reflections in the needs of desires and for our residents, your voice is key in ensuring that this is why this scoping meeting is critical.

I want to encourage all of you to actively participate in this process to ensure that this project not only meets the transportation needs for today but also for future generations. Together we can make sure that the City of Carson continues to be a leader. And, you know, our motto is "Future is Unlimited" and that the infrastructure, while continuing to make things better in the City of Carson, it becomes a greater place to live with this transformation.

I want to thank all of you for participating and being here, your input, your commitment to the City of Carson, and for also being here as we go through this scoping meeting; and I do believe that we did extend that until the 21st of October, if I'm correct. So if you're -- haven't gotten your ideas together or if you're

kind of shy and don't want to say too much about it now, you can always submit that later on, and we will make that part of the project.

But, again, I want to say thank you for allowing me to be here and thank you guys for coming to the City of Carson. And, Jody, I give it back to you.

MS. JODY LITVAK: Thank you so much. I just want to... We talked about the comment cards around the room. So they look like this. So if you want to fill those out and turn them in or, if you want, you can take them home with you and please get them into us by October 21st. Actually, I don't have how to send them in right here, but send them in. We'll get that for you.

Okay. Moving on.

So this is our agenda for tonight. We're going to explain who is here, what the process is, give you an overview of the project, the various alternatives we're looking at and our schedule, and we already talked a little bit about how to comment, but when we get to the comment portion, we're going to tell you again -- I'm going to tell you again.

Okay. Again, comment period is through Monday, October 21st. As the councilman said, this is an extension to give you more time.

We had an informal period before when people

were wandering around; we'll break at a certain point and go back to that. Formal comments, again, can be submitted by the comment card, U.S. mail, email, the court reporter, and they will be documented in the draft environmental document. Again, you can fill out a speaker card -- this is not the speaker cards -- they're over there -- if you want to speak.

I want to say a word about this. This is scoping. So scoping is the very beginning of the environmental process, and you're going to ask questions and you're going to be really frustrated because we're not going to answer them. The reason we're not going to answer them is that is what the purpose of the study is, to ask the questions. This is your chance to tell us what it is you want us to look at, what are the questions you want the study to answer.

So I understand it's weird and it's frustrating, and you're going to say, "Well, what color is it going to be?" And we're going to say, "We don't know; we have to study that." I'm sorry. It's frustrating, but that's the process. Okay. You can email Carl; it's over there. We'll talk about that in a minute.

These are the times we live in, so we want to remind everyone that we do have a code of conduct for our public meetings. We want to ensure that everyone can

fairly and clearly share their ideas and comments and concerns about the project. Ask those questions that I talked about.

So please respect the format of the meeting and allow everyone to have an opportunity to comment. It's the end of 2024 already; you should know about turning off your phones and putting them on silent. Please treat everyone here, no matter who they are, with respect. Address all your comments to Metro staff and consultants -- those of us wearing the badges -- and maintain a conversational tone.

If you don't like what we're doing, that's fine to criticize the project. It's about the project. Okay?

I'm not going to read our whole nondiscrimation policy, not because I don't feel it's important; it's super important. But Caltrans and Metro are committed to maintaining the -- supporting our nondiscrimination policy and being -- following all of the various statutes that are important to ensure everybody is protected, so.

The councilman already mentioned who the project partners are -- that was weird. Okay.

Obviously, Metro, LA Metro, we're the county-wide transportation planning agency, so that's our role here. Caltrans District 7, Caltrans is the owner and the operator of the freeways, state highways, that's

why they're here. Carson is here because we're in the City of Carson; this is the portion of the freeway that runs through the City of Carson. They are partner and friend in all of this.

And the South Bay Cities Council of Governments. Councils of governments are these kind of -- I know, you didn't study COGs in civics class; I know I didn't, but this is the South Bay COG, is where all of the South Bay cities come together and talk about what their priorities are for transportation and many other things. So those are all of our partners in this effort.

Obviously, I'm the person in the middle. Where is Robert? Robert Machuca is Metro's lead for the project. And where is Michael? Michael, back there, he's our lead technical consultant for HDR. And Carl Price is our lead for Caltrans. And I think -- do I turn it over -- I turn it over to Carl at this point. Carl.

MR. CARL PRICE: Thank you, everyone, and thank you, Jody, for the introduction. And I'm glad we got a nice crowd here. You've chosen to be here, rather than watch the --

MS. JODY LITVAK: Can you all hear him okay, or do you want to hold the microphone closer?

MR. CARL PRICE: I'm glad you are all here, rather than watching the Dodger's game. I'm going to do

a little bit of overview of the environmental process, the environmental review. So, as Jody mentioned, this is a partnership project, Caltrans and Metro. Caltrans is the CEQA and NEPA lead agency, the environmental lead; Metro, of course, is sponsoring the project. And we've done some preliminary review of the project and we've determined in that effort that an environmental impact report, environmental assessment is the proper environmental document that should be prepared.

We do anticipate that after we go through this process, that we will have a final environmental impact report for CEQA and then a finding of no significant impacts for NEPA. And now CEQA and NEPA are sort of the umbrella laws for the state and federal government, when we look at environmental issues. And they've got a lot of similarities; they've got some differences, but at their core, they all -- they both require that we evaluate alternatives for projects. They want us to identify potential impacts associated with those alternatives.

They want us to identify ways to avoid, minimize, or mitigate those impacts, and, perhaps, most importantly, they want us to inform the public and the decision-makers about those impacts so that an informed decision can be made regarding how to move forward with

the project.

So we've put together a large multi-disciplinary team of environmental specialists for the project. We've identified a large number of technical resource areas that we'll be studying. And I won't go through this list, but over the course of the next several months we'll be evaluating each of these studies, these areas, and preparing technical reports that will be rolled into the environmental document.

So this project is designed to improve mobility, accessibility, and safety along this section of the 405, between Wilmington Avenue and Main Street, and then also on the surface streets in the immediately surrounding area.

And so as was mentioned previously, we're in the scoping period. This is the early stage of the environmental process. It's actually the first opportunity that we have to provide information to you, the public, and it's also the first opportunity that the public has to provide us with their comments and their thoughts about the project.

And so, you know, it's very important that you do take this opportunity to provide those comments. We want to know what you think about the project, what you think about the alternatives that we're considering; are

there any resource areas, any issues that we need to be addressing as we go through this process.

Basically, let us know your thoughts and feelings and thoughts about the project. That's the purpose of this scoping period so that, you know, we can move forward with a better project. And all the comments that we receive will be collected, shared with the project team, and then we will work together to address those comments and utilize those comments to move forward with a better project.

I'm going to talk just a little bit about the project schedule. So, obviously, we're in the scoping period right now. We have our scoping meetings. We'll be taking comments from the public until the 21st, next week. After that, we will be conducting those technical studies that I mentioned, doing our environmental analysis, and preparing the preliminary engineering and the environmental document that's going to support this project.

That's going to take the next several months until we get to roughly the winter of 2026, when we anticipate having the draft document ready for public review. And at that time we're going to hold a series of public hearings, much like we are now. We'll be taking public comments to find out what the public thinks about

the project, a better analysis, and so on.

We will take those comments, address those in the final document, and, you know, if we need to make some modifications based on those comments, we'll do that as well. We anticipate putting all of that together into the final environmental document in the spring of 2027.

At that time, Caltrans will approve the document, and the project will be sent to the Metro board for approval.

And then just a reminder that this -- public participation is an ongoing process for this project. It's not limited to scoping or release of the draft document. There will be other opportunities for the public to provide their input, and we do hope that you will provide that input.

Now, this is sort of a big-picture overview of the project development process. I mentioned that we did the early planning already. We're currently in the environmental review. We will be doing -- we're doing scoping, we'll be doing the technical studies, preparing our environmental document.

Once that's completed, we'll be moving into the final design phase where the engineering team will be doing their final engineering, putting the final touches on the design of the project, and after that, we'll be

going to construction and then, finally, operation and maintenance of the facility. And just a final reminder while I'm up here, is that public participation is critical; we do need your input, not only tonight or next week but throughout this entire process. We need your input to help us -- and your feedback -- to help us shape the project and have a better project going forward.

So with that, I'm going to turn it over to Robert Machuca, and he'll give you a project overview.

MR. ROBERT MACHUCA: Thank you, Carl.

All right. So -- oh, yes. That will be appreciated. Thank you.

Oh, no worries.

Well, it's so good to see some familiar faces in the audience that have participated in the past, but also some new faces. So thank you. Thank you for making the time to be out here and listening to us about the project. I think that's a running theme that you'll hear from us, is that we really, really want to hear your opinions, your feedback, your thoughts about the project and how we can better improve and move forward with the project that is understanding and being respective of the community feedback.

So just to provide a quick overview of the project itself, the limits of the project that we're

looking at it does extend approximately three miles, but it does consist of a series of auxiliary lanes as part of the alternatives and some other components that I'll talk a little bit more about in the project presentation.

The limits extend on the 405 between Wilmington to Main, which is just south of the I-10. And then, over 300,000 vehicles traverse this stretch of the freeway daily, making the 405 one of the most -- busiest areas of traffic in Los Angeles County.

So it's no surprise to everybody here that this is a highly-traversed section of the 405 freeway, and that's why we're looking for solutions on how to make this project safer and really improve upon mobility.

I wanted to just do a little exercise with regards to the project itself and for the audience here in front -- I'm sorry. I'm having a little bit of trouble reading the screen. So I'll just turn around a little bit.

If you've driven this section of the 405 between Wilmington and Main, can you please raise your hand?

I just want to get an understanding of folks that have actually endured this section of the 405.

Okay.

Have you ever tried to merge on the freeway and had a hard time weaving into the lanes -- lane of cars?

Okay.

Have you ever almost gotten into an accident yourself or witnessed an accident with cars while merging?

I've seen that.

And have you ever been planning to take the 405, and as you get close to the on ramp, you see a solid line of red lights and then decide not to follow your GPS device and take surface streets instead of the freeway itself?

Yeah, quite a few of us.

And are you here today because you're worried about acquisitions, meaning the property takes, in order to implement this project?

Yeah? Okay. Really good.

Well, what I really want to over-emphasize here today is that all these questions are really here to address the concerns that we are trying to come up with solutions to not have these issues with merging and getting to the freeway, but also making sure that we are emphasizing and prioritizing that this project will not have right-of-way impacts as part of the development of this project. So that is a big focus for, not only Metro but also Caltrans, in making sure that when the project moves forward, we're not impacting properties.

There may be temporary construction easements, but we'll do our due diligence in making sure that we can minimize those as best as possible, if at all, try to eliminate them all at the same time.

So as mentioned, Metro is working in coordination with Caltrans to propose enhancements that will improve safety and operations along the corridor.

Three alternatives being evaluated as part of this project; one is a no-build and then two are build alternatives that Michael will talk a little bit more about it, but what we really try to emphasize is a holistic perspective and a really good understanding of what are the needs along the stretch of the freeway and really looking around the area itself and seeing what else can be implemented as part of the project to really enhance that mobility option.

So not just only concentrating on the highway improvements but also looking at arterial improvements, street improvements, and everything that really emphasizes with pedestrians and cyclists and everybody that utilizes transit along this section of the corridor.

As mentioned, we're going to be looking at implementing complete street elements and freeway interchanges and permanent private parcel acquisitions will just not be part of the project.

So there's the projects needs and goal that we have also identified with this project that we want to make sure that we're emphasizing. The operations in weaving deficiencies, these are the issues that we're encountering when you're entering or exiting the freeway and having to merge into a lane and exit; that creates a lot of complications and safety issues. So that's one of the things that we really want to look at in seeing how we can fix that as part of this project.

As mentioned, the collision rates here along this stretch have some of the highest rates that are above the state-wide average, and as a matter of fact, 75 percent of the collisions that are occurring are either sideswipes or rear-end collisions, which is indicative of those issues with merging when people are entering or exiting the system.

Some of the goals that we're trying to accomplish with the project is really looking at the lack of connectivity between pedestrians and cyclists at local interchanges and seeing how we can improve upon that.

We're also looking at enhancing traffic and the reliability along the 405 so that we don't experience those delays that we constantly see and experience, and providing equitable and accessible, sustainable traveling options, and this is where those complete streets and

other alternatives on the project are being proposed to address those situations; and, of course, promote economic connectivity and improve accessibility for goods movement. We understand the 405 is full of semitrucks and goods movements, so we're going to be looking at how that can be part of this process and project.

At Metro, we are always looking at focusing this mobility element of what we're trying to do and we apply these four concepts with our various projects.

We're always looking out for better transit, improving mobility, complete streets, and access to opportunity. And what really stands out is -- with regards to the complete streets element -- is really looking at the bike and pedestrian projects, local street improvements, and stations to stop access enhancements so that we can really incorporate those various elements into our project itself. Even though it's a highway improvement project, we really want to make sure that we're taking that holistic perspective.

Just to briefly touch upon the alternatives that we have identified for the project, as I mentioned earlier, we do have a no-build alternative for the project, which means we would not propose any new improvements or any enhancements to this corridor. We would just leave it alone and then just continue moving

forward without any improvements along this project.

The second alternative is -- we'll talk a little bit more about with auxiliary lanes, and this will be inclusive of those auxiliary along the corridor on the 405, but it also does include both complete streets and what I'm going to refer to -- a little further along -- is the transportation system management and transportation demand management, TSM/TDM, alternatives. And Alternative No. 3 is both of those components, TSM/TDM, along with complete streets.

If you'll notice, the main difference between Alternative 2 and Alternative 3 is that Alternative 2 includes the auxiliary lanes on the freeway, and Alternative 3 does not. Alternative 3 would just be the local improvements to the streets with regard to TSM/TDM and then also with the complete streets elements as mentioned before.

So what are auxiliary lanes?

So just like I mentioned, when you're trying to get into the freeway and you're getting on that ramp and you're trying to get into the main traffic of the freeway, there's usually this buffer, this lane that allows you to speed up and catch up to the speed of what folks are traveling on on the freeway and it allows you to merge in safely.

When you don't have an auxiliary lane or that auxiliary lane is not long enough, when you're constantly having to do -- you're having to speed up and then get into the lane and that's where you get a lot of those conflicts and that's what we're trying to avoid, having those safety concerns. So that's what we're proposing and being able to incorporate or extend those auxiliary lanes to have those safe maneuvers between vehicles

Complete streets are really the focus of really incorporating the sidewalks, really improving upon the mobility options for pedestrians, cyclists, and folks that are using transit. It's well-known that there's some areas along this corridor, the streets that go underneath the freeway that don't even have sidewalks, or there's areas where there's a bike lane or a bicycle facility, and it just ends and there's nothing under the freeway and then it restarts again after the freeway.

So we're going to be looking at -- those are options or opportunities that we can look into and being able to close those gaps so that we can have that continuity of transit and complete streets, and this is going to be part of looking into the project itself.

And as mentioned, we'll talk a little bit more about TSM/TDM, but these are strategies. A lot of times these are technological strategies that we can implement

to just be almost smarter about how folks are traversing along the corridor.

So if everybody has been stuck on a ramp when you're having to wait on a red light on a ramp and you're trying to get into the system, that's done on purpose so that traffic -- or those trips -- the vehicle trips are trickling into the system instead of being a big 'ol flood of cars coming in. So by trickling in, it allows the system to operate at a better and more efficient way and manner than just having people just rush into the system -- to the freeway system and going from there.

So these are kind of strategies that can be put in place in order to facilitate the operations of the highway system.

With this being said, I'll turn it over to Michael to talk a little bit more about alternatives.

MR. MICHAEL HYNES: So thanks for that, Robert. I'll repeat some of this information but a little bit more detailed on the project alternatives themselves.

So as Robert mentioned, there are three alternatives that we're studying as part of this environmental document; two are the build alternatives. So these are the alternatives that will be including improvements to make sure that we elevate the hot spots out there, the accident locations, the weaving locations.

Those are the alternatives that we're comparing, as to the build [sic] alternative won't have any improvements.

So this is really an assessment of the existing condition out there today that will really show us what the hot spots are that we need to elevate there, improve operations and safety.

So this no-build will really show the demand as it increases on the freeway itself that the operational safety issues won't be elevated and they won't be addressed. So it will really show that in the no-build alternative and what we need to fix as part of the build alternatives.

And, also, this alternative won't include any pedestrian or bike improvements either. So that's important to note as well, and that's going to be an important aspect of the build alternatives that I'll explain in the coming slides here.

So Alternative 2 -- Robert went over this a little bit, but is the auxiliary lane and complete streets alternative. So the three elements you can see that are listed are the most important elements of this alternative.

The first one is the four auxiliary lanes. So we are including four of these lanes that Robert explained within the project. You can see two of those

in the northbound direction shown in orange on this diagram here on the right-hand side. So from Wilmington Avenue to Carson Street and then Carson Street to Avalon. And then also on the reverse direction in green, you can see the two other auxiliary lanes that we've included from Avalon to Carson Street and then Carson Street to Wilmington Avenue.

So really the need for these auxiliary lanes -- that these interchanges are closely spaced. That's the need for the lanes, really high amount of accidents, high amount of weaving, high -- a lot of movements on and off the freeway. So that's the need for these aux lanes within the segment of the freeway.

And then, secondly, the complete streets elements; that's going to be a really important aspect of this alternative, and I'll explain these elements that we're considering in the next slide. And also the TSM/TDM elements. I have a specific slide for that too, and we'll describe those types of elements as well.

But firstly, before we get into specific complete street elements or accurate transportation elements, a little bit more of an overview of what an aux lane is and how it actually operates. You can see on the diagram, or the figure to the right, that the existing condition, the no-build, you can see that there's a

conflict point between the weaving -- okay, yeah. Sorry. The figure to the right.

Okay. Yeah. So you can see the difference between the no-build and the build, the additional lane that is provided. So that is the auxiliary lane. So you can see that that lane does reduce those conflict points, whereas the existing condition, no-build, you do not have that additional lane to provide that accessibility to the freeway on and off.

So there really is a non-continuous lane between on- and off-ramps, and it's not a continuous lane -- it's not a general purpose lane. It doesn't continue through interchanges, which is important to note. It's just from the on- and off-ramp. So it really does provide that more space and time for vehicles to enter and exit the freeway and remove those conflict points. So that's the -- really the need for the auxiliary lanes, given the interchanges are closely spaced.

So now a lot more information on complete street elements. So the complete street elements will be included as part of Alternatives 2 and 3. So this is a really important aspect. We really want to make sure that the project is an integrated approach for all modes of transportation. So it's not just improvements on the freeway, it's making sure that we're looking at all

modes, bikes and pedestrians at each of the interchanges.

So you can see what we're actually studying right now at each of the five interchanges, at Main Street, Avalon, and also 213th that crosses under the freeway, Carson Street, and also Wilmington.

So some examples of that, you can see at Main Street, those icons here, the first one is a sidewalk. So we're looking at all sidewalk locations. And Main Street is missing some segments of sidewalk. So we're looking at adding that sidewalk in these locations. And also for the crosswalks themselves, we're making sure they're visible, they're safe, adding lighting, adding flashing beacons, even, and making sure they're continental crosswalks too, that striping that you see out there, so the vehicles can definitely see a crosswalk and pedestrian crossing. So that's an important aspect.

And then the curb ramps themselves, we're making sure they're all ADA compliant for the wheelchair users as well. So we're checking all of those. Whether new ones are needed or whether the existing ones need to be replaced, we're looking at all of that.

And also, the other icon you can see as well is a bike with an arrow there. We're looking at adding bike lines on Main Street, Avalon, Carson as well, and 213th. So, but an important aspect to note is that we're

adhering to the City of Master Plan for bikeways.

So we're really coordinating with the city a lot. The city has a really robust capital improvement program; they have a lot of projects that are planned for bike and pedestrian facilities on Main Street, Avalon, and Carson that we're tying into.

So we're providing these improvements within the state right-of-way, and we're actually matching up to a lot of city plans that they have outside of the state right-of-way. So these are some of the examples we're looking at.

One other example, the free right turn movements out there today. I don't know if you can imagine that you're at an off-ramp and you're entering an arterial roadway, it's actually a free movement; you don't have to stop at all to get on to the main arterial roadway off the freeway. So we're looking at removing those free movements so making sure they stop at a stop sign or a signal and that forces them to look for pedestrians or bikes. So we're looking at removing all those free right turn movements as well.

So just a little bit more on Alternative 3. Robert did define this alternative the TSM/TDM, transportation system management, transportation demand management. So they're really smart freeway technology

elements that we can include to improve safety and operations on the main line.

So they're actually technologies that, without adding a main line, you can see this alternative, it doesn't need aux lanes. So we're trying to determine if this type of alternative can improve the safety and operations without adding additional pavement to the main line. And then also complete streets, that will be included in this alternative as well. So it's important that all pedestrian and bicycle improvements are included in both alternatives.

So a little bit more on the TSM/TDM elements; we've been talking about this a lot, so what actually are they. So you can see they're listed here, the five that you can see. This is just some of the examples. Closed circuit television systems, these are the cameras that you see on the side of the freeway. They really detect incidents in real time so safety and emergency services can be called immediately and it does clear up that incident. So it really helps with mobility and safety on the main line.

Ramp metering, vehicle detection, these are more for on-ramp, controlling the volume merging onto the main line so it really helps with operation and safety and also reduces some of those conflict points as well.

Signal synchronization, signalization and turn lanes, these are at the interchange intersections. So we're looking at improving the delay at each of the intersections on the freeway so it really helps reduce the delay getting on and off the freeway.

Changeable message signs, these are the signs that you see on the side of the road, those electronic signs that change that really tell you the destination information that help you decide whether to use the freeway or not and how long it actually takes to get there.

So the last slide here, just in regards to the alternatives, I mentioned a little bit that in regards to the multimodal approach, that's a regional approach. So we're making sure that we are looking at the City of Carson's master plan for bikeways, implementing those type of facilities, adhering to that master plan so it makes that regional approach. And one example of that is the Dominguez Channel, that actually is parallel east of the 405.

So there are planned and existing trails, and we're making sure that there's safe connections to that trail system. So that's just one aspect we're looking at. Whether it's a Class 1 facility, which is a separated facility from an arterial roadway so it's a

very safe facility for pedestrians and bikes that's off the arterial system or a Class 2. If we can't fit a Class 1, we're adding a Class 2, that you can see in the photo here; that's an example of a Class 2, that could be buffered as well to make it more safe. So that's our regional approach to that multimodal benefit for pedestrians and bikes.

So that concludes my presentation, and I'll pass it back to Jody.

MS. JODY LITVAK: All right. Okay. I'm so glad they defined the terms.

Okay. Formal comment period, that's why we're all here. Again, we had the informal period during the open house. We're going to take your formal, verbal comments now. There's not a lot of people here, so I'm not going to ask you to fill out cards. You can raise your hand, and we'll bring a microphone to you.

It's important that you -- I know some of you are going to go, "I have a really loud voice; everyone can hear me." I've got one of those too, but we need to get it on the microphone.

And, again, this is your opportunity to ask questions about the project, and, as I said before, you might be a little frustrated because some of our answers are going to be, "That's what we're going to be

studying," but ask them anyway or tell us what you think. And I think we're going to let the councilman go first because he raised his hand.

State your name for the court reporter, please.

COUNCILMEMBER CEDRIC HICKS: Cedric Hicks, Councilman, City of Carson, District 3.

My question is on the clean streets. For all the arterial streets that cross the 405 freeway, will be considered for the clean streets --

MS. JODY LITVAK: Complete streets.

COUNCILMEMBER CEDRIC HICKS: -- complete streets project, making sure that we have the sidewalks that are pedestrian friendly, we have the bike routes that are bike friendly on all of the -- from, say, Wilmington, Avalon, and Main, I think those are the main streets that actually cross, and making sure they're all done properly. Because I know currently Avalon is not correct in its transitional process totally, and if you're on a bicycle, you're taking your life into your own hands as you ride down the street, as I'm seeing my bike guru in front of me that knows that area. That, that's something that I know is very important.

MS. JODY LITVAK: Okay. That's a great question. And Robert wants to answer it, but I'm also going to say, I bet you want us to do that.

COUNCILMEMBER CEDRIC HICKS: Yes.

MR. ROBERT MACHUCA: That's exactly right. What I hear, right, Councilmember Hicks, is that the complete streets elements on the streets that cross a freeway are important to the city and making sure that we're addressing them as best as possible.

I was just keeping my eye out on that board over there where we do have some of the highlighted areas for some of these major arterials that are traversing through the 405; but that's a really good comment, and that's what we're encouraging to hear from.

COUNCILMEMBER CEDRIC HICKS: Thank you.

MS. JODY LITVAK: And this gentleman, the councilman's friend right here. Sir, again, I'm going to ask you to please state your name first for the record so we get it on the mic. Go ahead.

MR. RAY ALDRIDGE: Hi. My name is Ray Aldridge, and I'm a resident of Carson, business owner, and chairperson of the Carson Economic Development Commission and president of the Carson Bicycle Coalition. And, yeah, I definitely appreciate the councilman's support for the bicycling community.

I was coming up Main today and went under the 405 freeway, right there by the Porsche experience, and you have the handicap ramp that goes up to dirt and under

the freeway from the Porsche experience all the way down to the Dominguez Channel. It's just dirt, and the lane -- the lane itself is very narrow. So if you had to ride a bike, like you're going to Dignity Health or something to ride your bike on the velodrome or something, it's almost impossible to do it with a car. Now, if you look behind you and say, "Okay, there's no cars coming, let me just speed," because I did that on Monday.

I teach a class at Cal State Dominguez for seniors for bike riding, and that's what we had to do. We came down under the freeway there, and they were, like, afraid, but -- and you couldn't get up -- there's no sidewalk to get up on. So even when it rains, it's just dirt. So you go up on the sidewalk where the sidewalk is supposed to be, and it's just mud, so you can't really even walk. As a pedestrian, you can't even walk under that. So that's definitely a sore spot with us.

And then they were saying at 213, you know, because some people might say, "Well, 213 is fine," except it is -- has turned into a shortcut to get into City Hall. So it needs to be widened. It goes over the Dominguez Channel, and so I'm not sure what you're going to do -- you know, what plans are being made. But that is something that needs to be looked at.

My question, though, is, I'm not sure why -- and I understand you can't answer it -- but why they did not include auxiliary lanes for Option 3? Because if the cars have to merge immediately once they come up from the freeway, red light, green light, I don't think is going to, you know, take it.

My mom used to do -- you know, when I was a kid I remember, she would come up to the on-ramp, and if she couldn't get in, she would just stop, cars behind her, she would just stop, and then, you know, floor it to try to get in because there was no auxiliary-type lane that she could kind of merge into.

So I was just wondering -- it seemed like the auxiliary lane would be the top priority, if an auxiliary lane is needed. Right from the 91 freeway at Wilmington, getting on, going west, there's that auxiliary lane between Wilmington and -- and I guess that's Central.

That has saved a lot of people because you can kind of ride in that and then merge over as you need, versus just coming straight into the freeway traffic. So I don't know why that auxiliary lane is left off of Option 3.

MS. JODY LITVAK: Okay. Thank you. First of all, I want to make sure for the court reporter, is it Mr. Alridge or Aldridge?

MR. RAY ALDRIDGE: Aldridge, A-l-d-r-i-d-g-e.

MS. JODY LITVAK: Thank you so much.

MR. RAY ALDRIDGE: Thank you.

MS. JODY LITVAK: Thanks. And he'll take the microphone back. I'm going to go out on a limb and just maybe give an answer, you'll tell me if I'm right or wrong. My suspicion is that when we do these environmental studies, we have to look at a variety of alternatives, and so that's why you've got some of this and some of the other, but I hear you clearly; you like auxiliary lanes.

MR. RAY ALDRIDGE: Yeah.

MS. JODY LITVAK: I got it. We got it. We heard you.

MR. RAY ALDRIDGE: Yeah. Technology is not going to replace having to just jam into traffic.

MS. JODY LITVAK: Got it, but we have to have different alternatives that we evaluate.

MR. RAY ALDRIDGE: Okay.

MS. JODY LITVAK: Okay?

And this gentleman over here. Again, state your name, please.

MR. JAVIER DIAZ: Good evening, everyone. My name is Javier Diaz. I'm here representing Air Products. We make hydrogen from the cities of Carson and

Wilmington. I'm part of the leadership chamber of commerce as well. I was a track supervisor at the Carson facility, and now I'm part of the DOT pipeline group. So we ensure that the public is safe and construction projects like this are handled and coordinated with our engineering staff, because we actually come from Carson and cross the 405 right at -- west of the Wilmington Street, and we follow the Dominguez Channel and cross again.

So expanding the highway could be a conflict. All the heavy equipment, heavy machinery. We're about three or four feet under that -- the grade of the street. So we have high-pressure hydrogen going through that area. So I'm here to make sure that your project team is aware that we're here. And there's other pipelines next to us as well, so just make sure that you guys address that hazard.

And we like to call ourselves the hydrogen police. We're here to protect and sell. All right? So we sell hydrogen to all the local refineries. And we go up across the 110 as well, and we're headed up towards Torrance as well. So we want to make sure that the public is safe.

If you go to the project overview where it shows the map, I can explain where we cross real quick.

You don't have to --

MS. JODY LITVAK: No, no, what I wanted to show -- first of all, thank you; that's a great comment. We absolutely want to make sure that we're aware of all that stuff, no matter what Metro does, no matter what Caltrans does, safety is No. 1.

So these are all of the kinds of things we're going to be looking at, and I think -- if you want to say more, you can say more; don't worry about it. But thank you for pointing it out to us. I would encourage you to send that stuff in writing to us if there's very specific technical information you want to make sure we have, absolutely get it to us. That's important.

MR. JAVIER DIAZ: Yeah, I spoke to Carl, gave him my card already. I did fill out one of the cards, so you guys can send us your project stuff, and we'll coordinate with our engineering team as well.

MS. JODY LITVAK: We're in good shape. All right. Thank you so much, but I want you to see these are a lot of the things we're going to be looking at, so that's really important.

Anybody else want to comment or say something on the microphone?

Oh, this women in the plaid shirt here. Again, please state your name.

MS. DAISY VALDEZ: Good evening. I'm Daisy Valdez, a resident. Do you mind reviewing the no right -- or no re-right [sic] turns and how that would effect the construction or the development of the project?

MS. JODY LITVAK: Do either of you want to come back and do that?

MR. ROBERT MACHUCA: Let me touch upon it, and maybe also Michael.

MS. JODY LITVAK: Okay. And I'm going to try to find the right slide.

MR. ROBERT MACHUCA: There really isn't a slide for the free right turn process, but I wanted to make one clarification. We are -- as I mentioned, we're very early on in the environmental process. We're a long ways before we can actually get into the construction phase of this project.

What has been identified with regards to funding has been funding for the environmental clearance and portions of the design of this project. Still no funding has been identified or been cleared up for the construction of this project.

The intent is really to really also go through the environmental process, understand that, and then also position the project for it to be successful for future grant opportunities that we can apply for the state and

federal grant systems so that we can fund the construction phase of the project.

So that's one big clarification I did want to make with regards to the project. So we're going through these stages for the environmental clearance, the design, and then eventually into the construction. But to date, we don't have the funding for the construction phase, but it's all part of this project going along.

Michael, is there anything else you want to add with regard to the free right turns?

You know, one thing I can appreciate is when folks give those little anecdotes. I love your story about being -- and your mom and she's stepping on the gas because she's got to get in. So those are the anecdotes that really stick with people.

And if anybody has had the experience when you're getting off the freeway and you're trying to make a right turn, a lot of times people don't stop even, even when there is a stop sign. And what happens is people accelerate and they're not looking both ways, and folks are traversing or crossing the crosswalk of that ramp.

So by kind of creating that curve and making it more of a T, then you're kind of forcing people to kind of slow down and stop and really look both ways and really being a lot more vigilant with folks that are

either walking or traversing on a bicycle.

So that's the intent of having that ability to kind of change the geometry, fancy way of changing the way that the built environment is in order to change that behavior from people allowing people to slow down and really providing that prioritization for pedestrians and cyclists.

Michael? No?

MS. JODY LITVAK: And what I would invite you to do is, if you want to talk with somebody afterwards at one of the boards and maybe talk about that right turn issue a little bit, if that will help you and then maybe you want to give us a follow-up comment after you maybe understand it a little better or something like that.

And I want to emphasize what Robert said. First of all, we don't have the funding to build this yet, and a lot of what we're talking about are ideas. There have been no decisions made. That's the reason there's a no-build alternative up here, so we can compare it to what if we do nothing, what if we do nothing. And we'll see. We'll see. So there have no -- been no decisions that have been made yet.

Who else? You want to come back?

MR. RAY ALDRIDGE: I just want to ask -- well --

MS. JODY LITVAK: Get the -- just the

microphone, so we can get it. It's okay. Thank you so much.

MR. RAY ALDRIDGE: I just want to ask a question because of the no right turn or the right and stop or whatever it's going to be called, would the example be when you're getting off of the -- when you're going north on the 405 and you're getting off at Carson Street, you kind of make a loop, and the cars make a loop to get off, say to come to the community center, they don't stop, they just come. So if you're riding down Carson Street on a bicycle --

MS. JODY LITVAK: God help you.

MR. RAY ALDRIDGE: -- that car just coming off the freeway and just kind of merges on to Carson Street without having to look around, that would be the example of what we're talking about.

And that's the other thing, you know, it would have been nice if you had had visual -- I'm a visual person -- if you had a visual aid of what you're talking about because I would love to see a visual aid of that. Under the freeway at Main Street, if folks -- if you could see it, you'd be, like, "Oh, my God, how did they even think of doing that?" But yeah. So I just wanted to -- to get it in my mind, if that's what we're talking about.

MS. JODY LITVAK: They're nodding affirmatively; I'm going to say it verbally, so she gets it for the record. And the other thing I heard you say -- and I'm looking at our outreach consults -- is, when we come back out to the public or even when we go up online, we're going to improve our visuals for you.

MR. RAY ALDRIDGE: Yeah, because that is cute, but -- I'm trying --

MS. JODY LITVAK: We're going to see if we can do better than cute, okay? But that's great. We could come out with the best of intentions and we never know how things are going to land until we hear how you guys receive the information. It's, like, "Oh, we're going to do better than that," okay?

MS. LAURA HERRERA: We're going to do better than cute.

MS. JODY LITVAK: We're going to do better than cute. Thank you.

And this woman in the hat back here. Right there. Please state your name, so --

MS. POLLY OSBORNE: I'm Polly Osborne, and you're going to have to ignore my ignorance because I'm never gotten on a lane around here. But where I am, we all -- where I used to get in on up at Inglewood Avenue, there is a meter. We have lights at the top. Are you

telling me you have no meters here? That's what you said; you said you're going to add a time -- TDM -- I forgot what it stood for. I'm going to find out when I go; I'll take a freeway, but I want to know: Do you have lights at the top of your freeway here or not?

MS. JODY LITVAK: The ramp meters? One of you come and take the mic.

MR. ROBERT MACHUCA: Go for it.

MR. MICHAEL HYNES: There are -- you're correct; there are existing ramp metering systems on the freeway right now, but there's more advanced technologies that we're looking at. So these adaptive ramp metering that we're looking at actually looks at the volume on the main line and the volume on the ramp. So right now these ramp metering -- it's all technology. So we're looking at some new technology to help with the vehicles actually merging on to the main line. So you're exactly right, there's existing lights on there, the on-ramps right now, but we're looking to improve that technology.

MS. POLLY OSBORNE: Okay. So when I go home, there is a light there to monitor the getting on? At the top?

MR. MICHAEL HYNES: The majority of the ramps of this segment of the 405, yeah.

MS. JODY LITVAK: All right. Great question.

Other questions? Other comments?

Who knows what the score is?

COUNCILMEMBER CEDRIC HICKS: It was 2-0.

MS. JODY LITVAK: 2 for who?

COUNCILMEMBER CEDRIC HICKS: Dodgers.

MS. JODY LITVAK: Thank you. Thank you. This is the important stuff.

4-0. All right. Let's go. What inning?

MS. LAURA HERRERA: Top of the 7th.

MS. JODY LITVAK: All right. Thank you. Thank you.

All right, everyone, thank you so much for coming. Please, we're going to hang around, ask your questions, find out more about those right turns or whatever is the burning issue for you.

Please get your comments in by -- hold on. Hold on. Hold on. Bear with me. There we go.

Send them to Carl, send them to email, Wilmington@Metro.net, turn in the comment cards, get your comments in by the 21st and that will shape this study.

Thank you all so much for coming out tonight. We really appreciate it.

Thank you. Thank you.

(Meeting concluded.)

CERTIFICATE

OF

CERTIFIED SHORTHAND REPORTER

* * * *

The undersigned Certified Shorthand Reporter of the State of California does hereby certify:

That the foregoing meeting was taken before me at the time and place therein set forth.

That the statements made at the time of the meeting were recorded stenographically by me and were thereafter transcribed, and, therefore, said transcript being a true and correct copy of the meeting thereof.

In witness whereof, I have subscribed my name, this date: October 25, 2024.

Katherine Thomas

Katherine Thomas

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Appendix G.4: Comment Log

Metro

Caltrans

I-405 from Wilmington Av to Main St Improvements Project
Appendix G.4 Comment Log

No.	Contact/Case	Comment Source	Org/Type	Date Received	Comment	Date Responded	Response	Category	Form Letter	Support project	Oppose project	Support Alt. 1	Oppose Alt. 1	Support Alt. 2	Oppose Alt. 2	Support Alt. 3	Oppose Alt. 3	Oppose Freeway Widening	Support public transit	Alt. 3 should incorporate Dominguez Channel bikeway and Class IV bike lanes on Main St, Del Amo Blvd, and Avalon Blvd	Bike/Ped Access	VMT Mitigation	General Comment	ADA Access	On- and off-ramps	Olympics	Business Impacts	Identification of hazardous sites in project area	Impacts on wildlife and waterways	Column1
1	Heather Pert California Dept. of Fish and Wildlife	Email	Agency	10/10/2024	See attachment*																							x		
2	Tamara Purvis Dept. of Toxic Substances Control	Email	Agency	10/10/2024	See attachment*																						x			
3	Paiwei Wei paiwei@gmail.com	Salesforce- Email	Public	10/23/2024	Hello Metro and Caltrans, As a South Bay resident for over 25 years, I am writing to express my opposition to the I-405 from Wilmington Ave to Main St Improvements Project, specifically the proposed freeway widening and auxiliary lanes in Alternative 2. Upon reviewing the Metro project materials, it is evident that the auxiliary lanes will expand the 405 freeway in four sections within Carson and Wilmington. Extensive research and data on induced demand demonstrate that widening freeways does not alleviate traffic congestion or reduce collisions. Instead, adding auxiliary lanes will exacerbate pollution, traffic, and the injury burden on already overburdened communities in the South Bay. [illegible]				Yes	x			x			x		x	x			x								
4	Marissa Nunez marissanunez27@gmail.com	Salesforce- Email	Public	10/21/24	Good evening Metro, I am writing in on the I-405 Auxiliary Lane Improvements from Wilmington Ave to Main St Project. I am against freeway widening of any kind including the auxiliary lanes proposed in Alternative 2. In reviewing the Metro project materials, it's clear that the auxiliary lanes will effectively widen the 405 freeway in these sections in Carson and Wilmington. We know from extensive research and data that widening freeways does not solve traffic or reduce collisions. Any minimal improvements are offset by more cars on the road and added pollution, noise, traffic and other impacts to surrounding communities. I oppose Alternative 2 which would add auxiliary lanes for a projected cost of $130 million. This funding would be better spent on more effective projects that reduce traffic congestion, such as bus lanes in the region, Metro bus service on the 405 itself, and active transportation along parallel routes such as the Dominguez Channel bike path and implementing the LA County, LA Metro, and South Bay Bicycle Master Plans. The impact of on-ramp and bridge widening will hamper pedestrian connectivity and length of time to walk across intersections. I am afraid this project will make it more difficult to build protected bike lanes along the corridor. For public health and environmental justice reasons, there is no justification for wider freeways. As a constituent of the region, I oppose this project and support Alternatives 1 (no build) or Alternative 3 (Complete Street elements and TSM/TDM strategies ONLY). Thanks for your time, Marissa Nunez Wilmington, CA				Yes		x		x	x		x		x				x								
5	Marcel Sereboff msereboff@gmail.com	Salesforce- Email	Public	10/21/24	Hello Metro and Caltrans, I am a resident of the South Bay writing in on the I-405 from Wilmington Ave to Main St Improvements Project. I am against freeway widening of any kind including the auxiliary lanes proposed in Alternative 2. In reviewing the Metro project materials, it's clear the auxiliary lanes will widen the 405 freeway in 4 sections in Carson and Wilmington. We know from extensive research and data on induced demand that widening freeways does not solve traffic or reduce collisions. Adding auxiliary lanes will only increase the pollution, traffic, and injury burden faced by already-burdened communities in the South Bay. I oppose Alternative 2 which would add auxiliary lanes for a cost of over $100 million. We should explore more effective ways to reduce congestion, such as bus lanes, bus service, and Express Lanes on the 405 without widening, and active transportation on parallel routes with LA County, Metro, and South Bay Bicycle Master Plans. Complete Streets for Alternative 3 should include the Dominguez Channel bikeway and Class IV bike lanes on Main St, Del Amo Blvd, and Avalon Blvd. For public health, transportation, and environmental justice reasons, there is no justification for wider freeways. As a constituent in the region, I oppose Alternative 2 and support Alternative 1 (no build) or Alternative 3 (Complete Streets elements and TSM/TDM strategies only). Thank you for your time, Marcel Sereboff Long Beach				Yes		x		x	x		x		x	x			x								
6	Aria Robert theariarobert@gmail.com	Salesforce- Email	Public	10/21/24	Good evening Metro, I am writing in on the I-405 Auxiliary Lane Improvements from Wilmington Ave to Main St Project. I am against freeway widening of any kind including the auxiliary lanes proposed in Alternative 2. In reviewing the Metro project materials, it's clear that the auxiliary lanes will effectively widen the 405 freeway in these sections in Carson and Wilmington. We know from extensive research and data that widening freeways does not solve traffic or reduce collisions. Any minimal improvements are offset by more cars on the road and added pollution, noise, traffic and other impacts to surrounding communities. I oppose Alternative 2 which would add auxiliary lanes for a projected cost of $130 million. This funding would be better spent on more effective projects that reduce traffic congestion, such as bus lanes in the region, Metro bus service on the 405 itself, and active transportation along parallel routes such as the Dominguez Channel bike path and implementing the LA County, LA Metro, and South Bay Bicycle Master Plans. The impact of on-ramp and bridge widening will hamper pedestrian connectivity and length of time to walk across intersections. I am afraid this project will make it more difficult to build protected bike lanes along the corridor. For public health and environmental justice reasons, there is no justification for wider freeways. As a constituent of the region, I oppose this project and support Alternatives 1 (no build) or Alternative 3 (Complete Street elements and TSM/TDM strategies ONLY). Thanks for your time, Aria Robert Lomita, CA				Yes		x		x	x		x		x				x								
7	Casey Martyn caseymartyn11@gmail.com	Salesforce- Email	Public	10/21/24	Good evening Metro, I am writing in on the I-405 Auxiliary Lane Improvements from Wilmington Ave to Main St Project. I am against freeway widening of any kind including the auxiliary lanes proposed in Alternative 2. In reviewing the Metro project materials, it's clear that the auxiliary lanes will effectively widen the 405 freeway in these sections in Carson and Wilmington. We know from extensive research and data that widening freeways does not solve traffic or reduce collisions. Any minimal improvements are offset by more cars on the road and added pollution, noise, traffic and other impacts to surrounding communities. I live in Long Beach and commute to Carson for work along this stretch if the 405. It's bad enough and widening the freeway will not help. We need viable public transit alternative a million times more than we need more lanes. I oppose Alternative 2 which would add auxiliary lanes for a projected cost of $130 million. This funding would be better spent on more effective projects that reduce traffic congestion, such as bus lanes in the region, Metro bus service on the 405 itself, and active transportation along parallel routes such as the Dominguez Channel bike path and implementing the LA County, LA Metro, and South Bay Bicycle Master Plans. The impact of on-ramp and bridge widening will hamper pedestrian connectivity and length of time to walk across intersections. I am afraid this project will make it more difficult to build protected bike lanes along the corridor. For public health and environmental justice reasons, there is no justification for wider freeways. As a constituent of the region, I oppose this project and support Alternatives 1 (no build) or [illegible]				Yes	x	x		x			x		x				x								
8	South Bay Forward Steering Committee southbayforward@gmail.com	Salesforce- Email	Organization	10/21/24	*See Attachment							x		x		x		x		x									
9	Jacob Pierce chewyjake@gmail.com	Salesforce- Email	Public	10/21/24	Hello Metro and Caltrans, I am a resident of Los Angeles, writing in on the I-405 from Wilmington Ave to Main St Improvements Project. I am against freeway widening of any kind including the auxiliary lanes proposed in Alternative 2. In reviewing the Metro project materials, it's clear the auxiliary lanes will widen the 405 freeway in 4 sections in Carson and Wilmington. We know from extensive research and data on induced demand that widening freeways does not solve traffic or reduce collisions. Adding auxiliary lanes will only increase the pollution, traffic, and injury burden faced by already-burdened communities in the South Bay. I oppose Alternative 2 which would add auxiliary lanes for a cost of over $100 million. We should explore more effective ways to reduce congestion, such as bus lanes, bus service, and Express Lanes on the 405 without widening, and active transportation on parallel routes with LA County, Metro, and South Bay Bicycle Master Plans. Complete Streets for Alternative 3 should include the Dominguez Channel bikeway and Class IV bike lanes on Main St, Del Amo Blvd, and Avalon Blvd. For public health, transportation, and environmental justice reasons, there is no justification for wider freeways. As a constituent in the region, I oppose Alternative 2 and support Alternative 1 (no build) or Alternative 3 (Complete Streets elements and TSM/TDM strategies only). Thank you for your time, Jacob Pierce Los Angeles				Yes		x		x	x		x		x				x								

10	Vincent Vo vvncnt@gmail.com	Salesforce- Email	Public	10/21/24	Hello Metro and Caltrans, I am a resident of the South Bay writing in on the I-405 from Wilmington Ave to Main St Improvements Project. I am against freeway widening of any kind including the auxiliary lanes proposed in Alternative 2. In reviewing the Metro project materials, it's clear the auxiliary lanes will widen the 405 freeway in 4 sections in Carson and Wilmington. We know from extensive research and data on induced demand that widening freeways does not solve traffic or reduce collisions. Adding auxiliary lanes will only increase the pollution, traffic, and injury burden faced by already-burdened communities in the South Bay. I oppose Alternative 2 which would add auxiliary lanes for a cost of over $100 million. We should explore more effective ways to reduce congestion, such as bus lanes, bus service, and Express Lanes on the 405 without widening, and active transportation on parallel routes with LA County, Metro, and South Bay Bicycle Master Plans. Complete Streets for Alternative 3 should include the Dominguez Channel bikeway and Class IV bike lanes on Main St, Del Amo Blvd, and Avalon Blvd. For public health, transportation, and environmental justice reasons, there is no justification for wider freeways. As a constituent in the region, I oppose Alternative 2 and support Alternative 1 (no build) or Alternative 3 (Complete Streets elements and TSM/TDM strategies only). Thank you for your time, Vincent Vo Harbor City	Yes	x	x	x	x	x	x		x			
11	Kaferman Guan kaferman.guan@gmail.com	Salesforce- Email	Public	10/21/24	Good evening Metro, I am writing in on the I-405 Auxiliary Lane Improvements from Wilmington Ave to Main St Project. I am against freeway widening of any kind including the auxiliary lanes proposed in Alternative 2. Currently, I live in the gateway city of Long Beach with roots in Los Angeles. We know time and time again that whatever marginal improvements to the driving experience after widening are immediately offset by the induced demand that the new space will allow for. We have to stop seeing traffic engineering as a flow of water and more a stream of gas that will expand to fill whatever container it's placed in. There is no amount of widening that will alleviate traffic on the 405 besides taking more cars off the road with viable alternatives to driving in a personal automobile. We need improvements in public transit and active transportation, not to mention policy goals to have people closer to the necessities of life right where they work/live/play. The other Sunday I was riding on Long Beach Transit's Musuum Express shuttle, transporting 20+ people who boarded one coach bus from the Long Beach area instead of dozens of individual automobiles all going to the Getty Center. On our way back through the 405 we encountered, not one but, three different car collisions holding causing harm and delays to everyone involved. In a society where we mandate driving everywhere to get around, we are simply running the numbers till the human errors that inevitable crashes that induce knock on effects to the entire pipeline. This is not an accident; the system is working as intended. In reviewing the Metro project materials, it's clear that the auxiliary lanes will effectively widen the 405 freeway in these sections in Carson	Yes	x	x	x	x	x						
12	Jacob Alpern jalpern@icloud.com	Salesforce- Email	Public	10/21/24	Hello Metro and Caltrans, I am a resident of the South Bay writing in on the I-405 from Wilmington Ave to Main St Improvements Project. I am against freeway widening of any kind including the auxiliary lanes proposed in Alternative 2. In reviewing the Metro project materials, it's clear the auxiliary lanes will widen the 405 freeway in 4 sections in Carson and Wilmington. We know from extensive research and data on induced demand that widening freeways does not solve traffic or reduce collisions. Adding auxiliary lanes will only increase the pollution, traffic, and injury burden faced by already-burdened communities in the South Bay. I oppose Alternative 2 which would add auxiliary lanes for a cost of over $100 million. We should explore more effective ways to reduce congestion, such as bus lanes, bus service, and Express Lanes on the 405 without widening, and active transportation on parallel routes with LA County, Metro, and South Bay Bicycle Master Plans. Complete Streets for Alternative 3 should include the Dominguez Channel bikeway and Class IV bike lanes on Main St, Del Amo Blvd, and Avalon Blvd. For public health, transportation, and environmental justice reasons, there is no justification for wider freeways. As a constituent in the region, I oppose Alternative 2 and support Alternative 1 (no build) or Alternative 3 (Complete Streets elements and TSM/TDM strategies only). Thank you for your time, Jacob Alpern	Yes	x	x	x	x	x	x		x			
13	Kevin Yuan kevinyuan34@yahoo.com	Salesforce- Email	Public	10/21/24	Hello Metro and Caltrans, I am a regular visitor to the South Bay writing in on the I-405 from Wilmington Ave to Main St Improvements Project. I am against freeway widening of any kind including the auxiliary lanes proposed in Alternative 2. In reviewing the Metro project materials, it's clear the auxiliary lanes will widen the 405 freeway in 4 sections in Carson and Wilmington. We know from extensive research and data on induced demand that widening freeways does not solve traffic or reduce collisions. Adding auxiliary lanes will only increase the pollution, traffic, and injury burden faced by already-burdened communities in the South Bay. I oppose Alternative 2 which would add auxiliary lanes for a cost of over $100 million. We should explore more effective ways to reduce congestion, such as bus lanes, bus service, and Express Lanes on the 405 without widening, and active transportation on parallel routes with LA County, Metro, and South Bay Bicycle Master Plans. Complete Streets for Alternative 3 should include the Dominguez Channel bikeway and Class IV bike lanes on Main St, Del Amo Blvd, and Avalon Blvd. For public health, transportation, and environmental justice reasons, there is no justification for wider freeways. As a constituent in the region, I oppose Alternative 2 and support Alternative 1 (no build) or Alternative 3 (Complete Streets elements and TSM/TDM strategies only). Thank you for your time, Kevin Yuan Monterey Park, CA kevinyuan34@yahoo.com	Yes	x	x	x	x	x	x		x			
14	Dain Lopez dain.c.lopez@gmail.com	Salesforce- Email	Public	10/21/24	Hello Metro and Caltrans, I am a resident of the South Bay writing in on the I-405 from Wilmington Ave to Main St Improvements Project. As a resident of this area, and a driver and transit user, I am against freeway widening of any kind including the auxiliary lanes proposed in Alternative 2. In reviewing the Metro project materials, it's clear the auxiliary lanes will widen the 405 freeway in 4 sections in Carson and Wilmington. I am disappointed but not surprised that a project like this is even being proposed. We know from extensive research and data on induced demand that widening freeways does not solve traffic or reduce collisions. Adding auxiliary lanes will only increase the pollution, traffic, and injury burden faced by already-burdened communities in the South Bay. I oppose Alternative 2 which would add auxiliary lanes for a cost of over $100 million. In a region like this, and as climate change is accelerating each year, we should explore more effective ways to reduce congestion, such as bus lanes, bus service, and Express Lanes on the 405 without widening, and active transportation on parallel routes with LA County, Metro, and South Bay Bicycle Master Plans. Complete Streets for Alternative 3 should include the Dominguez Channel bikeway and Class IV bike lanes on Main St, Del Amo Blvd, and Avalon Blvd. For public health, transportation, and environmental justice reasons, there is no justification for wider freeways. As a constituent in the region, I oppose Alternative 2 and support Alternative 1 (no build) or Alternative 3 (Complete Streets elements and TSM/TDM strategies only). Sincerely, Dain Lopez	Yes	x	x	x	x	x			x			
15	Elise Ruiz Life Scientist	Environmental Review Section CED-2-2 Environmental Justice, Community Engagement, and Environmental Review Division U.S. Environmental Protection Agency, Region 9 ruiz.elise@epa.gov	Salesforce- Email	Agency	10/21/24	*See attachment										x
16	Shawne Martinez shawne.martinez@sbcglobal.net	Salesforce- Email	Public	10/21/24	Good evening Metro, I am writing in on the I-405 Auxiliary Lane Improvements from Wilmington Ave to Main St Project. I am against freeway widening of any kind including the auxiliary lanes proposed in Alternative 2. We must prioritize people over cars. We get more bang for our bucks by funding public transit and micro-mobility infrastructure. Cars are the most inefficient way to move people. Cars are dangerous. Cars are polluting. Cars are antisocial. Cars ruin cities. Bicycles are fun. Bicycles are healthy. Bicycles bring us closer to our neighbors. Bicycles are affordable. Bicycles require less space. Bicycle infrastructure is less expensive to build and maintain. Go ride your bike! Thank you,Shawne Martinez			x	x	x				x			

17	Sam Range sam@numericalinstability.com	Salesforce- Email	Public	10/21/24	Hello Metro and Caltrans, I work in South Bay and commute there from Downtown LA. I am writing about the I-405 from Wilmington Ave to Main St Improvements Project. I am against freeway widening of any kind including the auxiliary lanes proposed in Alternative 2. In reviewing the Metro project materials, it's clear the auxiliary lanes will widen the 405 freeway in 4 sections in Carson and Wilmington. We know from extensive research and data on induced demand that widening freeways does not solve traffic or reduce collisions. Adding auxiliary lanes will only increase the pollution, traffic, and injury burden faced by already-burdened communities in the South Bay. I oppose Alternative 2 which would add auxiliary lanes for a cost of over $100 million. We should explore more effective ways to reduce congestion, such as bus lanes, bus service, and Express Lanes on the 405 without widening, and active transportation on parallel routes with LA County, Metro, and South Bay Bicycle Master Plans. Complete Streets for Alternative 3 should include the Dominguez Channel bikeway and Class IV bike lanes on Main St, Del Amo Blvd, and Avalon Blvd. For public health, transportation, and environmental justice reasons, there is no justification for wider freeways. As a constituent in the region, I oppose Alternative 2 and support Alternative 1 (no build) or Alternative 3 (Complete Streets elements and TSM/TDM strategies only). Thank you for your time, Sam Range Los Angeles	Yes	x	x	x	x	x	x	x
18	Maria Nunez mariajnunez69@icloud.com	Salesforce- Email	Public	10/21/24	Good evening Metro, I am writing in on the I-405 Auxiliary Lane Improvements from Wilmington Ave to Main St Project. I am against freeway widening of any kind including the auxiliary lanes proposed in Alternative 2. In reviewing the Metro project materials, it's clear that the auxiliary lanes will effectively widen the 405 freeway in these sections in Carson and Wilmington. We know from extensive research and data that widening freeways does not solve traffic or reduce collisions. Any minimal improvements are offset by more cars on the road and added pollution, noise, traffic and other impacts to surrounding communities. I oppose Alternative 2 which would add auxiliary lanes for a projected cost of $130 million. This funding would be better spent on more effective projects that reduce traffic congestion, such as bus lanes in the region, Metro bus service on the 405 itself, and active transportation along parallel routes such as the Dominguez Channel bike path and implementing the LA County, LA Metro, and South Bay Bicycle Master Plans. The impact of on-ramp and bridge widening will hamper pedestrian connectivity and length of time to walk across intersections. I am afraid this project will make it more difficult to build protected bike lanes along the corridor. For public health and environmental justice reasons, there is no justification for wider freeways. As a constituent of the region, I oppose this project and support Alternatives 1 (no build) or Alternative 3 (Complete Street elements and TSM/TDM strategies ONLY). Thanks for your time, Maria Nunez Wilmington, CA	Yes	x	x	x	x	x		x
19	Rob Ellis rkajr33@gmail.com	Salesforce- Email	Public	10/21/24	Dear Metro, I live biking distance to the proposed Wilmington 405 Auxiliary lane project and drive through the area. I drive through the area even though traffic congestion is terrible and the stress level is high because I have no choice. I don't think there will ever be any way to accommodate everyone who wants/needs to travel through this area in individual cars. To alleviate traffic congestion, to reduce pollution, GHG emissions, to stitch together our communities rent asunder by the 405 freeway, and for economic vitality; we must admit that our car-first policies have spectacularly failed in this region. The reason why my family drives in this region is because there are so few ways to cross the 405 freeway. Furthermore, most roads that cross the freeway are high-speed arterial roads/highways with deadly freeway ramps. This area is further complicated by the Dominguz Channel, 110 freeway and disconnected neighborhoods that interrupt street grids. The South Bay Cities COG's own research has shown that my family is not unique. Most of our South Bay trips are short or medium in length--easily covered by walking, transit and eBikes. Yet we need our car to drive around barriers such as freeways, waterways, golf courses and oil refineries. We don't love our car; we are prisoners of our built form that forces us into our car. Furthermore, the Dominguez Channel was built because this is a flood-prone low-lying area. Adding more pavement adjacent to it is only going to exacerbate the problem. We should be removing pavement, not adding to it. I urge you to pursue Option 3, Transportation Demand Management + Complete Streets instead of building Auxiliary Lanes. For the $130 M that this project is projected to cost, we can Build bicycle/pedestrian bridges across Del Amo Blvd and 213th St, two roads that do not cross freeway on/off ramps but do cross the 405 and the Dominguez Channel Complete the Dominguez Channel multi-use path and build either grade separation at the intersections with roads (like Ballona Creek) or add bicycle signals at grade. Build sidewalk level multi-use paths on Del Amo Blvd, Avalon Blvd, West Victoria St, Main St, Albertonia St, 182nd St, 190th St, and 213th St. Because this area floods even in moderate rain, it's important to keep these bikeways at sidewalk level instead of in the rain gutter because of the flooding. Bikeways need to be separated from vehicle traffic because of the high numbers of trucks in this area, day and night. Put the bikeway along 190th St on the South side, away from the freeway on/off ramps East-West active transportation routes require hard protection and separate light cycles because commuters drive with the sun in				x			x	x
20	Palak Lal palaklal18@gmail.com	Salesforce- Email	Public	10/21/24	Hello Metro and Caltrans, I am writing in on the I-405 from Wilmington Ave to Main St Improvements Project. I am against freeway widening of any kind including the auxiliary lanes proposed in Alternative 2. In reviewing the Metro project materials, it's clear the auxiliary lanes will widen the 405 freeway in 4 sections in Carson and Wilmington. We know from extensive research and data on induced demand that widening freeways does not solve traffic or reduce collisions. Adding auxiliary lanes will only increase the pollution, traffic, and injury burden faced by already-burdened communities in the South Bay. I oppose Alternative 2 which would add auxiliary lanes for a cost of over $100 million. We should explore more effective ways to reduce congestion, such as bus lanes, bus service, and Express Lanes on the 405 without widening, and active transportation on parallel routes with LA County, Metro, and South Bay Bicycle Master Plans. Complete Streets for Alternative 3 should include the Dominguez Channel bikeway and Class IV bike lanes on Main St, Del Amo Blvd, and Avalon Blvd. For public health, transportation, and environmental justice reasons, there is no justification for wider freeways. As a constituent in the region, I oppose Alternative 2 and support Alternative 1 (no build) or Alternative 3 (Complete Streets elements and TSM/TDM strategies only). Thank you for your time, Palak Lal Los Angeles	Yes	x	x	x	x	x	x	x
21	Erin Hoops eehoops@me.com	Salesforce- Email	Public	10/21/24	Hello Metro and Caltrans, I am a resident of the South Bay and I'm writing in on the I-405 from Wilmington Ave to Main St Improvements Project. I am against freeway widening of any kind including the auxiliary lanes proposed in Alternative 2. In reviewing the Metro project materials, it's clear the auxiliary lanes will widen the 405 freeway in 4 sections in Carson and Wilmington. We know from extensive research and data on induced demand that widening freeways does not solve traffic or reduce collisions. Adding auxiliary lanes will only increase the pollution, traffic, and injury burden faced by already-burdened communities in the South Bay. I oppose Alternative 2 which would add auxiliary lanes for a cost of over $100 million. We should explore more effective ways to reduce congestion, such as bus lanes, bus service, and Express Lanes on the 405 without widening, and active transportation on parallel routes with LA County, Metro, and South Bay Bicycle Master Plans. Complete Streets for Alternative 3 should include the Dominguez Channel bikeway and Class IV bike lanes on Main St, Del Amo Blvd, and Avalon Blvd. For public health, transportation, and environmental justice reasons, there is no justification for wider freeways. As a constituent in the region, I oppose Alternative 2 and support Alternative 1 (no build) or Alternative 3 (Complete Streets elements and TSM/TDM strategies only). Thank you for your time, Erin Hoops Long Beach	Yes	x	x	x	x	x	x	x
22	Duncan Addicott addicottduncan@gmail.com	Salesforce- Email	Public	10/21/24	Hello Metro and Caltrans, I am a friend of a resident that lives in the South Bay and am writing in on the I-405 from Wilmington Ave to Main St Improvements Project. I am against freeway widening of any kind including the auxiliary lanes proposed in Alternative 2. In reviewing the Metro project materials, it's clear the auxiliary lanes will widen the 405 freeway in 4 sections in Carson and Wilmington. We know from extensive research and data on induced demand that widening freeways does not solve traffic or reduce collisions. Adding auxiliary lanes will only increase the pollution, traffic, and injury burden faced by already-burdened communities in the South Bay. I oppose Alternative 2 which would add auxiliary lanes for a cost of over $100 million. We should explore more effective ways to reduce congestion, such as bus lanes, bus service, and Express Lanes on the 405 without widening, and active transportation on parallel routes with LA County, Metro, and South Bay Bicycle Master Plans. Complete Streets for Alternative 3 should include the Dominguez Channel bikeway and Class IV bike lanes on Main St, Del Amo Blvd, and Avalon Blvd. For public health, transportation, and environmental justice reasons, there is no justification for wider freeways. As a constituent in the region, I oppose Alternative 2 and support Alternative 3 (Complete Streets elements and TSM/TDM strategies only). Thank you for your time, Duncan Addicott Pasadena, California	Yes	x	x	x	x	x	x	x

23	Tanner Kane tannerfkane@gmail.com	Salesforce- Email	Public	10/21/24	Hello Metro and Caltrans, I am a resident of the South Bay writing in on the I-405 from Wilmington Ave to Main St Improvements Project. I am against freeway widening of any kind including the auxiliary lanes proposed in Alternative 2. In reviewing the Metro project materials, it's clear the auxiliary lanes will widen the 405 freeway in 4 sections in Carson and Wilmington. We know from extensive research and data on induced demand that widening freeways does not solve traffic or reduce collisions. Adding auxiliary lanes will only increase the pollution, traffic, and injury burden faced by already-burdened communities in the South Bay. I oppose Alternative 2 which would add auxiliary lanes for a cost of over $100 million. We should explore more effective ways to reduce congestion, such as bus lanes, bus service, and Express Lanes on the 405 without widening, and active transportation on parallel routes with LA County, Metro, and South Bay Bicycle Master Plans. Complete Streets for Alternative 3 should include the Dominguez Channel bikeway and Class IV bike lanes on Main St, Del Amo Blvd, and Avalon Blvd. For public health, transportation, and environmental justice reasons, there is no justification for wider freeways. As a constituent in the region, I oppose Alternative 2 and support Alternative 1 (no build) or Alternative 3 (Complete Streets elements and TSM/TDM strategies only). Thank you for your time, Tanner Kane Manhattan Beach		Yes	x	x	x	x	x	x	x
24	Michael Alvarado michaelalva13@gmail.com	Salesforce- Email	Public	10/21/24	Hello Metro and Caltrans, I am a resident of the South Bay writing in on the I-405 from Wilmington Ave to Main St Improvements Project. I am against freeway widening of any kind including the auxiliary lanes proposed in Alternative 2. In reviewing the Metro project materials, it's clear the auxiliary lanes will widen the 405 freeway in 4 sections in Carson and Wilmington. We know from extensive research and data on induced demand that widening freeways does not solve traffic or reduce collisions. Adding auxiliary lanes will only increase the pollution, traffic, and injury burden faced by already-burdened communities in the South Bay. I oppose Alternative 2 which would add auxiliary lanes for a cost of over $100 million. We should explore more effective ways to reduce congestion, such as bus lanes, bus service, and Express Lanes on the 405 without widening, and active transportation on parallel routes with LA County, Metro, and South Bay Bicycle Master Plans. Complete Streets for Alternative 3 should include the Dominguez Channel bikeway and Class IV bike lanes on Main St, Del Amo Blvd, and Avalon Blvd. For public health, transportation, and environmental justice reasons, there is no justification for wider freeways. As a constituent in the region, I oppose Alternative 2 and support Alternative 1 (no build) or Alternative 3 (Complete Streets elements and TSM/TDM strategies only). Thank you for your time, Michael Alvarado Torrance		Yes	x	x	x	x	x	x	x
25	Grace Peng spikey@gmail.com	Salesforce- Email	Public	10/21/24	*See Attachment	Comment					x		x	x		
26	Brian Curtis bjcurtis94@gmail.com	Salesforce- Email	Public	10/21/24	Hello, I am submitting a comment regarding the I-405 Auxiliary Lane Improvements from Wilmington Ave to Main St Project. I am against the freeway widening proposed in Alternative 2. In reviewing the Metro project materials, it's clear that the auxiliary lanes will effectively widen the 405 freeway in these sections in Carson and Wilmington. We know from extensive research and data that widening freeways does not solve traffic or reduce collisions. Any minimal improvements are offset by more cars on the road and added pollution, noise, traffic and other impacts to surrounding communities. The fact that you consider this an "equitable" project is disingenuous and frankly offensive. *I oppose Alternative 2 which would add auxiliary lanes for a projected cost of $130 million. * The impact of on-ramp and bridge widening will hamper pedestrian connectivity and length of time to walk across intersections. I am afraid this project will make it more difficult to build protected bike lanes along the corridor. For public health and environmental justice reasons, there is no justification for wider freeways. As a constituent of the region, I oppose this project and support Alternatives 1 (no build) or Alternative 3 (Complete Street elements and TSM/TDM strategies ONLY). Thank you, Bryan Curtis	Comment	Yes	x	x	x	x			x
27	Brett Hollenbeck brett.hollenbeck@gmail.com	Salesforce- Email	Public	10/21/24	Good evening Metro, I am writing in on the I-405 Auxiliary Lane Improvements from Wilmington Ave to Main St Project. I am against freeway widening of any kind including the auxiliary lanes proposed in Alternative 2. In reviewing the Metro project materials, it's clear that the auxiliary lanes will effectively widen the 405 freeway in these sections in Carson and Wilmington. We know from extensive research and data that widening freeways does not solve traffic or reduce collisions. Any minimal improvements are offset by more cars on the road and added pollution, noise, traffic and other impacts to surrounding communities. I oppose Alternative 2 which would add auxiliary lanes for a projected cost of $130 million. This funding would be better spent on more effective projects that reduce traffic congestion, such as bus lanes in the region, Metro bus service on the 405 itself, and active transportation along parallel routes such as the Dominguez Channel bike path and implementing the LA County, LA Metro, and South Bay Bicycle Master Plans. The impact of on-ramp and bridge widening will hamper pedestrian connectivity and length of time to walk across intersections. I am afraid this project will make it more difficult to build protected bike lanes along the corridor. For public health and environmental justice reasons, there is no justification for wider freeways. As a constituent of the region, I oppose this project and support Alternatives 1 (no build) or	Comment	Yes	x	x	x	x			x
28	Benjamin Davis bendavis321311@gmail.com	Salesforce- Email	Public	10/21/24	Good evening Metro, I am writing in on the I-405 Auxiliary Lane Improvements from Wilmington Ave to Main St Project. I am against freeway widening of any kind including the auxiliary lanes proposed in Alternative 2. In reviewing the Metro project materials, it's clear that the auxiliary lanes will effectively widen the 405 freeway in these sections in Carson and Wilmington. We know from extensive research and data that widening freeways does not solve traffic or reduce collisions. Any minimal improvements are offset by more cars on the road and added pollution, noise, traffic and other impacts to surrounding communities. I oppose Alternative 2 which would add auxiliary lanes for a projected cost of $130 million. This funding would be better spent on more effective projects that reduce traffic congestion, such as bus lanes in the region, Metro bus service on the 405 itself, and active transportation along parallel routes such as the Dominguez Channel bike path and implementing the LA County, LA Metro, and South Bay Bicycle Master Plans. The impact of on-ramp and bridge widening will hamper pedestrian connectivity and length of time to walk across intersections. I am afraid this project will make it more difficult to build protected bike lanes along the corridor. For public health and environmental justice reasons, there is no justification for wider freeways. As a constituent of the region, I oppose this project and support Alternatives 1 (no build) or Alternative 3 (Complete Street elements and TSM/TDM strategies ONLY). Thanks for your time, Benjamin Davis Carson	Comment	Yes	x	x	x	x			x
29	Khachatur Avagyan avagyankhachatur1@gmail.com	Salesforce- Email	Public	10/21/24	Hi there, My name is Khachatur Avagyan, and I have been raised in Los Angeles most my entire life. I am writing to express my opposition to the freeway widening project on Main Street and Wilmington - two on Northbound I-405 and two on Southbound I-405. Widening (these 'Auxiliary') lanes to induce even greater demand have *never worked. *Wasted taxpayer dollars all for* short-term again. *I call for the implementation of Alternative 1 (no build). The health, safety and well-being of our community is far too important to jeopardize. Regards, Khachatur (Chris) Avagyan Email: Avagyankhachatur1@gmail.com Phone: (747) 273-5970	Comment		x	x			x		

30	Lorena Chavez l.chavez.torres24@gmail.com	Salesforce- Email	Public	10/21/24	Hello Metro and Caltrans, I am a resident of the South Bay writing in on the I-405 from Wilmington Ave to Main St Improvements Project. I am against freeway widening of any kind including the auxiliary lanes proposed in Alternative 2. In reviewing the Metro project materials, it's clear the auxiliary lanes will widen the 405 freeway in 4 sections in Carson and Wilmington. We know from extensive research and data on induced demand that widening freeways does not solve traffic or reduce collisions. Adding auxiliary lanes will only increase the pollution, traffic, and injury burden faced by already-burdened communities in the South Bay. I oppose Alternative 2 which would add auxiliary lanes for a cost of over $100 million. We should explore more effective ways to reduce congestion, such as bus lanes, bus service, and Express Lanes on the 405 without widening, and active transportation on parallel routes with LA County, Metro, and South Bay Bicycle Master Plans. Complete Streets for Alternative 3 should include the Dominguez Channel bikeway and Class IV bike lanes on Main St, Del Amo Blvd, and Avalon Blvd. For public health, transportation, and environmental justice reasons, there is no justification for wider freeways. As a constituent in the region, I oppose Alternative 2 and support Alternative 1 (no build) or Alternative 3 (Complete Streets elements and TSM/TDM strategies only). Thank you for your time, Lorena Chavez Long Beach, 90804		Comment	Yes	x	x	x	x	x	x	
31	Sam Shapiro-Kline sshapirokline@gmail.com	Salesforce- Email	Public	10/21/24	Hello Metro and Caltrans, I am a resident of the South Bay writing in on the I-405 from Wilmington Ave to Main St Improvements Project. I am against freeway widening of any kind including the auxiliary lanes proposed in Alternative 2. In reviewing the Metro project materials, it's clear the auxiliary lanes will widen the 405 freeway in 4 sections in Carson and Wilmington. We know from extensive research and data on induced demand that widening freeways does not solve traffic or reduce collisions. Adding auxiliary lanes will only increase the pollution, traffic, and injury burden faced by already-burdened communities in the South Bay. I oppose Alternative 2 which would add auxiliary lanes for a cost of over $100 million. We should explore more effective ways to reduce congestion, such as bus lanes, bus service, and Express Lanes on the 405 without widening, and active transportation on parallel routes with LA County, Metro, and South Bay Bicycle Master Plans. Complete Streets for Alternative 3 should include the Dominguez Channel bikeway and Class IV bike lanes on Main St, Del Amo Blvd, and Avalon Blvd. For public health, transportation, and environmental justice reasons, there is no justification for wider freeways. As a constituent in the region, I oppose Alternative 2 and support Alternative 1 (no build) or Alternative 3 (Complete Streets elements and TSM/TDM strategies only). Thank you for your time, Sam Shapiro-Kline 90403	10/21/24	Comment	Yes	x	x	x	x	x	x	
32	Aaron McCain aaron.mccain@zerocollision.com	Salesforce- Email	Public	10/21/24	Hello Metro and Caltrans, I am a resident of the South Bay writing in on the I-405 from Wilmington Ave to Main St Improvements Project. I am against freeway widening of any kind including the auxiliary lanes proposed in Alternative 2. In reviewing the Metro project materials, it's clear the auxiliary lanes will widen the 405 freeway in 4 sections in Carson and Wilmington. We know from extensive research and data on induced demand that widening freeways does not solve traffic or reduce collisions. Adding auxiliary lanes will only increase the pollution, traffic, and injury burden faced by already-burdened communities in the South Bay. I oppose Alternative 2 which would add auxiliary lanes for a cost of over $100 million. We should explore more effective ways to reduce congestion, such as bus lanes, bus service, and Express Lanes on the 405 without widening, and active transportation on parallel routes with LA County, Metro, and South Bay Bicycle Master Plans. Complete Streets for Alternative 3 should include the Dominguez Channel bikeway and Class IV bike lanes on Main St, Del Amo Blvd, and Avalon Blvd. For public health, transportation, and environmental justice reasons, there is no justification for wider freeways. As a constituent in the region, I oppose Alternative 2 and support Alternative 1 (no build) or Alternative 3 (Complete Streets elements and TSM/TDM strategies only). Thank you for your time, Aaron M Long Beach	10/21/24	Comment	Yes	x	x	x	x	x	x	
33	Liam Walsh ljwalsh18@gmail.com	Salesforce- Email	Public	10/21/24	Hello Metro and CalTrans, I live, work, bike, walk and drive in the South Bay and am writing to oppose Alternative 2 for the I-405 improvement project from Wilmington Ave to Main St. I support the other alternatives 1 or 3. According to the project storymap, the motivation for these auxiliary lanes is to improve traffic flow and reduce collisions. The reason for the high collision rate is cited as insufficient distance between exits for weaving and heavy traffic conditions. Induced demand would tell us that expanding freeway capacity will only temporarily alleviate congestion as more people opt to drive. Even if you don't consider it to be increasing capacity, there is still the question of whether this is the most efficient use of funds to solve the problem. The most efficient way to reduce congestion and its associated collision risk is to provide viable alternatives to the 405. Since a majority of trips within the South Bay are less than 3 miles according to the South Bay Cities Council of Governments, a significant amount of highway congestion can be relieved by providing reliable and frequent transit as well as safe bicycle and pedestrian infrastructure. For instance, the extension of the C (soon to be K) line to Torrance and ultimately to Long Beach would provide a strong alternative to the 405. I would much rather that we invest in that versus these aux lanes, since that is a solution as opposed to a temporary band-aid that will only make things worse in the long term. The aux lanes project is not an efficient use of funds. Similarly, investing in building out a network of protected bike lanes as per the South Bay Bicycle Master Plan, the LA County bike plan, and Metro's	10/21/24	Comment		x	x	x	x		x	
34	George Hewitt ghopperhewitt@gmail.com	Salesforce- Email	Public	10/21/24	Hello Metro, I am writing in on the I-405 Auxiliary Lane Improvements from Wilmington Ave to Main St Project. I am against freeway widening of any kind including the auxiliary lanes proposed in Alternative 2. In reviewing the Metro project materials, it's clear that the auxiliary lanes will effectively widen the 405 freeway in these sections in Carson and Wilmington. We know from extensive research and data that widening freeways does not solve traffic or reduce collisions. Any minimal improvements are offset by more cars on the road and added pollution, noise, traffic and other impacts to surrounding communities. I oppose Alternative 2 which would add auxiliary lanes for a projected cost of $130 million. This funding would be better spent on more effective projects that reduce traffic congestion, such as bus lanes in the region, Metro bus service on the 405 itself, and active transportation along parallel routes such as the Dominguez Channel bike path and implementing the LA County, LA Metro, and South Bay Bicycle Master Plans. The impact of on-ramp and bridge widening will hamper pedestrian connectivity and length of time to walk across intersections. I am afraid this project will make it more difficult to build protected bike lanes along the corridor. For public health and environmental justice reasons, there is no justification for wider freeways. As a constituent of the region, I oppose this project and support Alternatives 1 (no build) or Alternative 3 (Complete Street elements and TSM/TDM strategies ONLY). Thanks for your time, - George Hewitt Long time resident of westside, currently Los Angeles, 90013	10/21/24	Comment	Yes	x	x	x	x		x	
35	Isaac Martinez imart0215@gmail.com	Salesforce- Email	Public	10/21/24	Hello Metro and Caltrans, I am a resident of the Long Beach writing in on the I-405 from Wilmington Ave to Main St Improvements Project. I am against freeway widening of any kind including the auxiliary lanes proposed in Alternative 2. In reviewing the Metro project materials, it's clear the auxiliary lanes will widen the 405 freeway in 4 sections in Carson and Wilmington. We know from extensive research and data on induced demand that widening freeways does not solve traffic or reduce collisions. Adding auxiliary lanes will only increase the pollution, traffic, and injury burden faced by already-burdened communities in the South Bay. I oppose Alternative 2 which would add auxiliary lanes for a cost of over $100 million. We should explore more effective ways to reduce congestion, such as bus lanes, bus service, and Express Lanes on the 405 without widening, and active transportation on parallel routes with LA County, Metro, and South Bay Bicycle Master Plans. Complete Streets for Alternative 3 should include the Dominguez Channel bikeway and Class IV bike lanes on Main St, Del Amo Blvd, and Avalon Blvd. For public health, transportation, and environmental justice reasons, there is no justification for wider freeways. As a constituent in the region, I oppose Alternative 2 and support Alternative 1 (no build) or Alternative 3 (Complete Streets elements and TSM/TDM strategies only). Thank you for your time, -Isaac Martinez Long Beach	10/21/24	Comment	Yes	x	x	x	x	x	x	

36	Alex Fineman alexfineman@yahoo.com	Salesforce- Email	Public	10/21/24	Hello Metro and Caltrans, I am a resident of Redondo Beach commenting on the I-405 from Wilmington Ave to Main St Improvements Project. I oppose freeway widening of any kind, including the auxiliary lanes proposed in Alternative 2. In reviewing the Metro project materials, it's clear the auxiliary lanes will widen the 405 freeway in four sections in Carson and Wilmington. Extensive research and data on induced demand has demonstrated that widening freeways does not solve traffic or reduce collisions. Adding auxiliary lanes will only increase the pollution, traffic, and injury burden faced by already-burdened communities in the South Bay, including in Redondo Beach.I oppose Alternative 2 which would add auxiliary lanes for a cost of over $100 million. Instead, we should explore more effective ways to reduce congestion, such as bus lanes, bus service, and Express Lanes on the 405 without widening, and active transportation on parallel routes with LA County, Metro, and South Bay Bicycle Master Plans. Complete Streets for Alternative 3 should include the Dominguez Channel bikeway and Class IV bike lanes on Main St, Del Amo Blvd, and Avalon Blvd.For public health, transportation, and environmental justice reasons, there is no justification for wider freeways. As a constituent in the region, I oppose Alternative 2 and support Alternative 1 (no build) or Alternative 3 (Complete Streets elements and TSM/TDM strategies only). Thanks very much for your consideration. Alex Fineman Redondo Beach	10/21/24	Comment	Yes	x		x		x	x	x		x						
37	Chester Li chester.li@outlook.com	Salesforce- Email	Public	10/21/24	Hello, As a resident of Gardena and the South Bay area, I write in to oppose Alternative 2 of the I-405 Wilmington Av project and to support either Alternative 1 (No Build) or Alternative 3 (Complete Streets & TSM/TDM only). After reviewing the Metro StoryMap and project documents, this project spends much needed funding on auxiliary lanes and an even wider 405. We know from academic studies and review of prior widening projects that widening does not improve traffic mobility - one of the stated goals of the project. This funding can be much better spent with the stated TSM/TDM strategies. These are also far less disruptive than freeway and onramp/offramp construction. Funds can be diverted to other active transportation and public transit projects such as Class IV bicycle lanes, bus lanes, lighted and shaded bus shelters, among others within the same region to achieve the stated traffic mobility and safety improvement goals. Alternative 2 is an expensive way to make miniscule (if any) changes to The 405 Experience. There is little justification for wider freeways, and even less when the cost is factored into account. As a constituent of the South Bay, I readily oppose Alternative 2 and urge Metro and Caltrans to either decline continuing the project with Alternative 1 (no build) or continue with better value and a shorter timeframe with Alternative 3 (complete streets & TSM/TDM strategy). Thank you for your time, Chester Li Gardena, CA	10/21/24	Comment	Yes	x		x		x					x					
38	Tyler tylerburke1996@outlook.com	Salesforce- Email	Public	10/21/24	Hello Metro and Caltrans, I am a resident of the South Bay writing in on the I-405 from Wilmington Ave to Main St Improvements Project. I am against freeway widening of any kind including the auxiliary lanes proposed in Alternative 2. In reviewing the Metro project materials, it's clear the auxiliary lanes will widen the 405 freeway in 4 sections in Carson and Wilmington. We know from extensive research and data on induced demand that widening freeways does not solve traffic or reduce collisions. Adding auxiliary lanes will only increase the pollution, traffic, and injury burden faced by already-burdened communities in the South Bay. I oppose Alternative 2 which would add auxiliary lanes for a cost of over $100 million. We know that alternative transit is the only real relief for automobile congestion. We should be spending that $100 million on train/bus lanes, and bus service on the 405 without widening, and active transportation on parallel routes with LA County, Metro, and South Bay Bicycle Master Plans. For public health, transportation, and environmental justice reasons, there is no justification for wider freeways. As a constituent in the region, I oppose Alternative 2 and support Alternative 1 (no build). Thank you for your time, Tyler Burke Torrance	10/21/24	Comment	Yes	x		x		x	x				x					
39	Alex B arb.inbox@fastmail.com	Salesforce- Email	Public	10/21/24	Hello Metro and Caltrans, I am a resident of the South Bay writing in on the I-405 from Wilmington Ave to Main St Improvements Project. I am against freeway widening of any kind including the auxiliary lanes proposed in Alternative 2. In reviewing the Metro project materials, it's clear the auxiliary lanes will widen the 405 freeway in 4 sections in Carson and Wilmington. We know from extensive research and data on induced demand that widening freeways does not solve traffic or reduce collisions. Adding auxiliary lanes will only increase the pollution, traffic, and injury burden faced by already-burdened communities in the South Bay. I oppose Alternative 2 which would add auxiliary lanes for a cost of over $100 million. We should explore more effective ways to reduce congestion, such as bus lanes, bus service, and Express Lanes on the 405 without widening, and active transportation on parallel routes with LA County, Metro, and South Bay Bicycle Master Plans. Complete Streets for Alternative 3 should include the Dominguez Channel bikeway and Class IV bike lanes on Main St, Del Amo Blvd, and Avalon Blvd. For public health, transportation, and environmental justice reasons, there is no justification for wider freeways. As a constituent in the region, I oppose Alternative 2 and support Alternative 1 (no build) or Alternative 3 (Complete Streets elements and TSM/TDM strategies only). Thank you for your time, Alexandra Bandea Rancho Palos Verdes	10/21/24	Comment	Yes	x		x		x	x	x			x					
40	Nate B rayguire13@gmail.com	Salesforce- Email	Public	10/21/24	Hello Metro and Caltrans, I am a resident of the South Bay writing on the I-405 from Wilmington Ave to Main St Improvements Project. I am against freeway widening of any kind including the auxiliary lanes proposed in Alternative 2. In reviewing the Metro project materials, it's clear the auxiliary lanes will widen the 405 freeway in 4 sections in Carson and Wilmington. We know from extensive research and data on induced demand that widening freeways does not solve traffic or reduce collisions. Adding auxiliary lanes will only increase the pollution, traffic, and injury burden faced by already-burdened communities in the South Bay. I oppose Alternative 2 which would add auxiliary lanes for a cost of over $100 million. We should explore more effective ways to reduce congestion, such as bus lanes, bus service, and Express Lanes on the 405 without widening, and active transportation on parallel routes with LA County, Metro, and South Bay Bicycle Master Plans. Complete Streets for Alternative 3 should include the Dominguez Channel bikeway and Class IV bike lanes on Main St, Del Amo Blvd, and Avalon Blvd. For public health, transportation, and environmental justice reasons, there is no justification for wider freeways. As a constituent in the region, I oppose Alternative 2 and support Alternative 1 (no build) or Alternative 3 (Complete Streets elements and TSM/TDM strategies only). Thank you for your time, Nate Ray Redondo Beach, CA 90278	10/21/24	Comment	Yes	x		x		x	x	x			x					
41	Joe Linton linton.joe@gmail.com	Salesforce- Email	Public	10/21/24	Hello Metro and Caltrans, I am a resident of Los Angeles registering my concerns about the I-405 from Wilmington Ave to Main St Improvements Project. I am against freeway widening of any kind including the auxiliary lanes proposed in Alternative 2. Adding auxiliary lanes will widen the 405 freeway in 4 sections in Carson. Metro and Caltrans leadership are aware of extensive research and data on induced demand that confirms widening freeways does not solve traffic or reduce collisions. Adding auxiliary lanes will only increase the pollution, traffic, and injury burden faced by already-burdened communities in the South Bay - as well as harming the climate. I oppose Alternative 2 which would add auxiliary lanes. Please instead advance a more equitable and effective project, such as bus lanes, bus service, or active transportation on parallel routes. Complete Streets for Alternative 3 should include the Dominguez Channel bikeway and protected bike lanes on Main St., Del Amo Blvd., and Avalon Blvd. For public health, transportation, and environmental justice reasons, there is no justification for wider freeways. As a constituent in the region, I oppose Alternative 2 and support Alternative 1 (no build) or Alternative 3 (Complete Streets elements and TSM/TDM strategies only). Thank you for your time, Joe Linton Los Angeles	10/21/24	Comment	Yes	x		x		x	x	x			x					

42	Andres Cabrera a.l.cabrera@gmail.com	Salesforce- Email	Public	10/21/24	Hello Metro and Caltrans, I am a resident of the South Bay writing in on the I-405 from Wilmington Ave to Main St Improvements Project. I am against freeway widening of any kind including the auxiliary lanes proposed in Alternative 2. In reviewing the Metro project materials, it's clear the auxiliary lanes will widen the 405 freeway in 4 sections in Carson and Wilmington. We know from extensive research and data on induced demand that widening freeways does not solve traffic or reduce collisions. Adding auxiliary lanes will only increase the pollution, traffic, and injury burden faced by already-burdened communities in the South Bay. I oppose Alternative 2 which would add auxiliary lanes for a cost of over $100 million. We should explore more effective ways to reduce congestion, such as bus lanes, bus service, and Express Lanes on the 405 without widening, and active transportation on parallel routes with LA County, Metro, and South Bay Bicycle Master Plans. Complete Streets for Alternative 3 should include the Dominguez Channel bikeway and Class IV bike lanes on Main St, Del Amo Blvd, and Avalon Blvd. For public health, transportation, and environmental justice reasons, there is no justification for wider freeways. As a constituent in the region, I oppose Alternative 2 and support Alternative 1 (no build) or Alternative 3 (Complete Streets elements and TSM/TDM strategies only). Thank you for your time, Andres Cabrera Torrance	10/21/24	Comment	Yes	x	x	x	x	x	x	x
43	local__giraffe, Wilmington resident dodecahedron6942 0@gmail.com	Salesforce- Email	Public	10/20/24	Hello Metro and Caltrans, I am a resident of the South Bay writing on the I-405 from Wilmington Ave to Main St Improvements Project. I am against freeway widening of any kind, including the auxiliary lanes proposed in Alternative 2. In reviewing the Metro project materials, it's clear the auxiliary lanes will widen the 405 freeway in 4 sections in Carson and Wilmington. We know from decades of research and data on induced demand that widening freeways does not solve traffic or reduce collisions. Adding auxiliary lanes will only increase the pollution, traffic, and injury burden faced by already-burdened communities in the South Bay. I oppose Alternative 2 which would add auxiliary lanes for a cost of over $100 million. We should explore more effective ways to reduce congestion, such as bus lanes, bus service, express lanes on the 405 without widening, and active transportation on parallel routes with LA County, Metro, and South Bay Bicycle Master Plans. Complete Streets for Alternative 3 should include the Dominguez Channel bikeway and Class IV bike lanes on Main St, Del Amo Blvd, Avalon Blvd, and others. For public health, transportation, and environmental justice reasons, there is no justification for wider freeways. As a constituent in the region, I oppose Alternative 2 and support Alternative 1 (no build) or Alternative 3 (Complete Streets elements and TSM/TDM strategies only). Thank you, local__giraffe, Wilmington resident	10/21/24	Comment	Yes	x	x	x	x	x	x	x
44	Connor Webb c.webb34@gmail.com	Salesforce- Email	Public	10/20/24	Dear Metro and Caltrans, I am writing to comment on the I-405 from Wilmington Ave to Main St Improvements Project. I am against freeway widening of any kind, including the auxiliary lanes proposed in Alternative 2. It's clear the auxiliary lanes will widen the 405 in multiple sections in Carson and Wilmington. There is absolutely no justification for freeway widening in 2024. We know from mountains of research and data that adding lanes (including auxiliary lanes) to freeways does not decrease congestion and only encourages more driving, exacerbating the negative effects for both local communities and the region. This goes against health, safety, and climate goals of the State, County, and of LA Metro as an agency. For example, the PM2.5 and PM0.1 pollution created by freeways/vehicle's fuel combustion, tires, and brakes is known to cause severe adverse effects on pregnancies, including generally worse birth outcomes and both short and long-term health problems for the child, including ow birth weights, respiratory and cardiac illness, immune dysfunction, and altered brain development (1). Children are particularly sensitive to PM2.5 pollution, and childhood exposure is related to asthma, reduced brain volume, behavioral dysfunction, ADHD, and Autism (2). Exposure at any age increases risk for many types of cancers (3). PM pollution is also believed to contribute to Alzheimer's disease risk in the elderly, including hallmark neuropathological changes and related cognitive decline (4). Anyone working on this project needs to acknowledge to themselves and the public that any widening or auxiliary lanes will be to the detriment of health and safety of all nearby communities. Therefore, I oppose Alternative 2 which would add auxiliary lanes for a	10/21/24	Comment		x	x	x	x	x	x	x
45	Angel La Canfora lacanforaaa@gmail.com	Salesforce- Email	Public	10/20/24	Hello Metro and Caltrans, I am a resident of Torrance and I'm writing in regards to the 405 from Wilmington Ave to Main St Improvements Project. I am against freeway widening of any kind including the auxiliary lanes proposed in Alternative 2. In reviewing the Metro project materials, it's clear the auxiliary lanes will widen the 405 freeway in 4 sections in Carson and Wilmington. We know from extensive research and data on induced demand that widening freeways does not solve traffic or reduce collisions. Adding auxiliary lanes will only increase the pollution, traffic, and injury burden faced by already-burdened communities in the South Bay. I oppose Alternative 2 which would add auxiliary lanes for a cost of over $100 million. We should explore more effective ways to reduce congestion, such as bus lanes, bus service, and Express Lanes on the 405 without widening, and active transportation on parallel routes with LA County, Metro, and South Bay Bicycle Master Plans. Complete Streets for Alternative 3 should include the Dominguez Channel bikeway and Class IV bike lanes on Main St, Del Amo Blvd, and Avalon Blvd. For public health, transportation, and environmental justice reasons, there is no justification for wider freeways. As a constituent in the region, I oppose Alternative 2 and support Alternative 1 (no build) or Alternative 3 (Complete Streets elements and TSM/TDM strategies only). Thank you for your time, Angel La Canfora Torrance	10/21/24	Comment	Yes	x	x	x	x	x	x	x
46	Kurt Canfield yeskurtcan@gmail.com	Salesforce- Email	Public	10/20/24	Hello Metro and Caltrans, I am a resident of the South Bay writing in on the I-405 from Wilmington Ave to Main St Improvements Project. I am against freeway widening of any kind including the auxiliary lanes proposed in Alternative 2. In reviewing the Metro project materials, it's clear the auxiliary lanes will widen the 405 freeway in 4 sections in Carson and Wilmington. We know from extensive research and data on induced demand that widening freeways does not solve traffic or reduce collisions. Adding auxiliary lanes will only increase the pollution, traffic, and injury burden faced by already-burdened communities in the South Bay. I oppose Alternative 2 which would add auxiliary lanes for a cost of over $100 million. We should explore more effective ways to reduce congestion, such as bus lanes, bus service, and Express Lanes on the 405 without widening, and active transportation on parallel routes with LA County, Metro, and South Bay Bicycle Master Plans. Complete Streets for Alternative 3 should include the Dominguez Channel bikeway and Class IV bike lanes on Main St, Del Amo Blvd, and Avalon Blvd. For public health, transportation, and environmental justice reasons, there is no justification for wider freeways. As a constituent in the region, I oppose Alternative 2 and support Alternative 1 (no build) or Alternative 3 (Complete Streets elements and TSM/TDM strategies only). Thank you for your time, Kurt Canfield Long Beach	10/21/24	Comment	Yes	x	x	x	x	x	x	x
47	David Hansell david@hansell@gmail.com	Salesforce- Email	Public	10/20/24	Hello Metro and Caltrans, I am a resident of the South Bay writing in on the I-405 from Wilmington Ave to Main St Improvements Project. I am against freeway widening of any kind including the auxiliary lanes proposed in Alternative 2. In reviewing the Metro project materials, it's clear the auxiliary lanes will widen the 405 freeway in 4 sections in Carson and Wilmington. We know from extensive research and data on induced demand that widening freeways does not solve traffic or reduce collisions. Adding auxiliary lanes will only increase the pollution, traffic, and injury burden faced by already-burdened communities in the South Bay. I oppose Alternative 2 which would add auxiliary lanes for a cost of over $100 million. We should explore more effective ways to reduce congestion, such as bus lanes, bus service, and Express Lanes on the 405 without widening, and active transportation on parallel routes with LA County, Metro, and South Bay Bicycle Master Plans. Complete Streets for Alternative 3 should include the Dominguez Channel bikeway and Class IV bike lanes on Main St, Del Amo Blvd, and Avalon Blvd. For public health, transportation, and environmental justice reasons, there is no justification for wider freeways. As a constituent in the region, I oppose Alternative 2 and support Alternative 1 (no build) or Alternative 3 (Complete Streets elements and TSM/TDM strategies only). Thank you for your time, David Hansell Torrance	10/21/24	Comment	Yes	x	x	x	x	x	x	x
48	Michael Stewart	Public Meeting	Public	10/16/24	Bike lane concerns; No right turns at on-ramps; Ramp metering	10/16/24	Comment											

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I-405 from Wilmington Av to Main St Improvements Project
Appendix G.4 Comment Log

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73	Ray Aldridge	Virtual Public Meeting - Verbal Comment	Public	09/17/24	Okay. Well, since there's nobody else to speak -- I have a question. Okay. You have -- this is at Main Street, 405 and Main. If you're going north on Main, of course right now there are no sidewalks or anything under the freeway, and I'm glad that will be addressed. But in order to access the Dominguez Channel, which you also mentioned in your presentation, in order to, I guess, get onto the Dominguez Channel if you're going North on Main, right now it's really difficult. You can't really get there. Going south, of course, as you're coming down Main, can you just, you know, make a right turn and get on to the Dominguez Channel going north. So is there anything about a crosswalk or something so if you are going north on Main that you can make that left turn going across the traffic, I guess, going across the Main Street, Broadway section? Yeah, if there is any way -- because we did a Tour de Carson last year celebrating our 55th anniversary for the City of Carson. We did a tour of Carson, and it was really difficult because we wanted to show the residents of Carson the Dominguez Channel bike path because of all the negative things about the Dominguez Channel in recent years, about the smells and all that, but there is a bike path going along the Dominguez Channel that runs basically from Main Street up to Artesia and to the Metro station there, actually. And I just wanted to know, you know, you still can't get onto that -- to that bike lane, to the bike path going north on Main Street. So I just want to know if any improvements -- and I realize that you said on my last question, nothing's specifically done yet, but that's something to look at.								x		
74	Ray Aldridge	Virtual Public Meeting - Verbal Comment	Public	09/17/24	Well, hey, thank you. I mean, only -- the only other question, and I'm sure somebody's going to come out, but a lot of times I see when we deal with changes that are being done, a lot of times it's done by people sitting in an office downtown somewhere looking at Google Earth or something and just saying, Oh, this street looks like a great way to go, you know, but they've not boots on the ground where they actually see. So they'll take you down a street or a trail or something that -- you know, where you have a lot of hills, but they're still saying that's the best route to go because they've never been there. So I want to make sure that somebody is actually going to be out looking at some of these things versus just looking at charts on maps down in an office building downtown or something. So as long as you're out there looking, then you should see a lot of the things that we're going to bring up that would be helpful. And thank you for being here.										
75	Anonymous	Virtual Public Meeting - Chat Comment	Public	09/17/24	The global climate crisis is an existential threat to life as we know it. Record heat globally, in California, and in L.A. is killing people this year, during the past month. The climate crisis is an emergency that's being worsened by tailpipe emissions. All Metro and Caltrans projects need to reduce these harmful emission - so please stop adding more and more freeway lanes.		09/17/24		Comment	x		x			
76	Anonymous	Virtual Public Meeting - Chat Comment	Public	09/17/24	why are bike "lanes" under the bike "paths" tab on the story map?		09/17/24		Non-Comment				x	
77	Holly Osborne	Virtual Public Meeting - Verbal Comment	Public	09/17/24	This might be too anal for you, but right away at your survey, one of the questions was, have you ever used a GPS to get off if you see red on your GPS. Well, but I don't have a GPS, so I just left it blank, so I just think that's a poorly worded question. And then when you're asking about, have you ever driven that section, well, yes, I've driven that section. But then when you say, have you had trouble getting on or off, you didn't say whether it was to do with that section or in general, and so, you know, this whole meeting is supposed to be about that section, so I think the -- everybody's had problems on the Harbor Freeway, but that's not what this is about. So I wish you could have been more specific about which section you're talking about in the survey. It might be a little more useful.				09/17/24		Non-Comment				x		
78	Holly Osborne	Virtual Public Meeting - Chat Comment	Public	09/17/24	I was confused by your survey when it asks if we've ever gotten on the freeway and had trouble merging. You didn't specify what freeway.									
79	Gloria Bradley realtorgloriabradley@gmail.com 00420881	Salesforce- Email	Public	06/07/24	A lot of times changes being done are made by someone who just sits in an office looking at Google Earth. No one is boots on the ground. I just want to make sure that someone is actually out looking at these things.	06/25/24	Thank you for reaching out to us on a partnership. Unfortunately, we have already moved forward with the project on the 405 in Carson, but we will keep you in our database and reach out as things move along. Also, I would encourage you to sign up in Metro's Community Based Organization database registry. This way you can be ready and get all the details about projects and opportunities coming up Countywide. You can find more information here:					x		
80	Windso Valcinus (562) 556-6284 wvalcinus@cahfla.org Caribbean American and Heritage Foundation 00413784	Salesforce-Helpline	Agency	04/17/24	CBO Recruitment	04/19/24	Yvette called.						x	
81	Teresa McDonald 323-641-0277 00413784	Salesforce-Helpline	Agency	04/17/24	Interested in the solicitation to perform public outreach for the I-405 Wilmington Project	07/22/24	Matt called to let her know that unfortunately we have moved forward in the process with other vendors for this CBO work but that we will have future efforts in the South Bay that we look forward to having them participate in.						x	
82	Camille Forby cforby@ad.lacounty.gov 00413745	Salesforce- Email	Public	04/17/24	Hello, I would like to know if there are any employment opportunities for individuals that are looking for work. Thank you, Camille Forby East Los Angeles Service Center 133 N. Sunol Dr., Los Angeles, CA 90063 Email: cforby@ad.lacounty.gov Office: (323)260-2801 Cell. (323)449-5734	05/06/24	We have positions available via http://jobs.metro.net/Home.aspx Gloria Bridges LA Metro	Senior Director CP, Community Relations 213.244.6048 C					x		
83	Jackson Hurst (678) 628-4232 ghostlightmater@yahoo.com 00406827	Salesforce- Email	Public	04/05/24	Hi I would like to sign up for project updates and be added to the mailing list for the I-405 Wilmington Project. My mailing address is 4216 Cornell Crossing, Kennesaw, Georgia 30144. sent from ghostlightmater@yahoo.com	04/05/24	(Katrice responded and closed case 4/5/24) Hi Hurst, Your email will be added to the project's distribution list. Thank you. Metro Community Relations						x	
84	Jackson Hurst (678) 628-4232 ghostlightmater@yahoo.com 00406826	Salesforce- Email	Public	03/21/24	Hi I would like to sign up for project updates regarding the I-405 Wilmington Project. sent from ghostlightmater@yahoo.com	03/22/24	(Ginny closed case 3/22/24; Contact included in campaign list)						x	
85	Kelly Crawford (310) 387-3651 00433424	Salesforce-Helpline	Public	09/16/24	Was concerned about what impacts were to the businesses that were provided flyers at the Carson Town Center.	09/17/24	ME 9/17: Called and spoke with Public; she is only concerned about potential impacts in the future.							
86	Tanya Cruz 310 847 9945	Helpline	Public	8/27/2024	I have several questions.	8/28/2024	MB/8/28: Called and left message.						x	x

Appendix G.5: Miscellaneous Comments

Metro

Caltrans

REGION 9
SAN FRANCISCO, CA 94105

October 21, 2024

Karl Price
Senior Environmental Scientist
California Department of Transportation, District 7
100 South Main Street, MS 16A
Los Angeles, California 90012

Subject: EPA Scoping Comments on the Notice of Preparation for a Draft Environmental Assessment for the California Department of Transportation I-405 from Wilmington Avenue to Main Street Improvements Project

Dear Karl Price:

The U.S. Environmental Protection Agency has reviewed the September 6, 2024, notice requesting public comment on the California Department of Transportation Interstate 405 from Wilmington Avenue to Main Street Improvements Project Draft Environmental Assessment that was prepared by Los Angeles County Metropolitan Transportation Authority. 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 Notice states that Caltrans proposes enhancements that improve safety and operations in the corridor along I-405. Construction activities would include installation of two auxiliary lanes in the northbound corridor, and two auxiliary lanes in the southbound corridor, along a three-mile segment of I-405 between Wilmington Av. and Main Street in the City of Carson. The Notice states that the project's goals intend to provide equitable and sustainable travel options and promote economic connectivity and accessibility for goods movement.

The EPA appreciates the opportunity to comment on preparation of the Draft EA. 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) 972-3583 or ruiz.elise@epa.gov.

Sincerely,

ELISE RUIZ
Digitally signed by ELISE RUIZ
Date: 2024.10.21 17:04:35 -07'00'

Elise Ruiz
Environmental Review Section 2

Enclosures: EPA's Detailed Scoping Comments for Caltrans I-405 from Wilmington Avenue to Main Street Improvements Project

cc: Lourdes Kriste
Project Manager, Los Angeles County Metropolitan Transportation Authority

EPA DETAILED SCOPING COMMENTS FOR CALTRANS I-405 FROM WILMINGTON AVENUE TO MAIN STREET IMPROVEMENTS PROJECT, OCTOBER 21, 2024

Alternatives Evaluated

The EPA appreciates that the Notice of Preparation presents descriptions of the current proposed alternatives with accompanying visuals on the interactive Los Angeles County Metropolitan Transportation Authority (Metro) project website. The NOP states that two build alternatives are being considered to install two auxiliary lanes on both the northbound and southbound lanes of I-405, where Alternative 2 proposes installation of auxiliary lanes in the on- and off-ramp areas of Wilmington Ave., Carson St., and Avalon Blvd. with incorporation of Complete Streets elements and Transportation Systems Management (TSM) and Transportation Demand Management (TDM) strategies where feasible. Alternative 3 focuses on the construction and implementation of TSM/TDM strategies throughout the wider project area. Both build alternatives do not anticipate permanent residential or commercial property impacts.

> *Recommendations*: Although permanent impacts are not anticipated to occur to residential or commercial properties, the EPA recommends the consideration of temporary impacts and cumulative impacts to adjacent communities during and after the construction phase. Describe impacts that could occur later in time or at a distance from the project site, such as any long-term impacts to ecological resources or communities 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 Draft EA of nearby projects in planning, management, and development for the I-405 Corridor and coordination with adjacent highway improvements, such as I-710.

Aquatic Resources and Clean Water Act Section 404

Aquatic resources located within the project area include the Dominguez Channel. The Probable Environmental Effects section on page 9 and 10 of the NOP identifies that the project may have potential impacts to hydrological resources and mentions considerations to avoid and/or minimize impacts to resources and anticipates permit use to implement the project.

> *Recommendations*: The EPA recommends regular coordination with Army Corps of Engineers and EPA to ensure the alternative designs reduce impacts to aquatic resources to the fullest extent.

Coordination with Adjacent Projects and Induced Travel

The addition of two auxiliary lanes in each direction for a 3-mile portion of the roadway may be part of a larger corridor wide traffic flow plan. As such, it is important to fully describe how this project segment fits into the part of a larger corridor wide strategy and what congestion and/or traffic calming or reducing impacts may occur at the projects two endpoints as a result of construction of the project. Further, it is of interest what additional traffic may occur in this project section as a result of induced demand over time.

> *Recommendations*: The EPA recommends that Caltrans fully describe how this project fits into a larger corridor-wide strategy for addition of auxiliary lanes. Identify other auxiliary lane widening proposed in the future for the remaining segments of 405 adjacent to the current project. Describe the projects impacts, both traffic calming and traffic inducing, at the two project endpoints. Perform an induced demand analysis to identify what additional congestion may occur in the future due to the additional capacity that 3 lane miles of 2 lanes in each direction will contribute to. Include the entirety of planned auxiliary lane additions along the corridor so that the induced demand analysis is complete. Identify if the additional auxiliary lanes will increase vehicle miles traveled.

Air Quality

Based on the EPA's Green Book[1] National Ambient Air Quality Standards designation, 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). Additionally, implementation of both build alternatives identified in the NOP will likely require extensive truck hauling of construction materials and equipment, resulting in air quality impacts throughout the construction period. Due to the air basin's nonattainment status and the project area's proximity to urban communities, it is important to reduce emissions of ozone precursors and particulate matter from this project to the maximum extent possible. As such, the Draft EA should include a complete analysis of the project's potential to affect air quality.

In the case where a build alternative is selected, this project will need to be brought to the Southern California Association of Governments (SCAG) transportation conformity working group (TCWG) for a project of air quality concern determination. However, as the current build alternative of project intends to construct auxiliary lanes along with Complete Street and traffic management improvement, it may be exempt from that determination, if the project elements all fall under the types listed in 40 CFR 93.126, and if the total length of auxiliary lanes to be constructed falls under 1 mile.[2] As both the determination of project of air quality concern status and/or project exemption are made by the SCAG TCWG, early coordination with SCAG, Caltrans, FHWA, and EPA is recommended throughout the continued planning phases.

Recommendations:

- For each alternative, describe existing ambient air conditions, National Ambient Air Quality Standards and nonattainment areas, and potential air quality impacts of the project, including cumulative and indirect impacts.
- Describe coordination with EPA and SCAG and identify whether or not the project is a project of air quality concern.
- If existing modeling might be impacted utilize the newest versions of fleet and traffic modeling including use of the California Emissions Estimator Model and the California Air Resources Board's Emission FACtor.[3]
- 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 Escreet[4] or Cal EPA's Cal EnviroScience.[5]
- 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 each mitigation measure proposed. Identify any specific mitigation measures considered for sensitive populations (e.g., schools, daycare facilities, hospitals, senior centers, etc.).

Construction Emissions

Analyze and disclose all impacts that would result from construction activities. Identify the hauling distances for each alternative, including the no action alternative, and estimate emissions for each. Identify all impacts associated with project activities including direct and indirect air emissions and

[1] https://www.epa.gov/green-book

[2] https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/ser/clarifications-exempt-projdeterminations-a11y.pdf

[3] https://arb.ca.gov/emfac/

[4] https://ejscreen.epa.gov/mapper/

[5] https://experience.arcgis.com/experience/4af93cf9888a424481d2868391af2d82/page/home/

adverse health effects to all communities potentially affected by construction and sediment transportation. To protect the health of the neighboring communities, identify all available strategies to reduce emissions from proposed project activities.

The following measures are recommended to mitigate construction emissions and to be included in potential construction contracts.

Fugitive Dust Source Controls:

- Stabilize 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.
- 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.

Mobile and Stationary Source Controls:

- Reduce unnecessary idling from heavy equipment.
- Prohibit engine tampering to increase horsepower, except when meeting manufacturer's recommendations.
- Lease or buy newer, cleaner equipment using the best available emissions control technologies.
    - Use lower-emitting engines and fuels, including electric, liquified gas, hydrogen fuel cells, and/or alternative diesel formulations, if feasible.
    - *On-Highway Vehicles* - On-highway vehicles should meet, or exceed, the EPA exhaust emissions standards for model year 2017 and newer for light-duty vehicles and model year 2021 and newer for heavy-duty vehicles (e.g., drayage trucks, long haul trucks, refuse haulers, shuttle buses, etc.).
    - *Nonroad Vehicles & Equipment* - Nonroad vehicles and equipment should meet, or exceed, the EPA Tier 4 exhaust emissions standards for heavy-duty nonroad compression-ignition engines (e.g., nonroad trucks, construction equipment, cargo handlers, etc.).

Administrative Controls:

- Coordinate with appropriate air quality agencies to identify a construction schedule that minimizes cumulative impacts from other planned projects in the region, if feasible.
- Prepare an inventory of all equipment prior to construction and identify the suitability of add-on emission controls for each piece of equipment before groundbreaking.
- Develop a construction traffic and parking management plan that minimizes traffic interference and maintains traffic flow and avoid routing truck traffic near sensitive land uses to the fullest extent feasible.
- Locate diesel engines, motors, and equipment staging areas as far as possible from residential areas and other sensitive receptors (e.g., schools, daycare centers, hospitals, senior centers, etc.).
- Reduce construction-related trips of workers and equipment, including trucks.
- Identify all commitments to reduce construction emissions and quantify air quality improvements that would result from adopting specific air quality measures.
- Identify where implementation of mitigation measures is rejected based on economic infeasibility.

Climate Change and GHG Reduction

The EPA appreciates the incorporation of Complete Streets methods in support of sustainable transportation. The NOP states that Complete Streets elements and TSM/TDM strategies will be applied where feasible in both build alternatives. However, to ensure climate change reductions and best practices are more clearly defined in the Draft EA for this project and future cumulative impacts, the EPA strongly encourages alignment with state and federal climate guidance, such as greenhouse gas (GHG) emission reduction targets set by California Air Resources Board, and clearly outline what methods will be used to meet reduction goals in the Draft EA. Additionally, the Council on Environmental Quality published interim guidance[6] in 2023 to assist federal agencies in assessing and disclosing climate change impacts during environmental reviews. CEQ developed this guidance in response to EO 13990, *Protecting Public Health and the Environment and Restoring Science to Tackle the Climate Crisis*.

> *Recommendations:* Identify how the analysis of climate change impacts meets the goals and objectives outlined in the 2023 CEQ interim GHG and Climate Change Analysis. Include a thorough climate change analysis with consideration of the effects of climate change on both proposed alternatives and environmental impacts associated with each option. In addition to quantifying expected GHG emissions from project construction and operation, the EPA recommends discussing elements of this project that would offset or reduce direct and indirect GHG emissions by providing an alternative to passenger vehicle use on adjacent roadways.

Environmental Justice

Executive Order 14096, *Revitalizing Our Nation's Commitment to Environmental Justice for All* (April 21, 2023), directs Federal agencies to provide opportunities for early and meaningful involvement in the environmental review process for communities with environmental justice concerns potentially affected by a proposed action (E.O. 14096, Section 3(a)(ix)(C)). Based on our preliminary review of the project area using EJScreen, there are indicators of communities in the project area that are near or above the 80th percentile for environmental justice or socioeconomic demographic metrics. The EPA appreciates the public outreach efforts and scoping meetings conducted by the Los Angeles County Metropolitan Transportation Authority throughout the planning phase of the project. The EPA recommends continued meaningful community engagement, including tribal consultation, be conducted throughout the remaining environmental process.

> *Recommendations*: The EPA encourages agencies to use the EPA's EJSCREEN electronic database to make informed decisions and to search for environmental justice and socioeconomic presence within communities associated with the project area and who may be impacted by project activities.
>
> Document actions taken by Caltrans and Metro to provide opportunities for meaningful public engagement. Disclose any community concerns, including those outside the jurisdiction of Caltrans and Metro. Describe how community feedback and preferences are reflected in Caltrans and Metro's decision-making process, including alternatives development, identification of the preferred alternative, and the selected alternative and mitigation.
>
> In the development of future outreach and for progress tracking, the EPA recommends that Caltrans and Metro:
>
> - Provide early and frequent outreach and engagement opportunities to collect and incorporate

[6] https://www.federalregister.gov/documents/2023/01/09/2023-00158/national-environmental-policy-act-guidance-onconsideration-of-greenhouse-gas-emissions-and-climate

community feedback throughout the environmental review process. This may include, but is not limited to:

  - Addressing technological barriers that may prohibit participation from affected communities.
  - Ensuring that meetings are scheduled at a time and location that is accessible for community participants, including scheduling meetings after work hours and on weekends as appropriate and providing opportunities for hybrid meetings.
  - Providing ample notice of meetings and commenting opportunities so that community members have sufficient time to prepare and participate.
  - Promoting engagement opportunities within appropriate outlets used by affected communities, such as newspapers, radio, and social media.
  - Ensuring that all project-related information is conveyed using plain language so that community members of varied reading proficiencies can readily understand the project-related information.

- Establish outreach deliverables focused on ensuring adequate opportunities for and meaningful quality of public engagement.
- Review and consider community feedback provided.
- Compile a Scoping Report from completed engagement and share this directly with communities for project tracking and transparency.

Emergency Evacuations

The EPA appreciates Caltrans previous efforts and acknowledgement for the need to plan for potential mass evacuation events in the region surrounding the proposed project corridor. The 2019 Getty Fire is an example of an extreme weather event in the area which prompted evacuations along the 405 freeway. Include in the Draft EA 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 management and operation of the TSM/TDM strategies might be modified during an emergency evacuation.

SOUTH BAY FORWARD

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Karl Price, Senior Environmental Scientist
Caltrans, Division of Environmental Planning
100 S. Main Street, MS 16A
Los Angeles, CA 90012

DATE: 10/21/2024

SUBJECT: Comment Letter on I-405 from Wilmington Av to Main St Improvements Project

Dear LA Metro and Caltrans,

South Bay Forward seeks to move the South Bay region forward on housing, transit, and active mobility. We are a volunteer-run chapter of Abundant Housing LA, a grassroots nonprofit organization working to solve Southern California's housing crisis. We envision a South Bay with abundant and affordable housing near good jobs with convenient, sustainable transportation.

We advocate for more housing and transportation choices for a more inclusive, equitable, affordable, and sustainable community. Therefore, we formally oppose Alternative 2 "Auxiliary Lanes and Complete Streets" for the I-405 Wilmington Project because it runs counter to equity, sustainability, and transportation and climate goals. We support Alternative 1 (no build) and Alternative 3 (Complete Street elements and TSM/TDM strategies).

The auxiliary lanes proposed in Alternative 2 will widen the 405 freeway in four sections in Carson and Wilmington. We know from extensive research and data on induced demand that widening freeways does not solve traffic or reduce collisions. Adding auxiliary lanes will only increase the pollution, traffic, and injury burden faced by already-burdened communities in the South Bay.

We cannot keep widening the 405 freeway and expecting different results. We must urgently and seriously pursue alternatives to freeway widening that will actually reduce traffic congestion, reconnect impacted low-income and minority South Bay communities, and improve safety and mobility for all road users. Such solutions exist and are best practices around the world. Here are just a few alternatives to auxiliary lanes we urge you to explore and implement as part of Alternative 3:

1. Bus lanes in the South Bay along major arterials such as Artesia Blvd, Vermont Ave, Carson St, and Wilmington Ave: particularly in Carson, Torrance, Wilmington, and the Harbor Gateway.
2. Metro bus and commuter bus service on the 405 connecting Long Beach/South Bay to the Westside.
3. Express Lanes on the I-405 (without adding new lanes) and bus rapid transit lanes (similar to the bus lanes on the I-110 where the J Line bus and Torrance 4X travel).
4. Complete the Dominguez Channel bikeway and build grade separations, bike signals, and raised crossings at intersections with roads.

5. Implement the LA County, Metro, and South Bay Bicycle Master Plans to build active transportation projects such as Class IV bike paths along the corridor including on Main St, Del Amo Blvd, and Avalon Blvd and connecting with the Dominguez Channel bikeway.
6. Safer pedestrian infrastructure such as bulbouts and raised pedestrian crossings to reduce pedestrian crossing times at intersections and improve sightline visibility.

For a projected cost of $80-$130 million for auxiliary lanes, there is more than enough funding to implement the above multimodal transportation projects. There is precedent for looking at such a project in a different lens: See the 710 freeway extension cancellation in Pasadena, or the recent halting of the 91 freeway expansion project in Long Beach.

For public health, transportation, and environmental justice reasons, there is no justification for wider freeways. As local advocates in the region, for the sake of our communities and the environment and for a more sustainable and equitable future, we strongly oppose Alternative 2 and support Alternative 1 (no build) or Alternative 3 (Complete Streets elements and TSM/TDM strategies only).

Thanks for your consideration,

South Bay Forward Steering Committee

Brianna Egan, Co-Lead, Redondo Beach
Matthew Lawrence, Co-Lead, Torrance
Adam Schwartz, Torrance
Allen Natian, San Pedro
Alex Fineman, Redondo Beach
Brandon Smith, Gardena
Courtney Alicia Miles, Gardena
Ginny Weinert, Redondo Beach
Liam Walsh, Redondo Beach
Zac Dean, Manhattan Beach

cc:
David Leger, South Bay Cities COG
Karishma Shamdasani, Transportation Deputy, Supervisor Holly J. Mitchell
Viviana Gomez, Transportation Deputy, Supervisor Janice Hahn
Mike Bohlke, Transportation Deputy, Mayor James Butts

Dear Metro,

I live biking distance to the proposed Wilmington 405 Auxiliary lane project and drive through the area. I drive through the area even though traffic congestion is terrible and the stress level is high because I have no choice. I don't think there will ever be any way to accommodate everyone who wants/needs to travel through this area in individual cars.

To alleviate traffic congestion, to reduce pollution, GHG emissions, to stitch together our communities rent asunder by the 405 freeway, and for economic vitality; we must admit that our car-first policies have spectacularly failed in this region.

The reason why my family drives in this region is because there are so few ways to cross the 405 freeway. Furthermore, most roads that cross the freeway are high-speed arterial roads/highways with deadly freeway ramps. This area is further complicated by the Dominguez Channel, 110 freeway and disconnected neighborhoods that interrupt street grids.

The South Bay Cities COG's own research has shown that my family is not unique. Most of our South Bay trips are short or medium in length–easily covered by walking, transit and eBikes. Yet we need our car to drive around barriers such as freeways, waterways, golf courses and oil refineries. We don't love our car; we are prisoners of our built form that forces us into our car.

Furthermore, the Dominguez Channel was built because this is a flood-prone low-lying area. Adding more pavement adjacent to it is only going to exacerbate the problem. We should be removing pavement, not adding to it.

I urge you to pursue Option 3, Transportation Demand Management + Complete Streets instead of building Auxiliary Lanes.

For the $130 M that this project is projected to cost, we can

- Build bicycle/pedestrian bridges across Del Amo Blvd and 213th St, two roads that do not cross freeway on/off ramps but do cross the 405 and the Dominguez Channel
- Complete the Dominguez Channel multi-use path and build either grade separation at the intersections with roads (like Ballona Creek) or add bicycle signals at grade.
- Build sidewalk level multi-use paths on Del Amo Blvd, Avalon Blvd, West Victoria St, Main St, Albertonia St, 182nd St, 190th St, and 213th St. Because this area floods even in moderate rain, it's important to keep these bikeways at sidewalk level instead of in the rain gutter because of the flooding.
    - Bikeways need to be separated from vehicle traffic because of the high numbers of trucks in this area, day and night.
    - Put the bikeway along 190th St on the South side, away from the freeway on/off ramps
    - East-West active transportation routes require hard protection and separate light cycles because commuters drive with the sun in their eyes and fail to see pedestrians and cyclists. The trucks also have large blind spots.

- Connect Harbor Gateway Transit Center to CSUDH to the east and the Redondo Beach Transit Station to the west along Victoria and 182nd/Albertoni.
- Build bus-priority lanes around this area, e.g. on Artesia Blvd and Vermont Ave.

I explored this area using the Transportation Injury Mapping System tool, https://tims.berkeley.edu/tools/atp/ . The results are horrific.

We should fix this problematic area, but widening the 405 isn't the solution. We need to improve the safety and circulation of people, not cars, in this region. We have enough money to do a lot of local road improvements for people outside of cars if we don't widen the 405. If we implement congestion pricing as our 405 Demand Management tool, we will have even more money to improve the streetscape for this community that has been harmed by the 405 freeway.

Please select Option 3.

Thank-you,
Grace Peng, PhD

Yana Garcia
Secretary for
Environmental Protection

Department of Toxic Substances Control

Meredith Williams, Ph.D.
Director
8800 Cal Center Drive
Sacramento, California 95826-3200

Gavin Newsom
Governor

SENT VIA ELECTRONIC MAIL

October 10, 2024

Karl Price
Senior Environmental Scientist
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RE: NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE I-405 FROM WILMINGTON AVENUE TO MAIN STREET IMPROVEMENTS PROJECT DATED SEPTEMBER 06, 2024, STATE CLEARINGHOUSE NUMBER 2024090192

Dear Karl Price,

The Department of Toxic Substances Control (DTSC) received a Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR) for the I-405 from Wilmington Avenue to Main Street Improvements Project (Project). The Los Angeles County Metropolitan Transportation Authority, in cooperation with the California Department of Transportation (Caltrans) and the South Bay Cities Council of Governments, proposes to improve freeway operations and safety along both directions of Interstate 405 (I-405) from Wilmington Avenue (Postmile [PM] 9.6) to Main Street (PM 12.6) in the City of Carson, Los Angeles County, California. The Project proposes to add auxiliary lanes between on- and off-ramps between PM 9.6 and 12.6 to improve weaving, merging, and diverging operations and/or the implementation of Transportation System Management and Transportation Demand Management elements. The proposed Project would

provide improvements to facilitate an integrated approach for all modes of transportation to enhance mobility, accessibility, and connectivity in a Complete Streets environment for all communities along the existing corridor. After reviewing the project, DTSC recommends and requests consideration of the following comments:

1. There are several areas of which DTSC has regulatory oversight over that are within the proposed project site, whether they are listed as having documented contamination, land use restrictions, are subject to a Hazardous Waste Facility Permit, or the potential for the project site to be included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Therefore, DTSC recommends further coordination with the Department in the event that the proposed project may impact any of the areas that may fall under DTSC's oversight. Please review the project area in EnviroStor; DTSC's public-facing database and coordinate with the Department if any suspected decisions may impact these areas of which DTSC oversees; specifically:
    a. The Victoria Golf Course (Former BKK Carson Dump) site located between S. Main Street and E. Del Amo Street may encounter hazardous substances (as defined by the Comprehensive Environmental Response, Compensation, and Liability Act, Section 101(14) and 40 CFR 300.5) from the former BKK Carson Dump, which was generally bounded by E. 192nd St, South Main St., E Del Amo Blvd and Avalon Blvd. Consultation with DTSC and a thorough environmental assessment are recommended for any subsurface work planned for the area.
    b. The project area west of I-405 between E. Del Amo Boulevard and the Torrance Lateral may encounter hazardous substances (as defined by the Comprehensive Environmental Response, Compensation, and Liability Act, Section 101(14) and 40 CFR 300.5) and landfill gas from the former Cal Compact Landfill. The project area may also affect existing monitoring and remedial infrastructure associated with the Cal

> Compact Landfill. Consultation with DTSC and a thorough environmental assessment are recommended for any subsurface work planned for the area."

Please refer to the City of Carson for additional information about the areas of potential contamination. If further concerns or impacts surface in light of the any forthcoming environmental documents, DTSC reserves the right to provide additional and applicable comments at that time.

DTSC appreciates the opportunity to comment on the NOP of a DEIR for the I-405 from Wilmington Avenue to Main Street Improvements Project Thank you for your assistance in protecting California's people and environment from the harmful effects of toxic substances. If you have any questions or would like clarification on DTSC's comments, please respond to this letter or via email for additional guidance.

Sincerely,

Tamara Purvis
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cc: (via email)

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State of California – Natural Resources Agency
DEPARTMENT OF FISH AND WILDLIFE
South Coast Region
3883 Ruffin Road
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GAVIN NEWSOM, Governor
CHARLTON H. BONHAM, Director

October 10, 2024

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Subject: Notice of Preparation of a Draft Environmental Impact Report/Environmental Assessment for the I-405 from Wilmington Avenue to Main Street Improvements Project, SCH No. 2024090192, Los Angeles County, CA

Dear Kyle Price:

The California Department of Fish and Wildlife (CDFW) reviewed the Notice of Preparation (NOP) from California Department of Transportation (Caltrans) for the I-405 from Wilmington Avenue to Main Street Improvements (Project) pursuant to the California Environmental Quality Act (CEQA) and CEQA Guidelines[1].

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, CDFW appreciates 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.

CDFW ROLE

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, subd. (a) & 1802; Pub. Resources Code, § 21070; CEQA Guidelines § 15386, subd. (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 (Fish & G. Code, § 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 fish and wildlife resources.

[1] CEQA is codified in the California Public Resources Code in section 21000 et seq. The "CEQA Guidelines" are found in Title 14 of the California Code of Regulations, commencing with section 15000.

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CDFW may also act 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. As proposed, for example, the Project may be subject to CDFW's 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[2] of any species protected under the California Endangered Species Act (CESA) (Fish & G. Code, § 2050 et seq.) or the Native Plant Protection Act (NPPA; Fish & G. Code, §1900 et seq.), the Project proponent may seek related take authorization as provided by the Fish and Game Code.

PROJECT DESCRIPTION SUMMARY

Proponent: Caltrans

Objective: The objective of the Project is to improve the function and flow of Interstate 405 (I-405) by adding lanes to the freeway in both directions. Caltrans is seeking to reduce traffic in this area to reduce both collisions and travel times and to increase equitable economic connectivity in the area. This work is undertaken by the Los Angeles County Metropolitan Transportation Authority (Metro) with partnership from Caltrans and the South Bay Cities Council of Governments (SBCCOG). The proposed work would add auxiliary lanes between on and off ramps along I-405.

Location: I-405 from Wilmington Ave. at Postmile (PM) 9.6 (33.825999, -118.241219) to Main Street at PM 12.6 (33.852874, -118.280508).

Biological Setting: The project takes place in a highly urbanized location where much of the surrounding land use consists of single/multifamily homes, industrial & commercial properties, and some public land. The closest recognized creek to the project area is Compton Creek, and the Dominguez Channel is directly adjacent to the project area.

Project History: This project is included in the Final Adopted 2023 Federal Transportation Improvement Program[3] and the Southern California Association of Governments 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy[4].

[2] "Take" is defined in Section 86 of the Fish and Game Code as "hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill."
[3] https://scag.ca.gov/2023-ftip#:~:text=2023%20Adopted%20FTIP,-Overview%20September%2028&text=The%20projects%20include%20highway%20improvements,on%20an%20even%2Dyear%20cycle.
[4] https://scag.ca.gov/sites/main/files/file-attachments/f2016rtpscs_01_introduction.pdf?1606073240

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COMMENTS AND RECOMMENDATIONS

CDFW offers the comments and recommendations below to assist the California Department of Transportation in adequately identifying and/or mitigating the Project's significant, or potentially significant, direct and indirect impacts on fish and wildlife (biological) resources.

Specific Comments

1) Bats. CDFW recommends that both bat habitat and roosting surveys be conducted within the Project site to analyze potential significant effects of the proposed Project. Surveys should include one daytime visual inspection of all potential roosting habitat on the project site. Roosting surveys shall be conducted multiple times of year to determine if hibernacula or maternity roosts are present. Roosting (emergence) surveys shall start one hour before sunset and last for three hours and include bat detectors and bat call analyses. These surveys shall 1) identify the species of bat present, 2) determine how and when these species utilize the site, 3) determine what specific habitat requirements are necessary [thermal gradients throughout the year, size of crevices, tree types, location of hibernacula/roost (e.g., height, aspect, etc.)] for the bats. If it is determined that bats utilize the available habitat at the project site, including bridges and trees, CDFW recommends that an at least a 500-foot no-work buffer around bat roosts be established, and that a qualified bat biologist monitor the area for sensitivity to Project activities. If bats roosts appear to be disturbed, the Project activities should immediately stop and CDFW contacted for additional measures and approval prior to resuming Project-related activities. If establishment of a 500-foot no-work buffer around bat roosts cannot be met, then CDFW may approve an alternative buffer zone. If it is determined that maternity roosts are present, then construction shall be avoided from March 1 to September 30 to avoid impacts. Trees and/or structures determined to be maternity roosts should be left in place until the end of maternity season or until a qualified bat biologist verifies no pregnant females and young in non-volant stage are present.

2) Nesting Birds. To avoid impacts to nesting birds, CDFW recommends that clearing of vegetation occur outside of the peak avian breeding season, which general runs from February 1 through September 15 (as early as January 1 for some raptors). If Project construction is necessary during the bird breeding season, a qualified biologist with experience in conducting breeding bird surveys should conduct a nesting bird survey within three days prior to work in the area. If an active nest is identified, a qualified biologist shall determine an appropriate no-work buffer between the construction activities and the nest so that nesting activities are not interrupted. The buffer should be delineated by temporary fencing and remain in effect as long as construction is occurring. No Project construction shall occur within the fenced nest zone until the young have fledged, are no longer being fed by the parents, have left the nest, and will no longer be impacted by the Project.

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3) Lake and Streambed Alteration. CDFW has regulatory authority over activities in streams that will divert or obstruct the natural flow, or change the bed, channel, or bank (which may include associated riparian resources) of any river, stream, or lake or use material from a river, stream, or lake. For any such activities, the Project applicant (or "entity") must provide written notification to CDFW pursuant to section 1600 et seq. of the Fish and Game Code. Based on this notification and other information, CDFW determines whether a Lake and Streambed Alteration Agreement (LSAA) with the applicant is required prior to conducting the proposed activities. CDFW's issuance of a LSAA for a project that is subject to CEQA will require CEQA compliance actions by CDFW as a Responsible Agency. CDFW recommends that Caltrans assess whether notification is appropriate. A Notification package for a LSAA may be obtained by accessing CDFW's Lake and Streambed Alteration Program website[5].

General Comments

1) Disclosure. The Draft EIR/EA should provide an adequate, complete, and detailed disclosure about the effects which a proposed project is likely to have on the environment (Pub. Resources Code, § 20161; CEQA Guidelines, § 15151). Such disclosure is necessary so CDFW may provide comments on the adequacy of proposed avoidance, minimization, or mitigation measures, as well as assess the significance of the specific impact relative to plant and wildlife species impacted (e.g., current range, distribution, population trends, and connectivity).

2) Project Description and Alternatives. To enable adequate review and comment on the proposed Project from the standpoint of the protection of fish, wildlife, and plants, CDFW recommends the following information be included in the Draft EIR/EA.

   a. A complete discussion of the purpose and need for, and description of the proposed Project.

   b. A range of feasible alternatives to the Project location to avoid or otherwise minimize direct and indirect impacts on sensitive biological resources and wildlife movement areas. CDFW recommends the California Department of Transportation select Project designs and alternatives that would avoid or otherwise minimize direct and indirect impacts on biological resources. CDFW also recommends the California Department of Transportation consider establishing appropriate setbacks from sensitive and special status biological resources. Setbacks should not be impacted by ground disturbance or hydrological changes from any future Project-related construction, activities, maintenance, and development. As a general rule, CDFW recommends

[5] http://www.wildlife.ca.gov/Conservation/LSA

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reducing or clustering a development footprint to retain unobstructed spaces for vegetation and wildlife and provide connections for wildlife between properties and minimize obstacles to open space.

c. 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). The Draft EIR/EA shall include sufficient information about each alternative to allow meaningful evaluation, public participation, analysis, and comparison with the proposed Project (CEQA Guidelines, § 15126.6).

d. Where the Project may impact aquatic and riparian resources, CDFW recommends the California Department of Transportation select Project designs and alternatives that would fully avoid impacts to such resources. CDFW also recommends an alternative that would not impede, alter, or otherwise modify existing surface flow, watercourse and meander, and water-dependent ecosystems and natural communities. Project designs should consider elevated crossings to avoid channelizing or narrowing of watercourses. Any modifications to a river, creek, or stream may cause or magnify upstream bank erosion, channel incision, and drop in water level, which may cause the watercourse to alter its course of flow.

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 the Project site and where the Project may result in ground disturbance. The assessment and analysis should place emphasis on identifying endangered, threatened, rare, and sensitive species; regionally and locally unique species; and sensitive habitats. An impact analysis will aid in determining the Project's potential direct, indirect, and cumulative biological impacts, as well as specific mitigation or avoidance measures necessary to offset those impacts. CDFW also considers impacts to Species of Special Concern (SSC) a significant direct and cumulative adverse effect without implementing appropriate avoidance and/or mitigation measures. The DEIR should include the following information.

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)). The DEIR should include measures to fully avoid and otherwise protect Sensitive Natural Communities. CDFW considers Sensitive Natural Communities as threatened habitats having both regional and local significance. Natural communities, alliances, and associations with a State-wide rarity ranking of S1, S2, and S3 should be considered sensitive and declining at the local and regional level. These ranks

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can be obtained by visiting the Vegetation Classification and Mapping Program - Natural Communities webpage[6].

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*[7]. Botanical field surveys should be comprehensive over the entire Project site, including areas that will be directly or indirectly impacted by the Project. Adjoining properties should also be surveyed where direct or indirect Project effects could occur, such as those from fuel modification, herbicide application, invasive species, and altered hydrology. Botanical field surveys should be conducted in the field at the times of year when plants will be both evident and identifiable. Usually, this is during flowering or fruiting. Botanical field survey visits should be spaced throughout the growing season to accurately determine what plants exist in the Project site. This usually involves multiple visits to the Project site (e.g., in early, mid, and late season) to capture the floristic diversity at a level necessary to determine if special status plants are present.

c. Floristic alliance- and/or association-based mapping and vegetation impact assessments conducted in the Project site and within adjacent areas. The Manual of California Vegetation[8], second edition, (Sawyer, Keeler-Wolf, & Evens, 2009) should also be used to inform this mapping and assessment. Adjoining habitat areas should be included in this assessment where the Project's construction and activities could lead to direct or indirect impacts offsite.

d. A complete and recent assessment of the biological resources associated with each habitat type in the Project site and within adjacent areas. A full literature review includes but is not limited to CDFW's California Natural Diversity Database[9] (CNDDB). The CNDDB should be accessed to obtain current information on any previously reported sensitive species and habitat. An assessment should include a minimum nine-quadrangle search of the CNDDB to determine a list of species potentially present in the Project site. A nine-quadrangle search should be provided in the Project's CEQA document for adequate disclosure of the Project's potential impact on biological resources.

e. A complete, recent, assessment of endangered, rare, or threatened species and other sensitive species within the Project site and adjacent areas, including SSC and California Fully Protected Species (Fish & G. Code, §§ 3511, 4700, 5050, and 5515). Species to be addressed should include all those which meet the CEQA definition of endangered, rare, or threatened species (CEQA Guidelines, §

[6] https://wildlife.ca.gov/Data/VegCAMP/Natural-Communities
[7] https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=18959&inline
[8] https://vegetation.cnps.org/
[9] https://wildlife.ca.gov/Data/CNDDB

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15380). Seasonal variations in use of the Project site should also be addressed such as wintering, roosting, nesting, and foraging habitat. Focused species-specific surveys, conducted at the appropriate time of year and time of day when the sensitive species are active or otherwise identifiable, may be required if suitable habitat is present. See CDFW's Survey and Monitoring Protocols and Guidelines[10] for established survey protocol. Acceptable species-specific survey procedures may be developed in consultation with CDFW and U.S. Fish and Wildlife Service.

f. A recent wildlife and rare plant survey. A lack of records in the CNDDB does not mean that rare, threatened, or endangered plants and wildlife do not occur. Field verification for the presence or absence of sensitive species is necessary to provide a complete biological assessment for adequate CEQA review (CEQA Guidelines, § 15003(i)). CDFW generally considers biological field assessments for wildlife to be valid for a one-year period, and assessments for rare plants may be considered valid for a period of up to three years. Some aspects of the proposed Project may warrant periodic updated surveys for certain sensitive taxa, particularly if Project implementation build out could occur over a protracted time frame or in phases.

4) Direct and Indirect Impacts on Biological Resources. The Draft EIR/EA should provide a thorough discussion of direct and indirect impacts expected to affect biological resources with specific measures to offset such impacts. The Draft EIR/EA should address the following.

a. A discussion of potential impacts from lighting, noise, temporary and permanent human activity, and exotic species, and identification of any mitigation measures. A discussion regarding Project-related indirect impacts on biological resources. These include 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 (Fish & G. Code, § 2800 et. seq.)).

b. A discussion of both the short-term and long-term effects of the Project on species population distribution and concentration, as well as alterations of the ecosystem supporting those species impacted (CEQA Guidelines, § 15126.2(a)).

c. Impacts on, and maintenance of, wildlife corridor/movement areas, including access to undisturbed habitats in areas adjacent to the Project, should be fully analyzed and discussed in the Draft EIR/EA.

d. A discussion of post-Project fate of drainage patterns, surface flows, and soil erosion and/or sedimentation in streams and water bodies. The discussion

[10] https://wildlife.ca.gov/conservation/survey-protocols

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should also address the potential water extraction activities and the potential resulting impacts on habitat supported by the groundwater. Measures to mitigate such impacts should be included.

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 Draft EIR/EA.

5) Cumulative Impact. Cumulative impacts on biological resources can result from collectively significant projects which are individually insignificant. The Project, when considered collectively with prior, concurrent, and probable future projects, may have a significant cumulative effect on biological resources. The Project may have the potential to substantially reduce the number or restrict the range of endangered, rare, or threatened species. Species that may be impacted by the Project include, but are not limited to, the biological resources described in this letter.

Accordingly, CDFW recommends the Draft EIR/EA evaluate the Project's potential cumulative impacts on biological resources. The Project may have a "significant effect on the environment" if the possible effects of the Project are individually limited but cumulatively considerable. "Cumulatively considerable" means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects (Pub. Resources Code, § 21083(b)). The California Department of Transportation's conclusions regarding the significance of the Project's cumulative impact should be justified and supported by evidence to make those conclusions. Specifically, if the California Department of Transportation concludes that the Project would not result in cumulative impacts on biological resources, the California Department of Transportation "shall identify facts and analysis supporting the Lead Agency's conclusion that the cumulative impact is less than significant" (CEQA Guidelines section § 15130(a)(2)).

6) Mitigation Measures. Public agencies have a duty under CEQA to prevent significant, avoidable damage to the environment by requiring changes in a project 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 impacts below a significant level under CEQA. Mitigation measures must be feasible, effective, implementable, 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).

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a. The DEIR should provide mitigation measures that are specific and detailed (i.e., responsible party, timing, specific actions, location) in order for a mitigation measure to be fully enforceable and implemented successfully via a mitigation monitoring and/or reporting program (Pub. Resources Code, § 21081.6; CEQA Guidelines, § 15097).

b. If a proposed mitigation measure would cause one or more significant effects, in addition to impacts caused by the proposed Project, the DEIR should include a discussion of the effects of proposed mitigation measures (CEQA Guidelines, § 15126.4(a)(1)). In that regard, the DEIR should provide an adequate, complete, and detailed disclosure about the Project's proposed mitigation measure(s). Adequate disclosure is necessary so CDFW may assess the potential impacts of proposed mitigation measures.

7) Compensatory Mitigation. The Draft EIR/EA should include compensatory mitigation measures for the Project's significant impacts (direct and/or through habitat modification) to sensitive and special status plants, animals, and habitats. Mitigation measures should emphasize avoidance and minimization 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 inadequate to 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 and financial assurance and dedicated to a qualified entity for long-term management and monitoring.

8) Long-term Management of Mitigation Lands. For proposed mitigation lands, the Draft EIR/Draft EA should include measures to protect the targeted habitat values in perpetuity. The mitigation should offset Project-induced qualitative and quantitative losses of biological resources. 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 endowment should be set aside to provide for long-term management of mitigation lands.

9) CESA. CDFW considers adverse impacts to a species protected by CESA to be significant. Take of any endangered, threatened, candidate species, or NPPA-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 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

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consistency determination in certain circumstances, among other options (Fish & G. Code, §§ 2080.1, 2081, subds. (b) and (c)). Early consultation is encouraged, as significant modification to a Project and mitigation measures may be required to obtain a CESA Permit.

To ensure CDFW will be able to use the California Department of Transportation's CEQA document for the issuance of an ITP, the Draft ERI/Draft EA should address all Project impacts to CESA-listed species and specify a mitigation, monitoring, and reporting program that will meet the requirements of an ITP.

10) Translocation/Salvage of Plants and Animal Species. Translocation and transplantation is the process of removing plants and wildlife from one location 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 endangered, rare, or threatened plants and animals. These efforts are experimental, and the outcome is 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 plants and animals and their habitats.

11) Scientific Collecting Permit. A Scientific Collecting Permit would be necessary if there is a plan to capture and relocate wildlife. Pursuant to the California Code of Regulations, title 14, section 650, qualified biologist(s) must obtain appropriate handling permits to capture, temporarily possess, and relocated wildlife to avoid harm or mortality in connection with Project-related activities. CDFW has the authority to issue permits for the take or possession of wildlife, including mammals; birds, nests, and eggs; reptiles, amphibians, fish, plants; and invertebrates (Fish & G. Code, §§ 1002, 1002.5, 1003). A Scientific Collecting Permit is required to monitor project impacts on wildlife resources, as required by environmental documents, permits, or other legal authorizations; and, to capture, temporarily possess, and relocate wildlife to avoid harm or mortality in connection with otherwise lawful activities (Cal. Code Regs., tit. 14, § 650). For more information, please see CDFW's Scientific Collecting Permit webpage[11].

12) Wetland Resources. CDFW, as described in Fish and Game Code section 703(a), is guided by the Fish and Game Commission's (Commission) policies[12]. Through its Wetlands Resources policy, the Commission "…seek[s] to provide for the protection, preservation, restoration, enhancement, and expansion of wetland habitat in California" (California Fish and Game Commission, 2005). It is the policy of the Commission to strongly discourage development in or conversion of wetlands. It opposes, consistent with its legal authority, any development or conversion that would result in a reduction of wetland acreage or wetland habitat values. To that end, the Commission opposes wetland development proposals

[11] https://wildlife.ca.gov/Licensing/Scientific-Collecting
[12] https://fgc.ca.gov/About/Policies/Miscellaneous

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unless, at a minimum, project mitigation assures there will be 'no net loss' of either wetland habitat values or acreage. The Commission strongly prefers mitigation which would achieve expansion of wetland acreage and enhancement of wetland habitat values."

a. The Wetlands Resources policy provides a framework for maintaining wetland resources and establishes mitigation guidance. CDFW encourages avoidance of wetland resources as a primary mitigation measure and discourages the development or type conversion of wetlands to uplands. CDFW encourages activities that would avoid the reduction of wetland acreage, function, or habitat values. Once avoidance and minimization measures have been exhausted, a project should include mitigation measures to assure a "no net loss" of either wetland habitat values, or acreage, for unavoidable impacts to wetland resources. Conversions include, but are not limited to, conversion to subsurface drains, placement of fill or building of structures within the wetland, and channelization or removal of materials from the streambed. All wetlands and watercourses, whether ephemeral, intermittent, or perennial, should be retained and provided with substantial setbacks, which preserve the riparian and aquatic values and functions benefiting local and transient wildlife populations. CDFW recommends mitigation measures to compensate for unavoidable impacts be included in the DEIR and these measures should compensate for the loss of function and value.

b. The Fish and Game Commission's Water policy guides CDFW on the quantity and quality of the waters of this State that should be apportioned and maintained respectively so as to produce and sustain maximum numbers of fish and wildlife; to provide maximum protection and enhancement of fish and wildlife and their habitat; encourage and support programs to maintain or restore a high quality of the waters of this State; prevent the degradation thereof caused by pollution and contamination; and, endeavor to keep as much water as possible open and accessible to the public for the use and enjoyment of fish and wildlife. CDFW recommends avoidance of water practices and structures that use excessive amounts of water, and minimization of impacts that negatively affect water quality, to the extent feasible (Fish & G. Code, § 5650).

13) Use of Native Plants and Trees. CDFW recommends the California Department of Transportation require the Project Applicant to provide a native plant palette for the Project. The Project's landscaping plan should be disclosed and evaluated in the Draft EIR/EA for potential impacts on biological resources such as natural communities adjacent to the Project site (e.g., introducing non-native, invasive species). CDFW supports the use of native plants for the Project especially considering the Project's location adjacent to protected open space and natural areas. CDFW strongly recommends avoiding non-native, invasive species for landscaping and restoration, particularly any species listed as 'Moderate' or 'High'

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by the California Invasive Plant Council[13] CDFW supports the use of native species found in naturally occurring plant communities within or adjacent to the Project site. In addition, CDFW supports planting species of trees, such as oaks (Quercus genus), and understory vegetation (e.g., ground cover, subshrubs, and shrubs) that create habitat and provide a food source for birds. CDFW recommends retaining any standing, dead, or dying tree (snags) where possible because snags provide perching and nesting habitat for birds and raptors. Finally, CDFW supports planting species of vegetation with high insect and pollinator value.

ENVIRONMENTAL DATA

CEQA requires that information developed in environmental impact reports and negative declarations 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 during Project surveys to the California Natural Diversity Database (CNDDB). The CNDDB website[14] provides direction regarding the types of information that should be reported and allows on-line submittal of field survey forms.

In addition, information on special status native plant populations and sensitive natural communities, should be submitted to CDFW's Vegetation Classification and Mapping Program using the Combined Rapid Assessment and Relevé Form[15].

California Department of Transportation should ensure data collected for the preparation of the Draft EIR/EA is properly submitted.

FILING FEES

The Project, as proposed, would have an impact on fish and/or wildlife, and assessment of filing fees is necessary. Fees are payable upon filing of the Notice of Determination by the Lead Agency and serve to help defray the cost of environmental review by CDFW. Payment of the fee is required in order for the underlying project approval to be operative, vested, and final. (Cal. Code Regs, tit. 14, § 753.5; Fish & G. Code, § 711.4; Pub. Resources Code, § 21089.)

CONCLUSION

CDFW appreciates the opportunity to comment on the NOP to assist the California Department of Transportation in identifying and mitigating Project impacts on biological resources.

[13] https://www.cal-ipc.org/plants/inventory/
[14] https://wildlife.ca.gov/Data/CNDDB
[15] https://wildlife.ca.gov/Data/VegCAMP/Natural-Communities/Submit

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Questions regarding this letter or further coordination should be directed to Mackenzie Rich, Senior Environmental Scientist (Specialist), at (805) 623-2291 or Mackenzie.Rich@wildlife.cal.gov.

Sincerely,

DocuSigned by:
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