

Summary

S-1 NEPA Assignment

Since 2007, the California Department of Transportation (Caltrans) has performed federal responsibilities for environmental decisions and approvals under the National Environmental Policy Act (NEPA) for highway projects in California that are funded or otherwise approved by the Federal Highway Administration (FHWA). These responsibilities have been assigned to Caltrans by FHWA pursuant to Title 23 United States Code (USC) Sections 326 and 327 and two Memoranda of Understanding signed by FHWA. Please see the Caltrans Standard Environmental Reference (SER) Volume 1, Chapter 38, "NEPA Assignment" for additional information.

S-2 Project Overview

The Los Angeles County Metropolitan Transportation Authority, in cooperation with 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 to Main Street in the City of Carson, Los Angeles County, California. Associated improvements would include the addition of auxiliary lanes between on- and off-ramps to improve weaving, merging, and diverging operations and the implementation of Transportation System Management (TSM) and Transportation Demand Management (TDM) elements (Project).

S-2.1 Lead Agencies and NEPA/CEQA Documentation

The proposed Project is a joint project by Caltrans and FHWA and is subject to state and federal environmental review requirements. Project documentation, therefore, has been prepared in compliance with both the California Environmental Quality Act (CEQA) and NEPA. Caltrans is the lead agency under CEQA and NEPA.

Some impacts determined to be significant under CEQA may not lead to a determination of significance under NEPA. Because NEPA is concerned with the significance of the project as a whole, often a "lower level" document is prepared for NEPA.

After receiving comments from the public and reviewing agencies, a final environmental document will be prepared. Caltrans may prepare additional environmental and/or engineering studies to address comments. The final environmental document will include responses to comments received on the Draft Environmental Impact Report/Environmental Assessment (EIR/EA) and will identify the preferred alternative.

Upon completion of the final environmental document, Caltrans will decide whether to approve the project and issue a Notice of Determination for compliance with CEQA, and whether to issue a Finding of No Significant Impact or require an Environmental Impact Statement for compliance with NEPA. If approved, a Notice of Availability of the Finding

of No Significant Impact will be sent to the affected units of federal, state, and local government, and to the State Clearinghouse in compliance with Executive Order 12372.

S-2.2 Project Area

The Project Study Area includes the limits of proposed safety and operational improvements along I-405 between the Wilmington Avenue (post mile [PM] 9.6) and Main Street (PM 12.6) interchanges, which is approximately 3.0 miles in length. Temporary signage areas between the Union Pacific Dolores Yard (PM 8.9) interchanges and Figueroa Street (PM 12.7) interchanges are also proposed within the Project Study Area.

The proposed Project is located in a generally urban setting and is surrounded by a mix of residential, commercial, recreational, light and heavy industrial, and public use. Within the Project Study Area, I-405 is a controlled-access freeway trending in the northwest-southeast direction and consists of one 11-foot-wide high-occupancy vehicle (HOV) lane and four 11-foot-wide general purpose lanes in each direction.

The following transportation improvement projects are assumed to be in place along the Project corridor for purposes of this assessment:

- Construct express lanes on I-405 between Interstate 110 (I-110) and Los Angeles/Orange County Line (Completion Year: 2031; Regional Transportation Plan [RTP] ID 1200S004)
- Construct the northbound (NB) I-405 to NB I-110 and southbound (SB) I-110 to SB I-405 express lane connectors at the I-405 and I-110 interchange (Completion Year: 2047; RTP ID 224S011)
- Extend express lanes in each direction of I-110 from State Route 91 (SR-91) to I-405 (Completion Year: 2049; RTP ID 224S010)

S-2.3 Purpose and Need

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

The need of the proposed 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.

S-2.4 Proposed Action

This section describes the proposed Project and the Build Alternatives that were developed by a multidisciplinary team to achieve the proposed Project's purpose and need while avoiding or minimizing environmental impacts. The alternatives, as

described in this section, consist of a No-Build Alternative (Alternative 1) and two Build Alternatives (Alternatives 2 and 3):

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.

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 (0.69 mile long)
 - Between the Carson Street NB on-ramp and the Avalon Boulevard NB off-ramp (0.30 mile long)
- Along SB I-405:
 - Between the Avalon Boulevard SB on-ramp and the Carson Street SB loop off-ramp (0.39 mile long)
 - Between the Carson Street SB on-ramp and the Wilmington Avenue SB off-ramp (0.56 mile long)

Alternative 2 would also construct and implement Complete Streets elements as well as TSM and TDM systems throughout the Project Study Area.

Alternative 3 – Transportation Systems Management/ Transportation Demand Management

Under Alternative 3, the proposed Project would construct and implement Complete Streets elements as well as TSM and TDM systems throughout the Project Study Area. Alternative 3 would not include the construction or extension of any auxiliary lane.

S-3 PROJECT IMPACTS

Table S-1 summarizes the proposed Project's environmental consequences, which are provided in Chapter 2 and Chapter 3 of this EIR/EA. Avoidance, minimization, and mitigation measures are listed in the Environmental Commitments Record in Appendix C.

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Table S-1: Summary of Major Potential Impacts from Alternatives

Potential Impact	Alternative 1 (No-Build)	Alternative 2 (Auxiliary Lanes and Complete Streets)	Alternative 3 (TSM/TDM)	Avoidance, Minimization, and/or Mitigation Measures
Consistency with Federal, State, Tribal, Regional, and Local Plans and Programs	Would be inconsistent with applicable federal, State, regional, and local plans.	Consistent – No Impact	Consistent – No Impact	None
Growth	No impact	No impact	No impact	None
Community Character and Cohesion	No impact	Temporary noise, air quality, and traffic impacts may occur during construction. Alternative 2 would improve mobility and add Complete Street elements, which would benefit community cohesion.	Same as Alternative 2	None
Relocations and Real Property Acquisition	No impact	No relocations or displacements.	Same as Alternative 2	None
Utilities/Emergency Services	No impact	Minor utility relocations would be required. This includes 27 protect in place, 11 protect in place with variance, 20 relocate, 9 adjust to grade, 3 remove or abandon. No temporary or permanent interruptions to utility services are anticipated. <i>CEQA: Less than Significant</i>	Similar to Alternative 2. Minor utility relocations would be required. This includes 10 protect in place, 1 protect in place with variance, 11 relocate, and 8 adjust to grade. No temporary or permanent interruptions to utility services are anticipated. <i>CEQA: Less than Significant</i>	Alternative 2: UTL-1, UTL-2 Alternative 3: UTL-1, UTL-2

Potential Impact	Alternative 1 (No-Build)	Alternative 2 (Auxiliary Lanes and Complete Streets)	Alternative 3 (TSM/TDM)	Avoidance, Minimization, and/or Mitigation Measures
Transportation	No impact. Congestion from existing mainline bottlenecks would continue to worsen compared to existing conditions.	Temporary impacts would occur during construction due to short-term ramp closures and overnight mainline closures. Mainline congestion and queuing would be slightly improved following construction. Circulation, mobility, and access for bicycles and pedestrians would also be improved. On-street parking spaces on 213th Street would be removed. No impact on VMT. <i>CEQA: Less than Significant</i>	Similar impacts as Alternative 2. However, Alternative 3 would not improve mainline congestion or queuing. <i>CEQA: Less than Significant</i>	None
Visual/Aesthetics	No impact	Project Study Area is not located on a scenic highway or scenic vista. Alternative 2 would impact approximately 114 trees; however, the conceptual design would plant 542 trees. Minor beneficial impacts are anticipated on key views. <i>CEQA: Less than Significant</i>	Similar to Alternative 2; however, Alternative 3 would impact approximately 20 trees. <i>CEQA: Less than Significant</i>	Alternative 2: VIS-1, VIS-2, VIS-3, and AS-4 Alternative 3: VIS-1, VIS-2, VIS-3, and AS-4
Cultural Resources	No impact	Alternative 2 would widen the Dominguez Channel Bridge within the Dominguez Channel Historic District. Caltrans has determined that Alternative 2 would not cause an adverse effect to the historic district. Should cultural resources or human remains be discovered during construction, Caltrans standard practices would be implemented. <i>CEQA: Less than Significant</i>	Similar to Alternative 2; however, Alternative 3 would not widen the Dominguez Channel Bridge within the Dominguez Channel Historic District. <i>CEQA: Less than Significant</i>	Alternative 2: CUL-1 Alternative 3: CUL-1

Potential Impact	Alternative 1 (No-Build)	Alternative 2 (Auxiliary Lanes and Complete Streets)	Alternative 3 (TSM/TDM)	Avoidance, Minimization, and/or Mitigation Measures
Hydrology and Floodplain	No impact	During construction, temporary falsework would be required within the Dominguez Channel, which is located within a 100-year floodplain. Alternative 2 would slightly increase the base flood elevation by an estimated 0.01 foot higher than existing condition for approximately 10,000 feet within the Dominguez Channel. No significant impact on floodplain. Floodplain Encroachment Permit could be required. <i>CEQA: Less than Significant</i>	No construction activities or permanent improvements would occur within the Dominguez Channel. There would be no change to the base flood elevation. <i>CEQA: No Impact</i>	None
Water Quality and Stormwater Runoff	No impact	Alternative 2 has the potential to result in temporary and permanent impacts on water quality. Alternative 2 would also include construction activities and permanent improvements within the Dominguez Channel. Total DSA would be 30.98 acres. Total increase in net new impervious surface area would be 7.43 acres. The proposed Project would be required to comply with NPDES permit requirements and prepare a SWPPP to avoid and minimize temporary impacts during construction. Design pollution prevention and treatment BMPs would be implemented. Section 404 Permit (Nationwide Permit), Section 401 Water Quality Certification, Section 1602 Lake or Streambed Alteration Agreement, and Floodplain Encroachment Permit could be required, which may result in additional measures by regulatory agencies. <i>CEQA: Less than Significant</i>	Similar to Alternative 2; however, the total DSA would be 12.70 acres and the total increase in net new impervious surface area would be 5.33 acres. In addition, no construction activities or permanent improvements would occur within the Dominguez Channel. <i>CEQA: Less than Significant</i>	Alternative 2: NC-3, NC-4, NC-5, NC-7, and NC-8 Alternative 3: NC-3, NC-4, NC-5, NC-7, and NC-8

Potential Impact	Alternative 1 (No-Build)	Alternative 2 (Auxiliary Lanes and Complete Streets)	Alternative 3 (TSM/TDM)	Avoidance, Minimization, and/or Mitigation Measures
Geology/Soils/Seismic/ Topography	No impact	During construction, excavated soil would be exposed, and there would be an increased potential for soil erosion compared to existing conditions. There is potential for soil liquefaction and corrosive soils. Proposed activities and improvements could be affected by ground motion, liquefaction, and possibly ground deformation. <i>CEQA: Less than Significant</i>	Similar to Alternative 2; however, no work would occur within the Dominguez Channel. <i>CEQA: Less than Significant</i>	Alternative 2: GEO-1 Alternative 3: GEO-1
Paleontology	No impact	No unique paleontological resources or sites were identified within the APE. During construction, the Project could potentially impact paleontologically sensitive sediments for the construction of auxiliary lanes, bridge widening, and tie back walls. <i>CEQA: Less than Significant</i>	No unique paleontological resources or sites were identified within the APE. Construction activities could potentially impact paleontologically sensitive sediments for the construction of tie back walls. <i>CEQA: Less than Significant</i>	Alternative 2: PAL-1 Alternative 3: PAL-1
Hazardous Waste/Materials	No impact	The Project Study Area is located on a former municipal and industrial waste dump. In addition, Dominguez channel reportedly receives industrial waste discharge. ADL, arsenic, and wood preservatives may be present in soils. Lead and ACM may be present in bridges and other structures. Soil, soil vapor, and groundwater contamination could be encountered during excavations. Methane gas could be released into ambient air during excavations. <i>CEQA: Less than Significant</i>	The Project Study Area is located on a former municipal and industrial waste dump. Similar impacts related to sites of concern (ADL, arsenic, wood preservatives) as Alternative 2. Alternative 3 would not result in impacts related to ACM, LBP, or the Dominguez Channel. <i>CEQA: Less than Significant</i>	Alternative 2: HAZ-1, HAZ-2, HAZ-3, HAZ-4, and HAZ-5 Alternative 3: HAZ-1, HAZ-3, and HAZ-4

Potential Impact	Alternative 1 (No-Build)	Alternative 2 (Auxiliary Lanes and Complete Streets)	Alternative 3 (TSM/TDM)	Avoidance, Minimization, and/or Mitigation Measures
Air Quality	No impact. There would be a slight increase in particulate matter 10 microns in diameter or less in the Design Year compared to existing conditions.	The proposed Project is located in an AB 617 community. Short-term degradation of air quality may occur during construction due to the release of particulate matter emissions (airborne dust). Heavy-duty trucks and construction equipment powered by gasoline and diesel engines would generate carbon monoxide, sulfur dioxide, nitrogen oxides, volatile organic compounds, and some soot particulate in exhaust emissions. Bridge widening could impact asbestos and LBP. Operational impacts would be the same as the No-Build Alternative. <i>CEQA: Less than Significant</i>	Similar to Alternative 2. However, construction emissions would be less than Alternative 2, and Alternative 3 would not widen any bridges. Operational impacts would be the same as Alternative 1 and Alternative 2. <i>CEQA: Less than Significant</i>	Alternative 2: AQ-1 through AQ-16, HAZ-2, and HAZ-4 Alternative 3: AQ-1 through AQ-15 and HAZ-4

Potential Impact	Alternative 1 (No-Build)	Alternative 2 (Auxiliary Lanes and Complete Streets)	Alternative 3 (TSM/TDM)	Avoidance, Minimization, and/or Mitigation Measures
Noise	No impact	Construction noise would be short-term and intermittent. Nighttime construction is anticipated. Operational noise would not substantially exceed existing noise levels (12 dBA). However, Alternative 2 would have a noise impact because future noise levels would approach federal noise abatement criteria (i.e., within 1 dBA) under 23 CFR Part 772. Three noise barriers were determined reasonable and feasible and are being recommended for construction: - BA-3 at Northbound (I-405 near Carson Street - BA-7 at Southbound I-405 Avalon Boulevard off-ramp - BA-10 at Southbound I-405 on-ramp The Avalon Boulevard Undercrossing would need to be widened to accommodate Noise Barrier BA-7. <i>CEQA: Less than Significant</i>	Construction noise would be short-term and intermittent. There would be no operational noise impact under 23 CFR 772. <i>CEQA: Less than Significant</i>	NOI-1
Energy	No impact. Energy will decrease in the Design Year compared to existing conditions.	Direct energy use under Alternative 2 would be the same as the No-Build Alternative and less than existing conditions. Indirect energy use during construction would be approximately 21,953 million BTU. <i>CEQA: Less than Significant</i>	Direct energy use would be the same as Alternative 1 and Alternative 2. Indirect energy use during construction would be approximately 4,022 million BTU. <i>CEQA: Less than Significant</i>	Alternative 2: ENR-1 through ENR-4, AQ-1, AQ-12, and AQ-15 Alternative 3: ENR-1 through ENR-4, AQ-1, AQ-12, and AQ-15

Potential Impact	Alternative 1 (No-Build)	Alternative 2 (Auxiliary Lanes and Complete Streets)	Alternative 3 (TSM/TDM)	Avoidance, Minimization, and/or Mitigation Measures
Natural Communities	No impact	Alternative 2 would result in approximately 0.07 acre of temporary impacts and 0.01 acre of permanent impacts on Pickleweed Mats (State rank: S3), which are found on the lower tidal banks of the Dominguez Channel within the BSA. <i>CEQA: Less than Significant with Mitigation Incorporated</i>	Alternative 3 would result in temporary indirect impacts on the Del Amo Channel and associated Pickleweed Mats from dust generated during construction. <i>CEQA: Less than Significant</i>	Alternative 2: NC-1, NC-2 (CEQA Mitigation), NC-3 through NC-10, and NC-11 (CEQA Mitigation) Alternative 3: NC-5
Wetlands and Other Waters	No impact	Alternative 2 would temporarily impact approximately 1.30 acres of non-wetland waters and 0.07 acre of wetlands under USACE and RWQCB jurisdiction. Alternative 2 would also permanently impact approximately 0.33 acre of non-wetland waters and 0.01 acre of wetlands under USACE and RWQCB jurisdiction. Alternative 2 would temporarily impact approximately 2.01 acres of unvegetated streambed and approximately 0.07 acre of Pickleweed Mats/riparian vegetation under CDFW jurisdiction. Alternative 2 would permanently impact approximately 0.54 acre of unvegetated streambed and approximately 0.01 acre of Pickleweed Mats. <i>CEQA: Less than Significant with Mitigation Incorporated</i>	Alternative 3 would not result in any direct temporary or permanent impacts to non-wetland or wetlands waters under USACE or RWQCB jurisdiction. Alternative 3 would also not directly impact unvegetated streambed or Pickleweed Mats/riparian vegetation under CDFW jurisdiction. However, Alternative 3 could result in temporary indirect impacts to the Del Amo Channel and associated Pickleweed Mats from construction activities adjacent to the channel (dust generation). <i>CEQA: Less than Significant</i>	Alternative 2: NC-1 through NC-9, and NC-11 (CEQA Mitigation) Alternative 3: NC-5

Potential Impact	Alternative 1 (No-Build)	Alternative 2 (Auxiliary Lanes and Complete Streets)	Alternative 3 (TSM/TDM)	Avoidance, Minimization, and/or Mitigation Measures
Plant Species	No impact	No special-status plant species were identified during field surveys. The BSA includes habitat that could support lucky morning-glory (<i>Calystegia felix</i>), southern tarplant (<i>Centromadia parryi</i> ssp. <i>australis</i>), smooth tarplant (<i>Centromadia pungens</i> ssp. <i>laevis</i>), vernal barley (<i>Hordeum intercedens</i>), and Sanford's arrowhead (<i>Sagittaria sanfordii</i>). Alternative 2 would temporarily impact approximately 2.01 acres and permanently impact approximately 0.54 acre of suitable streambed habitat for lucky morning-glory, southern tarplant, and Sanford's arrowhead. Alternative 2 would also temporarily impact approximately 2.47 acres and permanently impact approximately 0.19 acre of suitable habitat for vernal barley. <i>CEQA: Less than Significant with Mitigation Incorporated</i>	Alternative 3 would not impact suitable unvegetated streambed habitat for lucky morning-glory, southern tarplant, or Sanford's arrowhead. Alternative 3 would temporarily impact approximately 2.47 acres and permanently impact approximately 0.11 acre of suitable habitat for vernal barley. <i>CEQA: Less than Significant with Mitigation Incorporated</i>	Alternative 2: PS-1, PS-2 (CEQA Mitigation), and NC-5 Alternative 3: PS-1, PS-2 (CEQA Mitigation), and NC-5

Potential Impact	Alternative 1 (No-Build)	Alternative 2 (Auxiliary Lanes and Complete Streets)	Alternative 3 (TSM/TDM)	Avoidance, Minimization, and/or Mitigation Measures
Animal Species	No impact	American bumble bee (<i>Bombus pensylvanicus</i>), Southern California legless lizard (<i>Anniella stebbinsi</i>), migratory birds, and bats have the potential to occur in the BSA. Construction activities, such as grading, excavation, vegetation removal, and operation of heavy equipment, could result in direct and indirect impacts on special-status animal species within the BSA. Indirect impacts may also arise from construction-related noise, vibration, and artificial lighting. <i>CEQA: Less than Significant with Mitigation Incorporated</i>	Same as Alternative 2. <i>CEQA: Less than Significant with Mitigation Incorporated</i>	Alternative 2: AS-1 (CEQA Mitigation), AS-2, AS-3, AS-4, NC-1, and NC-2 (CEQA Mitigation) Alternative 3: AS-1 (CEQA Mitigation), AS-2, AS-3, AS-4, NC-1, and NC-2 (CEQA Mitigation)

Potential Impact	Alternative 1 (No-Build)	Alternative 2 (Auxiliary Lanes and Complete Streets)	Alternative 3 (TSM/TDM)	Avoidance, Minimization, and/or Mitigation Measures
Threatened and Endangered Species	No impact	A monarch butterfly (federal proposed threatened species; <i>Danaus plexippus</i> pop. 1) was observed during field surveys. Crotch's bumble bee (<i>Bombus crotchii</i>), burrowing owl (<i>Athene cunicularia</i>), and Belding's savannah sparrow (<i>Passerculus sandwichensis beldingi</i>) also have the potential to occur in the BSA. Construction activities, such as grading, excavation, vegetation removal, and operation of heavy equipment could result in direct and indirect impacts on listed species within the BSA. Indirect impacts may also arise from construction-related noise, vibration, and artificial lighting. Alternative 2 would also directly impact pickleweed mats, which are suitable habitat for Belding's Savannah sparrow. Caltrans has determined that Alternative 2 would not affect any federally listed species or result in the "take" of any state listed species. <i>CEQA: Less than Significant with Mitigation Incorporated</i>	Similar to Alternative 2; however, Alternative 2 would not directly impact pickleweed mats, which are suitable habitat for Belding's Savannah sparrow. <i>CEQA: Less than Significant with Mitigation Incorporated</i>	Alternative 2: TE-1 through TE-8, NC-1, NC-2 (CEQA Mitigation), NC-3, and NC-9, and AS-1 (CEQA Mitigation) Alternative 3: TE-1 through TE-8; NC-1, NC-2 (CEQA Mitigation), NC-3, and NC-9, and AS-1 (CEQA Mitigation)
Invasive Species	No impact	There are several invasive species growing in the BSA. Proposed activities would have the potential to spread invasive species through further disturbance of the BSA. <i>CEQA: Less than Significant</i>	Same as Alternative 2 <i>CEQA: Less than Significant</i>	Alternative 2: INV-1 Alternative 3: INV-1

Potential Impact	Alternative 1 (No-Build)	Alternative 2 (Auxiliary Lanes and Complete Streets)	Alternative 3 (TSM/TDM)	Avoidance, Minimization, and/or Mitigation Measures
Climate Change (CEQA only)	No impact. GHG emissions will decrease in the Opening and Design Year compared to existing conditions.	Alternative 2 is a roadway capacity enhancing project but is not expected to induce VMT. Construction activities are estimated to emit approximately 1,618 metric tons of CO ₂ e. Operational GHG emissions would be the same as the No-Build Alternative, and less than existing conditions. <i>CEQA: Less than Significant</i>	Alternative 3 is not a roadway capacity enhancing project and would not induce VMT. Similar to Alternative 2; however, construction activities are estimated to emit approximately 299 metric tons of CO ₂ e. <i>CEQA: Less than Significant</i>	Alternative 2: AQ-1, AQ-5, AQ-6, AQ-12, AQ-13, ENR-1, ENR-2, ENR-3, NC-1, NC-3, and NC-7 Alternative 3: AQ-1, AQ-5, AQ-6, AQ-12, AQ-13, ENR-1, ENR-2, ENR-3, NC-1, NC-3, and NC-7
Senate Bill 743/ Induced Demand Analysis (CEQA only)	No impact	<i>CEQA: No Impact – Screened</i>	<i>CEQA: No Impact – Screened</i>	None
Wildfire (CEQA only)	No impact	<i>CEQA: No Impact</i>	<i>CEQA: No Impact</i>	None
Cumulative Impacts (CEQA only)	No impact	<i>CEQA: Less than Significant with Mitigation Incorporated</i>	<i>CEQA: Less than Significant with Mitigation Incorporated</i>	No additional measures

AB=Assembly Bill; ACM=asbestos-containing material; ADL=aerially deposited lead; APE=area of potential effects; bfe=base flood elevation; BMP=Best Management Practice; BSA=Biological Study Area; BTU= British thermal units; CDFW=California Department of Fish and Wildlife; CEQA=California Environmental Quality Act; CFR=Code of Federal Regulations; CO₂e=carbon dioxide equivalent; dBA= A-weighted decibels; DSA=disturbed surface area; GHG=greenhouse gas; LBP=lead-based paint; NPDES=National Pollutant Discharge Elimination System; RWQCB=Regional Water Quality Control Board; SWPP=stormwater pollution prevention plan; TDM=Transportation Demand Management; TSM=Transportation System Management; USACE=U.S. Army Corps of Engineers; VMT=vehicle miles traveled

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S-4 Summary of Significant Impacts Under CEQA

As discussed in detail in Chapter 3, *CEQA Evaluation*, Caltrans has preliminarily determined that neither Build Alternative would result in a significant and unavoidable impact under CEQA. Both Build Alternatives would have less than significant impacts on biological resources individually and cumulatively with implementation of the following mitigation measures:

- Measure NC-2** During construction, the California Department of Transportation's (Caltrans) Resident Engineer or designated contractor, will ensure that pesticide/insecticide will not be used as a part of the proposed Project.
- Measure PS-2** During Construction, 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.
- Measure 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 will 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.

The following mitigation measure is also proposed, should Alternative 2 be selected as the preferred alternative:

- Measure 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.

Findings for all potentially significant impacts identified will be considered prior to Project approval. A Statement of Overriding Consideration is not required.

S-5 COORDINATION WITH PUBLIC AND OTHER AGENCIES

S-5.1 Permits and Approvals Needed

The following permits, licenses, agreements, and certifications are required for project construction:

Table S-2: Permits and Approvals

Agency	Permits/Licenses/Agreements/Certifications	Status
U.S. Army Corps of Engineers	Preliminary Jurisdictional Determination for jurisdictional wetlands and waters of the United States Section 404 Permit for filling or dredging waters of the United States	Should Alternative 2 be selected, a Preliminary Jurisdictional Delineation application will be submitted following selection of the preferred alternative. Nationwide Permit 14 pre-construction notification will be submitted during the design phase, if required.
California Department of Fish and Wildlife	Section 1602 Lake or Streambed Alteration Agreement	Should Alternative 2 be selected, applications for 1602 permit expected after final environmental document approval, if required.
California Water Resources Board and Los Angeles Regional Water Quality Control Board	Section 401 certification/waste discharge requirements	Should Alternative 2 be selected, application for Section 401 certification expected after final environmental document approval, if required.
Federal Highway Administration	Air Quality Conformity Determination	Request for determination to be submitted following selection of a preferred alternative.
State Historic Preservation Officer (SHPO)	National Historic Preservation Act Section 106 consultation Section 4(f) <i>De Minimis</i>	SHPO concurred with the Finding of No Adverse Effect and was notified of the <i>de minimis</i> determination under Section 4(f).

Agency	Permits/Licenses/ Agreements/Certifications	Status
Los Angeles County Flood Control District	Floodplain Encroachment Permit	During final design phase and prior to construction.
California Department of Transportation	Encroachment Permit	During final design phase and prior to construction.
City of Carson	Encroachment Permit	During final design phase and prior to construction.
California Transportation Commission (CTC)	CTC vote to approve funds	Following the approval of the final environmental document and posting the Notice of Determination with the State Clearinghouse, CTC will vote to approve funding for the proposed Project.

CTC=California Transportation Commission; SHPO=State Historic Preservation Officer

S-5.2 Notice of Preparation

The scoping process for the proposed Project was initiated with the preparation and distribution of a Notice of Preparation (NOP). The NOP was posted at the State Clearinghouse (2024090192) and circulated to public agencies and other interested parties in compliance with Section 15082 of the CEQA Guidelines on September 6, 2024. The NOP notified the public of the EIR/EA being prepared, along with scoping meeting locations and ways in which the public could provide comments on the Project. A 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. Scoping meetings were held on September 17, 2024 (virtually); September 19, 2024 (virtually); and October 16, 2024 (in-person).

A total of 76 formal comments were received during the formal scoping period from 66 individuals, agencies, or organizations. This included comments from the following agencies and elected officials:

- California Department of Fish and Wildlife
- California Air Resources Board
- U.S. Environmental Protection Agency
- Office of Congresswoman Nanette Barragan
- City of Carson Mayor Lula Davis-Holmes
- City of Carson Councilmember Cedric L. Hicks, Sr.

Of the comments received, 41 comments supported Alternative 1 (No-Build), 4 comments supported Alternative 2 (Auxiliary Lanes and Complete Streets), and 42 comments supported Alternative 3 (TSM/TDM). The following areas of controversy have been identified for the Project: alternatives considered, purpose and need, freeway widening and increased capacity, and potential environmental impacts during construction, including traffic, emissions, and noise.