

Notice of Completion & Environmental Document Transmittal

Mail to: State Clearinghouse, P.O. Box 3044, Sacramento, CA 95812-3044 (916) 445-0613
 For Hand Delivery/Street Address: 1400 Tenth Street, Sacramento, CA 95814

SCH #

Project Title: Interstate 405 from Wilmington Avenue to Main Street Improvements Project

Lead Agency: California Department of Transportation, District 7 Contact Person: Karl Price
 Mailing Address: 100 S Main Street, MS 16A Phone: (213) 266-3822
 City: Los Angeles Zip: 90012 County: Los Angeles

Project Location: County: Los Angeles City/Nearest Community: Carson
 Cross Streets: Interstate 405; Wilmington Avenue and Main Street Zip Code: 90745;90248;90810

Longitude/Latitude (degrees, minutes and seconds): 33 ° 50 ' 00.6 " N / 118 ° 15 ' 27.6 " W Total Acres: 140 acres

Assessor's Parcel No.: _____ Section: 00 Twp.: 4S Range: 13W Base: San Bernardino

Within 2 Miles: State Hwy #: Interstate 405 Waterways: Dominguez Channel

Airports: Goodyear Blimp Base Airport Railways: UPRR Schools: Carson Street Elementary; Towne Avenue Elementary

Leapwood Avenue Elementary, Analee Elementary;
 Del Amo Elementary; Curriess Middle School;
 Magnolia Science Academy 3; St. Philomena School

Document Type:

- | | | | |
|---|--|--|--|
| CEQA: <input checked="" type="checkbox"/> NOP | <input type="checkbox"/> Draft EIR | NEPA: <input type="checkbox"/> NOI | Other: <input type="checkbox"/> Joint Document |
| <input type="checkbox"/> Early Cons | <input type="checkbox"/> Supplement/Subsequent EIR | <input checked="" type="checkbox"/> EA | <input type="checkbox"/> Final Document |
| <input type="checkbox"/> Neg Dec | (Prior SCH No.) _____ | <input type="checkbox"/> Draft EIS | <input type="checkbox"/> Other: _____ |
| <input type="checkbox"/> Mit Neg Dec | Other: _____ | <input type="checkbox"/> FONSI | _____ |

Local Action Type:

- | | | | |
|---|---|--|--|
| <input type="checkbox"/> General Plan Update | <input type="checkbox"/> Specific Plan | <input type="checkbox"/> Rezone | <input type="checkbox"/> Annexation |
| <input type="checkbox"/> General Plan Amendment | <input type="checkbox"/> Master Plan | <input type="checkbox"/> Prezone | <input type="checkbox"/> Redevelopment |
| <input type="checkbox"/> General Plan Element | <input type="checkbox"/> Planned Unit Development | <input type="checkbox"/> Use Permit | <input type="checkbox"/> Coastal Permit |
| <input type="checkbox"/> Community Plan | <input type="checkbox"/> Site Plan | <input type="checkbox"/> Land Division (Subdivision, etc.) | <input checked="" type="checkbox"/> Other: <u>Transportation</u> |

Development Type:

- | | |
|---|---|
| <input type="checkbox"/> Residential: Units _____ Acres _____ | <input checked="" type="checkbox"/> Transportation: Type <u>Add auxiliary lanes</u> |
| <input type="checkbox"/> Office: Sq.ft. _____ Acres _____ Employees _____ | <input type="checkbox"/> Mining: Mineral _____ |
| <input type="checkbox"/> Commercial: Sq.ft. _____ Acres _____ Employees _____ | <input type="checkbox"/> Power: Type _____ MW _____ |
| <input type="checkbox"/> Industrial: Sq.ft. _____ Acres _____ Employees _____ | <input type="checkbox"/> Waste Treatment: Type _____ MGD _____ |
| <input type="checkbox"/> Educational: _____ | <input type="checkbox"/> Hazardous Waste: Type _____ |
| <input type="checkbox"/> Recreational: _____ | <input type="checkbox"/> Other: _____ |
| <input type="checkbox"/> Water Facilities: Type _____ MGD _____ | |

Project Issues Discussed in Document:

- | | | | |
|--|--|---|---|
| <input checked="" type="checkbox"/> Aesthetic/Visual | <input type="checkbox"/> Fiscal | <input checked="" type="checkbox"/> Recreation/Parks | <input checked="" type="checkbox"/> Vegetation |
| <input type="checkbox"/> Agricultural Land | <input checked="" type="checkbox"/> Flood Plain/Flooding | <input checked="" type="checkbox"/> Schools/Universities | <input checked="" type="checkbox"/> Water Quality |
| <input checked="" type="checkbox"/> Air Quality | <input checked="" type="checkbox"/> Forest Land/Fire Hazard | <input type="checkbox"/> Septic Systems | <input checked="" type="checkbox"/> Water Supply/Groundwater |
| <input checked="" type="checkbox"/> Archeological/Historical | <input checked="" type="checkbox"/> Geologic/Seismic | <input type="checkbox"/> Sewer Capacity | <input checked="" type="checkbox"/> Wetland/Riparian |
| <input checked="" type="checkbox"/> Biological Resources | <input checked="" type="checkbox"/> Minerals | <input checked="" type="checkbox"/> Soil Erosion/Compaction/Grading | <input checked="" type="checkbox"/> Growth Inducement |
| <input type="checkbox"/> Coastal Zone | <input checked="" type="checkbox"/> Noise | <input checked="" type="checkbox"/> Solid Waste | <input checked="" type="checkbox"/> Land Use |
| <input checked="" type="checkbox"/> Drainage/Absorption | <input checked="" type="checkbox"/> Population/Housing Balance | <input checked="" type="checkbox"/> Toxic/Hazardous | <input checked="" type="checkbox"/> Cumulative Effects |
| <input checked="" type="checkbox"/> Economic/Jobs | <input checked="" type="checkbox"/> Public Services/Facilities | <input checked="" type="checkbox"/> Traffic/Circulation | <input checked="" type="checkbox"/> Other: <u>GHG Emissions</u> |

Present Land Use/Zoning/General Plan Designation:

Transportation

Project Description: (please use a separate page if necessary)

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. (See attached NOC continuation sheet for further information)

Note: The State Clearinghouse will assign identification numbers for all new projects. If a SCH number already exists for a project (e.g. Notice of Preparation or previous draft document) please fill in.

Reviewing Agencies Checklist

Lead Agencies may recommend State Clearinghouse distribution by marking agencies below with an "X".
If you have already sent your document to the agency please denote that with an "S".

<input checked="" type="checkbox"/> Air Resources Board	<input checked="" type="checkbox"/> Office of Historic Preservation
<input type="checkbox"/> Boating & Waterways, Department of	<input type="checkbox"/> Office of Public School Construction
<input type="checkbox"/> California Emergency Management Agency	<input type="checkbox"/> Parks & Recreation, Department of
<input checked="" type="checkbox"/> California Highway Patrol	<input type="checkbox"/> Pesticide Regulation, Department of
<input checked="" type="checkbox"/> Caltrans District # <u>7</u>	<input checked="" type="checkbox"/> Public Utilities Commission
<input type="checkbox"/> Caltrans Division of Aeronautics	<input checked="" type="checkbox"/> Regional WQCB # <u>4</u>
<input checked="" type="checkbox"/> Caltrans Planning	<input type="checkbox"/> Resources Agency
<input type="checkbox"/> Central Valley Flood Protection Board	<input type="checkbox"/> Resources Recycling and Recovery, Department of
<input type="checkbox"/> Coachella Valley Mtns. Conservancy	<input type="checkbox"/> S.F. Bay Conservation & Development Comm.
<input type="checkbox"/> Coastal Commission	<input checked="" type="checkbox"/> San Gabriel & Lower L.A. Rivers & Mtns. Conservancy
<input type="checkbox"/> Colorado River Board	<input type="checkbox"/> San Joaquin River Conservancy
<input checked="" type="checkbox"/> Conservation, Department of	<input type="checkbox"/> Santa Monica Mtns. Conservancy
<input type="checkbox"/> Corrections, Department of	<input checked="" type="checkbox"/> State Lands Commission
<input type="checkbox"/> Delta Protection Commission	<input type="checkbox"/> SWRCB: Clean Water Grants
<input type="checkbox"/> Education, Department of	<input checked="" type="checkbox"/> SWRCB: Water Quality
<input type="checkbox"/> Energy Commission	<input type="checkbox"/> SWRCB: Water Rights
<input checked="" type="checkbox"/> Fish & Game Region # <u>5</u>	<input type="checkbox"/> Tahoe Regional Planning Agency
<input type="checkbox"/> Food & Agriculture, Department of	<input checked="" type="checkbox"/> Toxic Substances Control, Department of
<input type="checkbox"/> Forestry and Fire Protection, Department of	<input checked="" type="checkbox"/> Water Resources, Department of
<input type="checkbox"/> General Services, Department of	<input checked="" type="checkbox"/> Other: <u>South Coast Air Quality Management District</u>
<input type="checkbox"/> Health Services, Department of	<input checked="" type="checkbox"/> Other: <u>California Transportation Commission</u>
<input type="checkbox"/> Housing & Community Development	
<input checked="" type="checkbox"/> Native American Heritage Commission	

Local Public Review Period (to be filled in by lead agency)

Starting Date September 6, 2024 Ending Date October 10, 2024

Lead Agency (Complete if applicable):

Consulting Firm: <u>EGP Consulting, Inc.</u>	Applicant: <u>Karl Price, California Dept. of Transportation, District 7</u>
Address: <u>313 Berkshire</u>	Address: <u>100 S Main Street, MS 16A</u>
City/State/Zip: <u>Irvine, CA 92620</u>	City/State/Zip: <u>Los Angeles, CA 90012</u>
Contact: <u>Angie Kung</u>	Phone: <u>(213) 266-3822</u>
Phone: <u>(714) 248-6006</u>	

Signature of Lead Agency Representative: Karl Price  Date: September 4, 2024

Authority cited: Section 21083, Public Resources Code. Reference: Section 21161, Public Resources Code.

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 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 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.

Project Location and Description

Local and Regional Setting

The proposed Project is located on the I-405 corridor within the City of Carson, County of Los Angeles, California (Figure 1-1). The proposed Project is primarily located within State and City right-of-way (ROW).

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 OFF RAMPS AT FIVE LOCATIONS ALONG NORTHBOUND AND SOUTHBOUND I-405 BETWEEN WILMINGTON AVENUE (PM 9.6) AND MAIN STREET (PM 12.6).

Based on findings of the Traffic Engineering Performance Assessment (TEPA) dated August 2020 and collision data from Caltrans Traffic Accident Surveillance and Analysis (TASAS) – Transportation System Network (TSN) for the 3-year period from April 1, 2020 to March 31, 2023, the proposed I-405 northbound (NB) auxiliary lane from the Weigh Station NB on-ramp to the NB Main Street off-ramp would not meet the requirements under California Environmental Quality Act (CEQA) for independent utility and logical termini.

Therefore, the inclusion of this NB auxiliary lane as part of the proposed Project would not allow the Project to meet the requirements under CEQA for independent utility and logical termini. As a result, the auxiliary lane was removed from the Project design during the Project Approval and

Environmental Document (PA&ED) phase. This change to the Project design has been reflected in an amendment to the project listing of the Approved Final 2023 FTIP. The updated project listing information in the FTIP amendment is as follows:

ADD AUXILIARY LANES BETWEEN INTERCHANGE ON- AND OFF RAMPS AT FOUR LOCATIONS ALONG NORTHBOUND AND SOUTHBOUND I-405 BETWEEN WILMINGTON AVENUE AND AVALON BOULEVARD. INCLUDE COMPLETE STREET AND ACTIVE TRANSPORTATION ELEMENTS AT EACH INTERCHANGE FROM WILMINGTON AVENUE TO MAIN STREET.

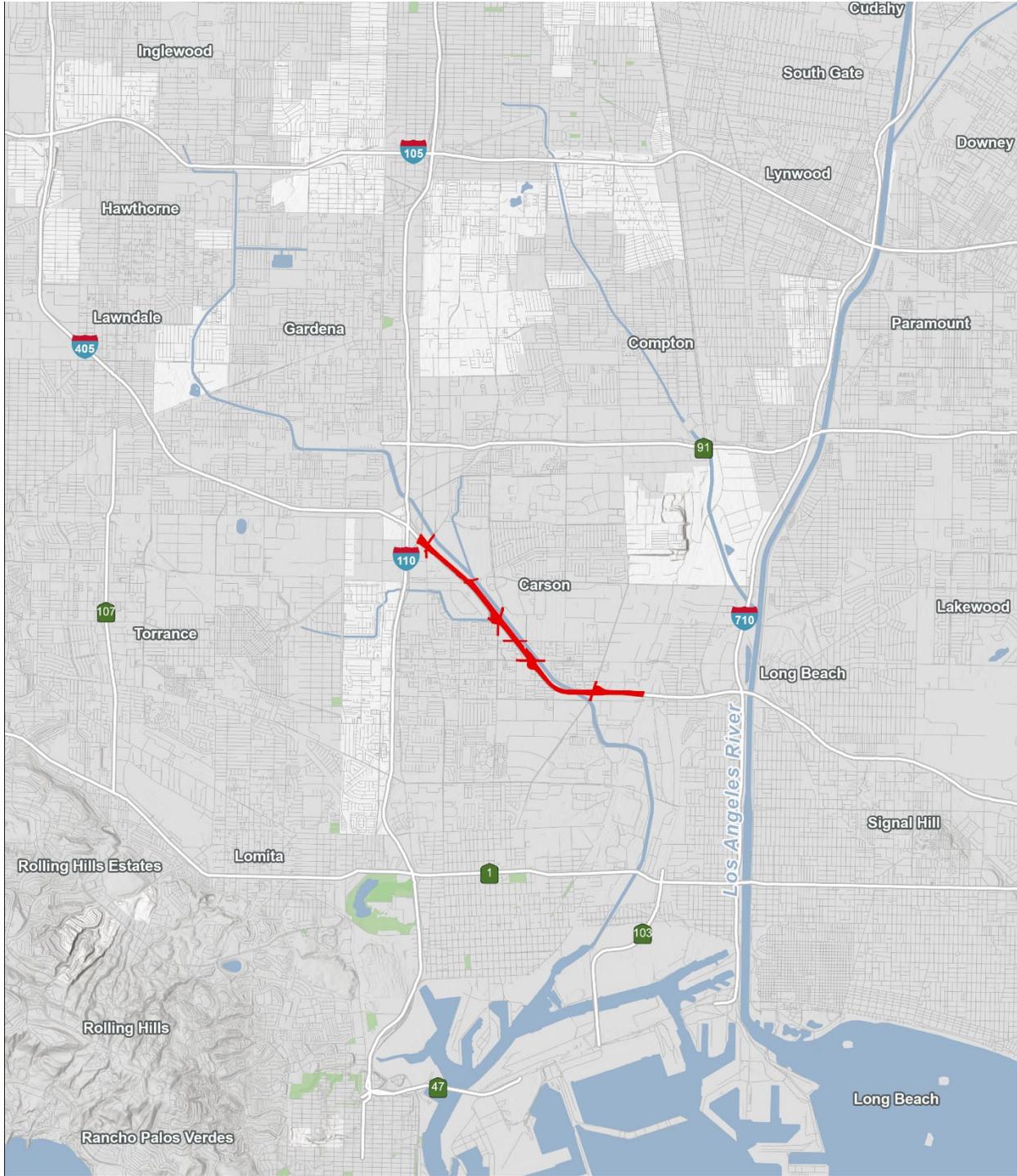
This amendment to the FTIP project listing will be adopted prior to the completion of the Final Environmental Document (FED).

Physical Setting and Surrounding Land Uses

Land uses within and surrounding the majority of the Project Study Area (Figure 1-2) 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.

Notable land uses adjacent to the freeway include Kia, Honda, and Nissan dealerships in the vicinity of the Wilmington Avenue interchange; Go Kart track and a residential neighborhood near the Carson Street interchange; a plant nursery along the Southern California Edison (SCE) utility corridor; commercial, and residential neighborhoods (single family and mobile homes) between Carson Street and Avalon Boulevard; and Porsche auto center and race track and vacant lands between Avalon Boulevard and Main Street.

A new 168-acre development (District at South Bay) located in the current vacant lands along southbound (SB) I-405 between Del Amo Boulevard and Avalon Boulevard is under construction. The development is planned for commercial, entertainment, and residential uses. Horizontal construction including roadway infrastructures and utilities has mostly been completed and vertical construction of buildings and facilities is anticipated to be fully developed by 2028. The vacant land along NB I-405 is used by the Goodyear Blimp for takeoff and landing.



LEGEND
 Project Study Area

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

*I-405 from Wilmington Ave to
Main St Improvements Project*

Figure 1-1. Regional Location and Project Vicinity

Project Purpose

The purpose of the proposed Project is to provide improved connectivity and increase multi-modal access within the Project corridor and to accommodate the planned economic development within the Project Study Area.

The purpose of the 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.

Project Need

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 TASAS – TSN for a 3-year period from April 1, 2020 to March 31, 2023 reveals that rear-end and sideswipe collisions are predominant on the NB and 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 of Carson include the SouthBay 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 (I-710) and Interstate 110 (I-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.

Alternatives Evaluated

Alternative 1 - No-Build Alternative

Under Alternative 1, no improvements would take place on I-405 and select local roads and they 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

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.

The existing I-405 bridge over the Dominguez Channel would require widening in the SB direction to accommodate the additional auxiliary lane between the Wilmington Avenue I-405 SB off-ramp and Carson Street SB on-ramp. The proposed auxiliary lanes under Alternative 2 would require modification or replacement of existing on-site drainage systems including drainage inlets, storm drains, cross culverts, dikes, ditches, channels, and overside drains. Existing cross culverts and outlets would need to be extended, removed, abandoned, or relocated to accommodate the proposed Project improvements under Alternative 2.

The proposed Project under Alternative 2 would require an additional 12-foot auxiliary lane on the NB and SB sides of I-405 within the Project Study Area. Widening of the bridge over 213th Street would be required to accommodate these additional 12-foot auxiliary lanes.

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.

Scoping Process

Per CEQA and the National Environmental Policy Act (NEPA) agencies are required to analyze and document potential project impacts to environmental resources. Preparation of environmental studies and impact assessments are required. It has been determined that an Environmental Impact Report (EIR) and Environmental Assessment (EA) will be prepared for the proposed Project to comply with CEQA and NEPA. 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.

Probable Environmental Effects

The proposed Project could result in environmental effects on the following resources, which will be fully evaluated in the EIR/EA:

- Aesthetics/Visual
- Air Quality
- Biological Resources
- Community Impacts
- Cultural Resources
- Energy Resources
- Geology and Soils
- Paleontological Resources
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Noise and Vibration
- Population and Housing
- Public Services
- Recreation
- Traffic/Transportation
- Tribal Cultural Resources
- Utilities and Service Systems
- Wildfire
- Cumulative Impacts

Permits and Approvals

It is anticipated that the following permits and approvals will be required to implement this project:

- Section 401 Permit issued by the Regional Water Quality Control Board
- Section 404 Permit issued by the U.S. Army Corps of Engineers
- Section 408 Permit issued by the U.S. Army Corps of Engineers

- Lake and Streambed Alteration Agreement issued by the California Department of Fish and Wildlife
- Section 4(f) Evaluation, approved by Caltrans
- Section 106 Finding of Effect or Finding of No Adverse Effect approved by the California Office of Historic Preservation
- Assembly Bill (AB) 52 Consultation conducted by Caltrans as CEQA lead agency with local tribes

Public Involvement during the Environmental Process

There are several ways to get involved with the environmental process. Opportunities for public involvement include:

- Review and respond to the Notice of Preparation (NOP), which is available for review at the following offices:
 - California Department of Transportation, District 7, 100 S Main Street, Los Angeles, CA 90012
 - Los Angeles County Metropolitan Transportation Authority (LACMTA), 1 Gateway Plaza, Los Angeles, CA 90012
 - Carson City Hall, 701 Carson Street, Carson, CA 90745
 - Carson Library, 151 E Carson Street, Carson, CA 90745
- Attend Scoping Meetings
 - Public Scoping Meeting #1 (Virtual) – Tuesday, September 17, 2024, 12:00 pm to 1:30 pm, <https://fbt.ly/405WilmingtonMeeting>
 - Public Scoping Meeting #2 (In-Person) – Thursday, September 19, 2024, 6:00 pm to 7:30 pm, Carson Event Center: 801 East Carson Street, Carson, CA 90745
- Visit <https://www.metro.net/projects/i-405-wilmington/>
- Review and comment on the Draft EIR/EA
- Attend public hearing(s)/meeting(s) regarding the Draft EIR/EA
- Review responses to comments on the Final EIR/EA

Contact information about the proposed Project and the EIR/EA:

Karl Price, Senior Environmental Scientist

California Department of Transportation, District 7

100 S Main Street, MS16A

Los Angeles, CA 90012

(213) 266-3822