



C LINE (GREEN) EXTENSION TO TORRANCE

Community Engagement Frequently Asked Questions

Frequently Asked Questions (FAQs)

All public comments on the Draft Environmental Impact Report (EIR) will be responded to formally in the Final EIR. The intent of the FAQs is to provide responses to common questions received during community engagement.*

FAQ Updates Fall 2023–Winter 2024

1. What are the benefits of the C Line Extension Project?

By providing a fast, frequent, and reliable transit option to the South Bay, the Project would improve environmental and economic outcomes across LA County and:

- > Expand access to opportunities with ~3.6 million project boardings per year,
- > Attract ~1.5 million new riders to the Metro system,
- > Generate over 15,000 jobs (8,600 construction and 6,400 non-construction),
- > Reduce travel times across the region,
- > Connect two new bus transit centers to the expanding rail network,
- > Help address climate change by shifting drivers to transit and reducing:
 - Auto travel/congestion: ~19.5 million vehicle miles traveled per year,
 - GHG emissions: ~2,370 metric tons of CO₂ equivalent per year,
 - Regional energy use: ~41 million megajoules per year.

2. What are the costs associated with each alignment, including the Hybrid Alternative?

> Metro underwent a rigorous cost estimating process, which included a peer review by experts. Metro published a summary of cost estimates in January 2023, which provides a breakdown of construction costs, escalation and contingency per cost estimating guidance by the Federal Transit Administration (FTA). In August and September

2023, Metro published two reports (August Board Box and September 2023 Receive & File Report) to the Metro Board of Directors (Metro Board), which discuss the cost estimates.

- > Metro ROW Elevated/At-Grade: ~\$1.96B
- > Metro ROW Trench Option: ~\$2.84B
- > Hawthorne BI Option: ~\$2.96B
- > Metro ROW Hybrid: ~\$2.23B

3. What are the ridership estimates for the alignments? Does Metro consider cost-effectiveness?

Cost effectiveness is one of the five project objectives in the Draft EIR. In 2023, Metro published a Ridership Report Summary explaining projections for the rail alignments in 2042. The table on the next page provides a comparison of the Alignments & Alternatives studied in the Draft EIR to address how ridership and travel benefits relate to cost.

1. **Project Trips:** number of trips (boardings) that use the Project stations.
2. **New Riders:** number of new riders that Metro attracts based on the Project.
3. **VMT:** reduction of auto use (vehicle miles traveled) due to Project.
4. **User Benefit per Trip:** reduction of travel time due to Project.
5. **Cost Per New Rider:** ratio of construction cost compared to annual new riders.
6. **Cost Per Project Trip:** ratio of construction cost compared to annual trips.
7. **Cost Per VMT Reduction:** ratio of construction cost compared to annual reduction of VMT.

* Similar questions received have been merged for better readability.



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Comparison	Metro ROW Elevated/At-Grade	Trench Option ROW	Hybrid Alt ROW	Hawthorne Option
Annual Project Trips	~3.68M	~3.68M	~3.68M	~4.96M
Annual New Riders	~1.49M	~1.49M	~1.49M	~1.74M
User Benefit per Project Trip (minutes)	22	22	22	19.7
Annual VMT Reduction	19.5M	19.5M	19.5M	19.4M
Cost/Annual New Riders	\$1,318	\$1,905	\$1,497	\$1,695
Cost/Annual Project Trips	\$534	\$772	\$607	\$595
Cost/Annual VMT Reduction	\$101	\$146	\$115	\$153

4. Is there anywhere else on the Metro system that goes through residential neighborhoods?

Yes, Metro connects many residential neighborhoods across LA County. Examples of neighborhoods with similar conditions to the C Line Extension include the Metro A Line, where light rail travels near homes in Highland Park, South LA, South Pasadena, Pasadena, and the Metro E Line, which travels through parts of West LA.

5. What are the benefits of using the ROW for public transportation?

Metro prepared a summary of the alignments, including a summary of the alignments under study, including benefits in the September 2023 Receive and File Report for the Metro Board, discussing technical analysis and findings from community engagement. This report is posted on the project website, in the project filing cabinet and within the 2023 Fall Updates folder.

6. Why is the ROW preferred to use the existing rail lines instead of switching to Hawthorne BI?

Metro will present a staff recommendation for the Metro Board to consider as the Locally Preferred Alternative (LPA). The Metro Board will make its determination based on a variety of factors including findings from the Draft EIR, technical studies, and community input.

Metro prepared a summary of the alignments under study in the September 2023 Receive and File Report, discussing technical analysis and findings from community engagement. This report is posted on the Project Dropbox site within the 2023 Fall Updates folder.

7. How will Metro address concerns about increased traffic and disruption to the neighborhood if the ROW option is chosen?

Metro prepared a Traffic and Parking Report of existing and projected traffic conditions within the study area under the different alignments. Pending selection of an LPA, Metro would work with the local cities on traffic plans during construction to avoid disruption wherever feasible.



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8. How wide is the Metro Right of Way (ROW)? What is the proposed distance between the rail and properties along the ROW?

The width of the Metro ROW varies from 75 feet to over 150 feet. Metro published the advanced conceptual engineering drawings of the Project in Appendix 2A of the Draft EIR, showing the proposed location of the light rail and freight tracks in relation to adjacent properties. Metro also published an Urban Design Report with cross sections and renderings to help explain the width of the ROW in different segments and proposed design and dimensions of the light rail Project.

9. Can the Project fit within all sections of the proposed Metro ROW, including the narrow sections?

Yes, the Project is designed to fit within the Metro ROW. Between 170th St and Artesia Bl, the Metro ROW is approximately 75 feet in width. There is sufficient room for two light rail tracks and a freight track. However, there is not enough room to accommodate a neighborhood path between 170th St and Artesia Bl, which is planned in some areas where the ROW is 100 feet or more. No residential properties are identified in the Draft EIR that need to be acquired for the Project. The advanced conceptual engineering drawings of the Project in Appendix 2A of the Draft EIR, shows the proposed location of the light rail and freight tracks in relation to adjacent properties.

10. Where would sound walls be located?

Sound walls are typically located on the edge of the rail track to cover the train wheels. The design and location of the soundwalls for the project are dependent on the height of the rail tracks, existing conditions, including topography (e.g., hillsides, slopes, berms), and the proximity to sensitive uses (e.g. homes). The location and design (e.g. height, thickness) will be developed as part of the next phase of design, based on the LPA selection. You can find more information on Metro's strategies to reduce noise and vibration on the project website.

11. How does the current placement of pipelines within the narrow section of the Metro ROW potentially affect the project's feasibility? How does this affect the 25-foot requirement from the center line of the track? What will happen with the existing pipelines?

As part of all Metro Rail projects, underground pipes and utilities need to be relocated and sometimes rebuilt. This Project would involve utility relocation to safely coexist with new light rail and the freight line. In some places, existing utilities would remain. In other locations, utilities would be relocated. Metro is working closely with all utility companies to identify the location of pipes and other utilities and coordinate a relocation strategy with public and private companies. Metro has started this engagement as part of the Project planning and will continue to coordinate with utility owners to ensure safety as part of relocation and future operations. More detailed utility relocation plans will be developed as part of the next phase of design based on the Metro Board selection of an LPA.

12. Will the Project impact property values?

Under CEQA, the Draft EIR does not evaluate changes to property values. However, studies show that residential properties within walking distance (half-mile) of a station typically experience an increase in property values as transit stations provide greater access to employment centers, schools, entertainment and other destinations.

13. Will Lawndale lose its green space?

Metro has designed the ROW alignments to include a neighborhood path parallel to Condon Av to provide a neighborhood path with trees and landscaping to create a safe recreational space for the community. Metro will work to preserve existing trees where possible and plant new trees and landscaping.



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14. Does the Draft EIR need to be amended to include the headstone uncovered in Lawndale along the Metro ROW?

No, the Draft EIR identifies mitigation measures to handle potential discovery of human remains and/or artifacts for a burial site during construction including local laws and regulations. Metro will abide by all laws to maintain sanctity of any human remains found in the project corridor.

15. Would it be possible to build additional stops along the Hawthorne BI Option in the future? What would be the cost? What approvals would be needed? Would Metro trains be able to operate during construction?

In September 2018, at the request from the City of Lawndale, stations considered for Alternatives 1 and 3 located in the City of Lawndale at Manhattan Beach Bl/Inglewood Av and Hawthorne Bl/166th St were eliminated from the Study being carried forward. More information on the decision can be found in the SAA report released in 2018.

Adding new stations to the Project would require Metro Board direction, and they would need to be evaluated through the environmental review process (CEQA). Further analysis of the scope and schedule would be needed to develop a cost estimate. It is unlikely that Metro would be able to operate rail service while construction in the middle of the line.

Metro would also seek support from the City of Lawndale on whether or not they would want to include a station.

16. Where is the bike path going to be? Will the bike path be guaranteed?

As part of the Project, Metro is studying where there is room to introduce neighborhood walking/biking paths along the Metro ROW to improve access to the proposed stations and surrounding neighborhoods.

Metro is studying three potential neighborhood paths along the ROW: 1) between 159th St and 170th St; 2) between Grant Av and 182nd St; and 3) between the Torrance Transit Center station at Crenshaw Bl. These paths are considered part of the Project, however, the potential paths 1 and 2 above are only included if the Metro ROW alignment is selected. Metro will also be identifying improvements to existing streets for safe and convenient pedestrian and cycle pathways as part of the First and Last Mile Planning process.

17. Who would be responsible for a bus or shuttle connecting the Hawthorne stop and the Redondo Beach Transit Center if the Hawthorne option is chosen?

After the Metro Board selects an LPA, the Project Team will engage with the community on First and Last Mile Planning to identify potential access improvements within a half-mile walk and three-mile cycle radius of the stations to strengthen linkages to the surrounding neighborhoods and key destinations. As part of this effort, Metro will also evaluate bus-to-rail connections in coordination with the cities and local bus operators, including bus connections to rail and operating hours. After this analysis we will have a better understanding of whether Metro or local cities will be required to run this service.

18. Can the Final EIR be made public prior to the Metro board voting on the alignment?

The Metro Board will select an LPA, narrowing the scope and focus future stages of design and analysis on a single alignment. The Final EIR will then be prepared for the selected LPA and include any design refinements resulting from public comments, as well as associated updates to the project description, analysis, and mitigation measures, if needed.

The Metro Board selection of an LPA does not constitute Project approval. Staff will return to the Metro Board after the Final EIR is completed and released to the public. At this time, the Metro Board will consider whether to certify the Final EIR, adopt findings of fact and, if applicable, a statement of overriding considerations and a mitigation monitoring and reporting program and approve the Project.



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↙ To Crenshaw/Exposition

To South Bay ↘

metro.net/clineext



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19. How will the decision-making process involve Lawndale residents and what opportunities will they have to provide input?

Input that has been received during Project development has been shared with the technical team to inform the design approach of the Project. Metro has summarized input received throughout the Project and posted to the project website. Input can be shared with the Metro team at greenlineextension@metro.net. Following the selection of an LPA, Metro will continue to hold engagement events with the community to provide updates and receive input.



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Spring 2021 – Summer 2023 FAQs

Project Overview

20. What is the C Line (Green) Extension to Torrance Project?

The C Line (Green) Extension to Torrance Project is studying potential light rail route alignments between the existing Redondo Beach (Marine) Station and the Torrance Transit Center (TC). The Project would be four-and-a-half miles and provide two new stations. This extension will operate as part of the Metro K Line with connections to the Metro C and E Lines and provide alternatives to the busy I-405 corridor and also more transit options in this region by connecting to the existing C and E Lines.

21. What are the Project objectives?

The Project aims to:

- > Improve mobility in the South Bay and encourage a mode shift from driving to transit by introducing frequent, reliable transit service to meet growing transportation needs.
- > Provide more equitable access to and from regional destinations by improving connection to Metro rail network.
- > Avoid and minimize environmental impacts.
- > Provide a cost-effective project.
- > Reduce air pollution and greenhouse gas emissions by making transit a more viable transportation choice.

22. How will the C Line (Green) Extension to Torrance Project be funded?

The C Line (Green) Extension to Torrance Project has \$891 million in funding from Measure M and Measure R combined, both half-cent sales taxes that fund a number of transportation projects/programs, as well as a \$232 million grant from the California State Transportation Agency (CalSTA) Transit and Intercity Rail Capital Program (TIRCP).

23. When will the Project open?

The Measure M schedule identifies an opening date between 2030 and 2033. However, depending on the alignment selected, the construction schedule could take longer.

24. Can the Project be expedited to open in time for the 2028 Olympics?

The Project's opening date per Measure M is between 2030 and 2033. However, depending on the alignment selected, the construction schedule could take longer. Accelerating to open in 2028 would be very challenging. It would require additional funds, as well as an expedited procurement process, condensed review and permit approvals by public and private entities, and an intensive and compressed construction period.

25. What stage is the Project in?

The Project is currently going through the environmental review process under the California Environmental Quality Act (CEQA). Metro started the public scoping period in winter 2021 and developed advanced conceptual engineering drawings to define the Project, which are evaluated in the Draft Environmental Impact Report (EIR), published in January 2023. This Draft EIR describes the Project, three alignments under consideration during construction and operations, and discloses potential environmental impacts, as well as mitigation measures and alternatives to the Project to eliminate or minimize impacts. Pending the selection of a preferred alignment or LPA, Metro will prepare the Final EIR and advance design based on the selected LPA.



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Alignments (Routes)

26. What alignments (routes) is Metro studying for the Project?

The Draft EIR evaluated three rail alignments that are illustrated in a 3D simulation video, available at bit.ly/cletvideo, and summarized below.

> **Metro ROW Alignment, Elevated/Street-Level Option:**

Follows the Metro ROW for the length of the Project from the existing Redondo Beach (Marine) Station to the Torrance Transit Center (TC), with an elevated segment, followed by an at-grade segment. Two rail stations are proposed adjacent to the Redondo Beach Transit Center and Torrance Transit Center. This is referred to as the Proposed Project in the Draft EIR as it is the alignment that has been studied and advanced over the years.

> **Trench Option:** Follows the Metro ROW for the length of the project, with a below-grade trench segment between Inglewood Av and 170th St, followed by at-grade segments with a short trench to cross under 182nd St. Includes the same station locations as the Metro ROW Alignment, Elevated/Street-Level Option.

> **Hawthorne BI Option:** Leaves the Metro ROW to run along Interstate 405 (I-405) and turns onto Hawthorne Bl near 162nd St to travel in the center median of the street before rejoining the Metro ROW south of 190th St. The entire alignment is elevated. A station would be located in the median of Hawthorne Bl, adjacent to the South Bay Galleria.

27. What is the difference between the Proposed Project and Options?

For the purposes of CEQA, Metro must define one of the three alignments as the Proposed Project. This term does not convey any preference or recommendation. The Proposed Project, Trench Option and Hawthorne BI Option are considered equally throughout the Draft EIR. Metro staff will prepare a recommendation in 2024 based on findings from the Draft EIR, public comments made during the comment period, technical analysis, stakeholder input, and other factors such as cost, ridership, and project objectives. The Metro Board will vote to approve a Locally Preferred Alternative (LPA) to advance the design of one alignment and prepare for construction.

28. What are Alternatives to the Project?

Alternatives to the Project are required by CEQA for an agency to explore how other actions would avoid impacts caused by the Proposed Project and achieve the Project goals and objectives. These are analyzed at a lesser level of detail to see if they can lessen impacts while still meeting the project objectives. Alternatives analyzed in this Draft EIR include not building the project (the No Project Alternative), a High Frequency Bus Alternative, and a light rail alternative that grade separates 170th St and 182nd St with under-crossings to avoid potential noise and vibration impacts, referred to as the Hybrid Alternative.

29. What is a project feature?

The Draft EIR describes Project features, which are elements of the Project that comply with regulations, standards, or common Metro best practices and help more clearly explain how and why potential environmental impacts would or would not occur.



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30. When are mitigation measures required?

Mitigation measures are actions taken to reduce significant environmental impacts generated by the construction or operation of a Project relating to specific environmental topics covered by CEQA. CEQA requires the Lead Agency (Metro) to propose feasible mitigation measures for any significant impacts identified in the Draft EIR.

31. What are cumulative effects?

A cumulative effect is the collective impact of any number of known and reasonably foreseeable projects. The Draft EIR has identified demographic projections and other projects within a defined area around the Project where the potential impacts may overlap with the Proposed Project during construction and operation.

32. What is the Metro ROW?

The Metro ROW or "Right-of-Way" is an existing freight corridor called the Harbor Subdivision, which Metro purchased from BNSF Railway in the 1990s with the purpose of extending passenger rail service to the South Bay. Today, BNSF operates freight trains along this line, typically one to two times a day. As part of the Project, Metro is coordinating with BNSF Railway to allow freight service to continue in a shared corridor with light rail.

33. Will the existing freight tracks remain in the ROW?

Yes. The Draft EIR describes the Project design and identifies where freight relocation may be needed to accommodate new light rail tracks based on the width of the ROW, which varies along the corridor from 75 feet to over 150 feet.

34. Will the freight tracks be located in a trench?

No. Freight tracks will remain at their current grade. Freight trains and light rail trains have different travel speeds and design requirements for grade changes, and therefore cannot travel together in a trench in this area.

Stations

35. How many stations are proposed for this Project?

Metro would build two new rail stations as part of the Project, one in the City of Redondo Beach and one in the City of Torrance.

36. Where would the proposed stations be located?

The proposed station locations in Redondo Beach vary based on the alignment. For the Metro ROW, the proposed station would be adjacent to the new Redondo Beach TC on the east side of the Metro ROW. For the Hawthorne BI Option, the proposed station would be located in the center of Hawthorne BI, south of Artesia BI adjacent to the South Bay Galleria. The terminus station would be located in Torrance adjacent to the new bus plaza at the Torrance TC. The Redondo Beach Transit Center Station on the Metro ROW would allow for direct rail-to-bus connections. The South Bay Galleria Station on Hawthorne BI would be approximately a half-mile from the Redondo Beach Transit Center. Both stations would serve the South Bay Galleria.

37. Is there a station in Lawndale?

No. In the previous planning stage (2018 Supplemental Alternatives Analysis), Metro studied proposed stations in the City of Lawndale between Inglewood Av and Manhattan Beach Bl along the Metro ROW and at Hawthorne BI/166th St. At the request of the City of Lawndale, Metro removed these proposed stations from further study. More information on Project History is below.

38. Could Metro add a station in Lawndale?

Adding new stations to the Project would require Metro Board direction, and they would need to be evaluated through the environmental review process (CEQA). Further analysis of the scope and schedule would be needed to develop a cost estimate. It is unlikely that Metro would be able to operate rail service while construction in the middle of the line. Metro would also seek support from the City of Lawndale on whether or not they would want an additional station.



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39. What type of consideration is given to transfers at proposed rail stations to connect to the local bus centers?

As part of the station planning and design, Metro studies potential pathways between the station platform, bus stops, and other multi-modal connections. Once the Metro Board selects a Locally Preferred Alternative, Metro will develop detailed plans for rail-to-bus and other multi-modal connections, working with the local cities and transit operators to develop plans for safe and convenient transfers. This work will be complemented by the First & Last Mile planning effort and could include working with local bus operators to locate bus stops near stations for easy transfers.

40. Who built the Redondo Beach and Torrance Transit Centers?

The City of Redondo Beach planned and constructed the Redondo Beach Transit Center (RBTC) on city-owned land. Similarly, the City of Torrance planned and constructed the Torrance Transit Center (TC) on city property. Metro will coordinate with the local bus operators and cities to create good transfers between the bus and future light rail.

Ridership and Operations

41. Who will be riding the future C Line (Green) Extension?

As part of the new K Line operating plan, future riders of the K Line and C Line Extensions include those who will take the light rail to work, school, or other destinations. The C Line Extension will also connect the project area to the greater LA Metro rail system, providing access to major destinations such as the LAX airport and Inglewood's SoFi Stadium and Entertainment District, as well as to other destinations beyond the South Bay. A Ridership Report is available on the project website with more detail.

42. How many riders will the Project attract? Is there a difference in ridership between alignments?

The Ridership Report (2023) shows that the Project generates between 11,500 to 15,600 daily transit trips (boardings). Because the station locations are similar between the Metro ROW and Hawthorne BI, the ridership estimates do not vary greatly. The Metro ROW alignments would attract around 4,700 new daily riders. The Hawthorne BI Option would attract approximately 5,400 new daily riders.

43. How often will trains run?

The Project will most likely mirror the operating patterns of Metro's current rail lines, where light rail trains will run from around 4am to 1am. The Draft EIR assumes that trains will run approximately every five to ten minutes during peak periods, and at longer headways at non-peak periods (typically every ten to twenty minutes depending on the time of day). The final operating schedule will be determined closer to when the Project will be in operation.

44. Which option would be faster end to end? Does the travel time differ between the alignments?

No, the travel time for the Metro ROW alignments would be similar to that for the Hawthorne BI Option. Both routes would take approximately six-and-one-half minutes from the Torrance Transit Center to the Redondo Beach (Marine) Station. This is due to similar length and limited proposed grade crossings.



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45. Do Metro's ridership estimates consider the change in travel patterns with the pandemic?

Metro uses demographic forecasts from Southern California Association of Governments (SCAG) as part of the ridership modeling. Telecommuting has been increasing over time and the SCAG model includes teleworking as a pre-COVID trend in their demographic forecasts that are used as input to Metro's ridership modeling. It appears that COVID has accelerated the telecommuting trend, but the curve may flatten over time. Metro did some testing using SCAG's Activity Based Model (ABM) data to understand potential future telecommute forecasts (since many industries cannot support a large fraction of telework) and saw a smaller number than predicted. Regarding transit, Metro is seeing trends that indicate many transit riders do not have telework options. Metro will continue to study telecommuting and ridership data to inform the project.

46. Will the Project connect to the Los Angeles International Airport (LAX Metro Transit Station)?

Yes. The C Line Extension will operate as the K Line and connect to the LAX Metro Transit Station, which will serve LAX. In Summer 2023, Metro approved a new operating pattern for the C and K Lines to begin when the K Line connects to LAX. In the future, the K Line will operate as a north/south line between the South Bay and the Metro E Line and the C Line will operate east/west between LAX and Norwalk. Both lines will provide a direct connection to LAX.

47. Will the Project connect to the E Line (Expo)?

Yes. The Project Line will connect the E Line (Expo), operating north/south along the K Line.

48. Is Metro considering a transit extension beyond the Torrance Transit Center?

Metro is designing the terminus station at the Torrance TC to allow the line to continue further south, should funding become available in the future. Potential extensions from the Torrance TC to San Pedro, Long Beach and the Los Angeles/Orange County line are included in the unfunded portion of the 2009 Metro Long Range Transportation Plan. Metro may consider these projects in the future, if additional funding becomes available. More information on a potential southern extension can be found in the Metro 2009 Harbor Subdivision Transit Corridor Alternatives Analysis Study at metro.net/clineext.

Project Evaluation and Environmental Study

49. What is Metro studying as part of this Project? What information will Metro share with the public?

Metro prepared a Draft Environmental Impact Report (EIR) in accordance with the California Environmental Quality Act (CEQA), which was released for public comment on January 26, 2023. The document describes the project design, construction methods and operations, and analyzes the potential for environmental impacts. The Draft EIR identifies environmental impacts, if found, and proposes mitigation measures to reduce or eliminate impacts.

In addition to the Draft EIR, Metro studied other topics areas that are outside the scope of the CEQA analysis but important to the community. The following reports and documents are posted to the project website.

- > Community Outreach Reports (community input collected as part of public scoping, engagement events, etc.)
- > Ridership Estimates
- > Project Costs (estimates to construct, operate and maintain)
- > Project Need & Purpose Report



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- > Alternatives Considered & Dismissed (history of past project studies and findings)
- > Property Acquisitions (temporary and permanent acquisitions needed to construct, operate and maintain project)
- > Traffic & Parking Study (changes to roadway and traffic patterns, including loss and replacement of parking)
- > Urban Design Report (includes photos and sketches of community and proposed project design)
- > Noise and Vibration Fact Sheet

50. What types of environmental impacts are being evaluated?

The Draft Environmental Impact Report (EIR) considers, among others, environmental impacts to: aesthetics, air quality, biological resources, cultural resources, energy, geology/soils/paleontological resources, greenhouse gas emissions, hazards and hazardous materials, historic resources, hydrology/water quality, land use and planning, noise and vibration, public services and recreation, transportation, tribal cultural resources, and utilities.

51. How will Metro evaluate daily operational noise impacts and vibration?

As part of the environmental study, Metro collected data to measure current noise levels at sensitive locations (homes, churches, schools) in the Project area. The Draft EIR uses methods outlined by the Federal Transit Administration to compare current noise levels to potential future noise levels that the Project is assumed to generate, and whether expected instances of vibration would cause annoyance or structural damage. The Draft EIR identifies potential mitigation measures, such as sound walls, to reduce impacts.

52. What type of daily operational noise and vibration would the Project create?

Light rail noise includes noise generated from the trains passing by, as well as from grade crossings where safety gates with bells or train horns are used for safety. Vibration would be generated from the light rail trains passing by. The Metro ROW alignments would require relocating portions of the existing freight rail tracks to accommodate the new light rail tracks. Moving the freight tracks closer to or farther from existing land uses adjacent to the ROW could alter the freight noise and vibration levels experienced by sensitive receptors (homes, schools, churches) located near the ROW. Most freight noise comes from the train horns.

The Draft EIR evaluates potential noise and vibration impacts for the potential alignments and identifies mitigation measures to reduce noise and vibration through sound walls and other strategies. The analysis and findings are available in Chapter 3.06.

53. What is the difference in operating noise between light rail and freight rail?

Many residents who live along the Metro ROW are familiar with the noise and vibration generated by the existing freight line. Light rail vehicles sound and look different from freight trains for a number of reasons. Light rail trains are smaller and lighter in weight and powered by overhead electric wires. Light rail trains are shorter (two to three cars), operate at faster speeds and have localized bell warning sounds at street crossings. Compared to freight trains, which are typically longer, slower-moving trains, are powered by combustion engines and use loud horns that can be heard over a mile away. Further detail is provided in the noise and vibration section of the Draft EIR.



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54. Will the freight line create more operational noise and vibration if relocated closer to homes?

The Draft EIR studied potential changes in noise and vibration levels from freight, where it is relocated and proposes potential mitigation measures and design strategies to reduce impacts, if found. These include special trackwork as part of rebuilding to modernize the existing freight tracks to reduce noise and vibration, as well as working with local jurisdictions to implement a quiet zone along the corridor.

55. What is a quiet zone and how could it help address operating noise?

A quiet zone is a section of a rail line at least one-half mile in length with enhanced safety treatments at rail crossings so the freight rail can safely pass without routinely sounding their horns. Quiet zones can be implemented by local jurisdictions in coordination with the freight operator and California Public Utilities Commission (CPUC) per the Federal Railroad Administration (FRA) Train Horn Rule. Metro is designing the freight crossings along the ROW alignment to be quiet zone ready, so that freight horn noise could be eliminated in the future with the implementation of a quiet zone policy. More information on quiet zones is available on the CPUC website here: cpuc.ca.gov/industries-and-topics/rail-safety/rail-crossings-and-engineering/quiet-zone.

56. What type of noise and vibration could occur as part of construction? Will construction be allowed during the day and night?

The Draft EIR outlines the construction process in the Project Description chapter. The construction hours will be determined closer to construction in coordination with the local cities to obtain necessary permits and comply with local regulations. The Draft EIR assumes that most construction would occur during the daytime hours, but nighttime construction may be required for some parts of the project to avoid disruptions to traffic or freight operations. The Draft EIR will identify mitigation measures to reduce noise and vibration.

57. Will Metro build sound walls and what is the proposed height?

As part of the Draft EIR, Metro analyzed and identified potential operational noise impacts and identifies areas where sound walls could be built to mitigate noise impacts.

The design (e.g. height and thickness) and location of sound walls will be developed as part of the next phase of design, based on the LPA selection. Soundwalls are noise barriers built between a source (train) and a sensitive receptor (home, school, church) to absorb or reflect sound waves and reduce the overall level of noise. They are typically located on the edge of the rail track to cover the train wheels.

58. Will Metro build privacy walls?

The Draft EIR does not evaluate privacy as an environmental impact under CEQA, and Metro is not considering building privacy walls. However, the Project may include sound walls as a noise mitigation measure, which could change views to and from the Project. Any visual impact associated with sound walls is addressed in the aesthetics section of the Draft EIR, Chapter 3.03.

59. How could Metro safely build this Project with the pipelines located in the ROW?

As part of all Metro Rail projects, underground pipes and utilities need to be relocated and sometimes rebuilt. Metro is working closely with all utility companies to identify the location of pipes and other utilities and coordinate a relocation strategy with public and private companies. Metro has started this engagement as part of the Project planning and will continue to coordinate with utility owners to ensure safety as part of relocation and future operations. Impacts associated with utility relocations, including oil/gas pipelines are evaluated in the Draft EIR, Chapter 3.11.



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60. Is emergency access taken into account for rail crossings, both during construction and after?

Yes, the Draft EIR evaluates emergency access that could be impacted by rail crossings at local streets and identifies any impacts and proposed mitigations.

61. Will Metro review the soils, geology, and hazards in the project area to ensure safe construction?

As part of the environmental review process, Metro is studying soils, geology, and hazardous materials along the alignments and within their vicinities. The Draft EIR identifies potential impacts and, if significant impacts are identified, proposes mitigation measures to reduce or eliminate those impacts.

62. How will Metro address pedestrian safety where rail crosses local streets?

As part of the Project development process, Metro has prepared designs to address safety for all modes (e.g., pedestrians, cyclists, trains and vehicles) at intersections. There are two potential at-grade rail crossings along the Metro ROW (Elevated/At-Grade) Alignment at 170th St and 182nd St. All other streets in the Project area will have light rail movement separated from vehicular and pedestrian activity with either an elevated rail structure or a below-grade trench. Freight crossings will remain at-grade as they are today but will be upgraded with additional safety features to meet the FRA's criteria for a quiet zone corridor. If the ROW were to be selected as the Locally Preferred Alternative (LPA), Metro would be responsible for constructing and maintaining the light rail and freight improvements along the ROW, including new safety improvements near rail crossings.

The Project description in the Draft EIR describes the safety measures and design treatments that will be introduced, such as crossing warning devices, flashing light signals, signs, bells, etc. When the Project begins operating, Metro will also

implement an outreach program to educate the community about safety at grade crossings. This program will focus on both motorist and pedestrian safety and will target audiences of all age groups and demographics. Metro would also work with local schools to educate students about rail and construction safety. More information on Metro safety and security is available here: metro.net/riding/safety-security.

63. How will Metro handle crime at future stations and along the Project?

The Project design integrates best practices of Crime Prevention Through Environmental Design (CPTED) for proposed stations and public areas to create inviting spaces and deter crime. Security cameras, emergency phones, and other safety equipment will be located at all stations, on trains and buses. Metro partners with local law enforcement to serve the transit stations and train cars. The Metro Board recently approved a new Transit Ambassador Pilot Program that will provide a dedicated staff of diverse, specially trained individuals to offer in-person support to Metro Bus and Rail riders. More information on Metro safety and security is available here: metro.net/riding/safety-security.

64. How will Metro handle unhoused individuals on the C Line or encampments along the ROW?

Metro is working on several fronts to help address homelessness in LA County. In 2017, Metro prepared its first Homeless Outreach Plan, which helps guide our current efforts, including partnerships with local law enforcement, Los Angeles County Department of Mental Health (DMH), the Los Angeles Homeless Services Authority (LAHSA), and deputies from the Los Angeles County Sheriff's Department (LASD) to respond to homelessness by working with unhoused individuals and families and connecting them to resources and services. Since 2017, Metro has expanded its efforts to address homelessness through increased staffing both on the transit system as well as in the CEO's office to tackle policy planning, expanded partnerships with mental health providers, and more aggressive affordable housing policies as part of the Agency's joint development program.



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In order to address the challenges related to housing insecurity and people sheltering on the Metro system, we are working diligently in collaboration and partnership with the City of LA, LAHSA, Department of Health Services and other leaders working to eradicate homelessness. The goal is to bring additional City and County resources on and around the Metro system specifically for unhoused individuals on the transit system. In Los Angeles County, there are more than 70,000 people experiencing homelessness. Despite Metro experiencing a microcosm of the larger housing crisis, our multidisciplinary outreach teams have enrolled 2,428 individuals and helped 805 people access housing resources during the first six months of this fiscal year.

More information on Metro's efforts can be found here at boardagendas.metro.net/board-report/2022-0389 and on *The Source* at thesource.metro.net/2022/10/31/our-approach-to-the-issue-of-homeless-riders-on-the-metro-system.

Common Questions about Project Design

65. How close could the light rail tracks be from homes?

The placement of the proposed light rail tracks varies in the Project area, depending on the width of the ROW, which ranges from around 75 feet to over 150 feet, and the alignment design. The Project engineering drawings, which are an appendix 2A to the Draft EIR, illustrate the proposed placement for each alignment.

66. Will the freight tracks be realigned? What is the risk of derailment?

As part of the Project, Metro will rebuild existing freight tracks bringing the design up to modern safety standards. The Draft EIR identifies areas where freight may be relocated as part of the alignments under study. As part of the freight relocations, the tracks would be modernized and special trackwork would

be included in certain areas to reduce noise and vibration. New, grade-crossing safety infrastructure would create a safer, quiet-zone-ready corridor. Freight tracks would be enclosed by fencing or walls for additional safety and security. The width of the Metro ROW varies along the corridor. In some areas, Metro is studying realigning the existing freight track to accommodate two new light rail tracks. Realignment varies by segment.

Overall, derailment risk is very low, given train speeds (around 20 mph or less) in the corridor. According to the Federal Railroad Administration (FRA) Office of Safety Analysis, there are over 6,000 miles of trackage in California, and the vast majority of derailments (93%) occur within railroad yards and on freight industry tracks.

67. How deep will the trench be along the ROW?

To avoid underground utility conflicts, the trench in the north part of the project area (between Inglewood Av and 166th St) would be approximately 30 to 40 feet deep. In the southern portion of the alignment (near 170th St and 182nd St) the trench would be approximately 18 to 24 feet deep.

68. Why isn't Metro looking at a trench option between 170th St and Grant Av?

South of 170th St, the light rail transitions out of a trench in order to cross over Artesia Bl and Grant Av on bridges, parallel to the existing freight bridges which cross these streets. This segment is not long enough for the light rail trains to travel into a trench before rising to ground level to cross over Artesia Bl and Grant Av.

69. Will the trench be covered?

For most of the alignment, the Trench Option would be open air to allow for ventilation and fire, life, safety needs. The trench would be covered by bridges where it intersects with existing streets to allow pedestrians, cyclists and drivers to maintain access to the street network.



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70. How does Metro decide where trains should be separated from traffic?

As part of the design and development of the Project, the Project Team used the Metro Board-approved Grade Crossing Policy for Light Rail Transit to determine where grade separations are needed to address crossing issues, such as traffic delays, train delays and safety for all modes (pedestrians, cyclists, driver, and trains). Grade separations involve locating the rail above or below streets. Metro coordinates with the California Public Utilities Commission (CPUC), which must approve the design of each grade crossing.

71. Why isn't Metro looking at an underground tunnel for this Project?

Underground subway tunnels cost well over a billion dollars per mile to construct. Metro has a formal analysis policy to determine the feasibility of where underground tunnels are warranted to ensure responsible use of public funds. Metro builds underground tunnels in dense, urban parts of the County with high transit ridership (such as Downtown LA, Hollywood, Koreatown) where there is not enough room to fit trains at street level, or Metro cannot safely and efficiently run trains in the street without significant delays to transit and traffic. Tunneling also requires large sites to launch and retrieve tunnel boring machines.

Metro seeks to minimize the amount of private property needed to construct transit projects, particularly in low-rise, residential areas. The Metro ROW and Hawthorne BI both have sufficient room to fit light rail without necessitating a deep bore tunnel.

72. What properties will be needed to construct and operate the Project?

The design of the Project seeks to minimize the need to acquire property as much as possible. No residential properties are identified for acquisition in the Draft EIR. Metro published a real estate summary document that identifies potential properties needed to construct and operate the Project based on early stages of design called advanced conceptual engineering, posted on the project website. Once the Metro Board selects a LPA, Metro will advance the design of the selected alignment and further refine the list of properties needed to support the project. Once the Final EIR is certified, Metro will begin outreach with property owners to discuss real estate needs for the Project. More information on Metro's process for property acquisition is available at metro.net/about/property-acquisition.

73. Where will the light rail tracks go along the I-405 Freeway? How tall will the structures be?

For the Hawthorne BI Option, the light rail tracks will be located on elevated structures supported by columns that are located west of the I-405 travel lanes. The light rail guideway would be located approximately 25 to 30 feet from the ground to top of rail, and will maintain a minimum clearance of 16 to 29 feet above travel lanes, depending on location.

74. What will happen to street parking along Hawthorne BI?

During construction of the Hawthorne BI Option, should it be selected as the LPA, lane closures will be required which could impact street parking and median parking. Upon completion of the Project, curb-side street parking would remain on Hawthorne BI in its current location. The Project would re-stripe parking in the median of Hawthorne BI to accommodate columns to support the elevated rail structures. The re-striping would maintain a majority of existing parking spaces with a loss of approximately 20 spaces. Parking is discussed in the Traffic & Parking Report on the project website.



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75. Will travel lanes be reduced along Hawthorne Bl?

During construction, of the Hawthorne BI Option, should it be selected as the LPA, lane closures will be required. One or more lanes of traffic in each direction are likely to be closed down periodically throughout the multi-year construction process for the Hawthorne BI Option. Following completion of construction, the design seeks to avoid reduction of travel lanes. The Hawthorne BI Option may require changes to some intersections, including: reducing left turn pockets from two lanes to one longer singular lane, closures to the median (180th St) and adding signalization to a nearby intersection (179th St). The Hawthorne BI Option would maintain or improve sidewalks along Hawthorne Bl and provide new signalized pedestrian crossings at several locations where either an unsignalized crossing or no crossing is currently provided. Roadway changes are discussed in the Traffic & Parking Report on the project website.

76. Will the Project increase traffic?

Metro has prepared a Traffic & Parking Report of existing and projected traffic conditions within the study area under the different alignments. Changes to traffic patterns along the Metro ROW are likely to be minimal during construction as it would be staged within the Metro ROW. Congestion and traffic are likely to worsen during construction along the Hawthorne BI Option due to lane closures which would be required to construct the elevated light rail in the center of Hawthorne Bl and adjacent to I-405. Hawthorne Bl is estimated to carry approximately 70,000 vehicles per day with projected increases in the future.

77. How will Metro work with businesses that might be impacted by construction?

Metro's goal is to help small businesses continue to thrive throughout construction and post construction.

Metro has created a Business Interruption Fund for major rail projects under construction in LA County to support the business community. You can find more information at metro.net/about/business-interruption-fund.

78. What information on construction is available?


The Draft EIR provides information about how the Project will be built, as well as impacts from construction and mitigation measures to eliminate or reduce these impacts. Construction occurs in several phases and could take five to seven years, starting with utility relocation. More information is available on the Metro website at metro.net/about/station-construction. Following the selection of an LPA, Metro will work on more detailed construction plans and schedules for the selected alignment.


Outreach

79. How can I share my input on the Project?

You can share input at community engagement events or through the following contact methods.

 greenlineextension@metro.net

 213.922.4004

 Attn. Mark Dierking
Metro
One Gateway Plaza
MS 99-13-1
Los Angeles, CA 90012

80. How does Metro notify the community about the Project?

Metro notifies the community about the Project and community events in a variety of methods depending on the upcoming meeting or update, which may include email, door-to-door flyers, direct mailing, Project website updates, bus ads, social media, Metro's *The Source* blog and local news media. The best method to stay up to date on the Project is by joining our email distribution list by emailing us at greenlineextension@metro.net.



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81. How will public comments on the Draft EIR be addressed?

All comments submitted to Metro in writing, email, telephone, and at the public hearings during the public comment period will receive written responses published in the Final EIR. As necessary, analyses and conclusions will be updated based on issues raised by comments.

82. What type of outreach has Metro done to collect input from the community?

Metro has undertaken community outreach for potential transit service along all or portions of the Metro ROW for well over a decade. Such outreach efforts include community feedback on the Metro Harbor Subdivision Transit Corridor Alternatives Analysis Study (2009) and the Green Line Extension to Torrance Supplemental Alternatives Analysis (2017–2018). Most recently, in connection with the Draft EIR, Metro held public scoping meetings in early 2021, created an online questionnaire with virtual, self-guided walking tours in fall 2021, held in-person neighborhood walks in spring 2022, a series of community open houses and pop-up events in summer/fall 2022, hosted Draft EIR public hearings in winter 2023, and walk and community meeting with Supervisor Holly J. Mitchell in winter 2023/2024. In addition, Metro has ongoing coordination meetings with the corridor cities, key stakeholder groups, transit rider focused outreach, business outreach, as well as digital outreach through several StoryMaps and video simulations. Summaries of outreach events are posted to the project website.

83. How will the input be used? Will my comments be shared with decision-makers?

Input that has been received during Project development has been shared with the technical team to inform the design approach of the Project. Metro summarizes input received throughout the Project and publishes to the project website.

A summary of all the public comments received from Scoping through winter 2024 is shared with the Metro Board to inform their decision.

84. Who decides what alignment/option will be selected? What information will be used to make this decision?

The Metro Board will look at several factors and vote to select a Locally Preferred Alternative (LPA), which could include: findings from the Draft EIR, community input received throughout the Project, ridership estimates and travel benefits, cost estimates, project objectives, and other topics of community concern such as effects to property acquisitions, traffic, and parking.

85. What happens after the Metro Board approves an LPA?

If approval is received from the Metro Board to proceed with a LPA, the team will prepare a Final EIR and begin the next phase of design called preliminary engineering for the selected alignment. As part of the Final EIR, Metro will respond to public comments made during the review period for the Draft EIR. After the Final EIR is completed, the Metro Board will consider whether to certify the document, adopt findings of fact and, if applicable, a statement of overriding considerations and a mitigation monitoring and reporting program and approve the Project.

86. When will the Project begin construction?

After project planning and environmental review are complete, the construction schedule will be determined based on funds available. Metro is working to complete the Project within the Measure M time frame (2030–2033). However, depending on the alignment selected, the construction schedule could take longer. Typical light rail projects of this scale take around five to seven years to construct.



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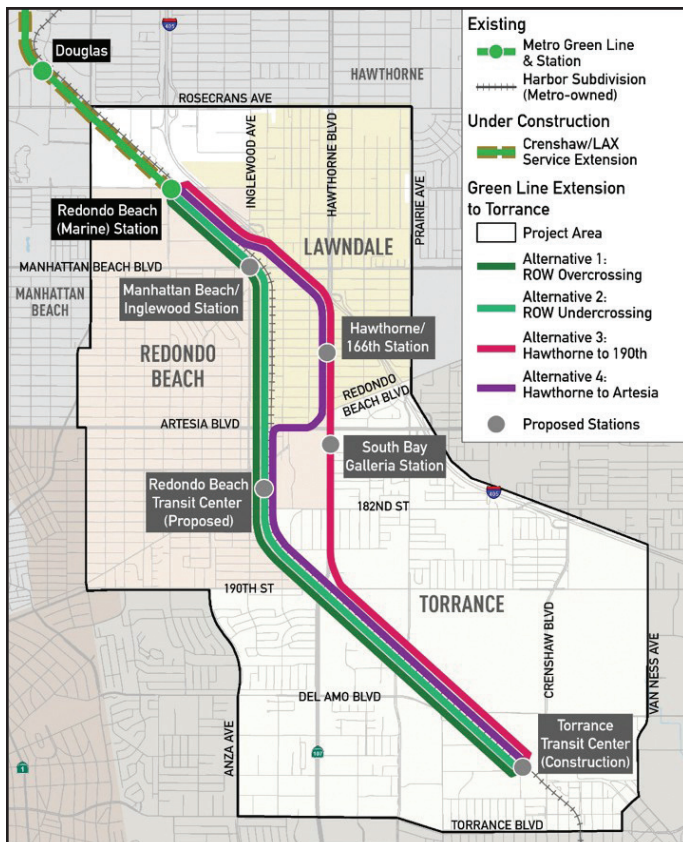
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Project History

87. What other routes were studied for the Project?

The Project team examined routes suggested by the community during the outreach process to determine their viability as part of previous phases and studies of the Project (from the 2009 Harbor Subdivision Alternatives Analysis (AA) to the 2018 Supplemental Alternatives Analysis (SAA). A summary description of the previous alignments studied and eliminated from further consideration is in the Alternatives Considered and Eliminated Report on the project website.



88. What studies were done in the past as part of this Project?

In 2009, the Harbor Subdivision AA Study analyzed existing and future transportation conditions, studying a large number of transit alternatives along the 26-mile, Metro-owned Harbor Subdivision railroad right-of-way (ROW) between downtown Los Angeles, Los Angeles International Airport (LAX), and the Ports of Los Angeles and Long Beach. The AA Study recommended a Phased Implementation Strategy that identified a Metro Light Rail extension from Redondo Beach to Torrance as the highest priority for implementation. The Metro Board approved the AA Study in December 2009.

Upon completion of the AA study, Metro started a Draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS) in 2010 but had to pause work in 2014 due to lack of funding for implementation.

In 2018, Metro completed the SAA Study, which included soliciting feedback from corridor cities and stakeholders, and refining alternatives previously identified in the 2009 AA Study.

89. Which routes were studied in the Supplemental Alternatives Analysis?

During the Supplemental Alternatives Analysis phase of the Project, four alternatives were studied as part of the environmental analysis, which included the four route alternatives studied in the SAA:

- > **Alternative 1:** Metro ROW overcrossing beginning at the Redondo Beach Station at an elevated alignment, transitioning to at-grade from 162nd St to 170th St and continuing with an at-grade alignment for the remainder of the route. Proposed stations included Manhattan Beach Bl/Inglewood Av, Redondo Beach Transit Center and Torrance Transit Center.



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- > **Alternative 2:** Metro ROW undercrossing into a trench alignment from Redondo Beach Station, to 162nd St, then transitioning to at-grade for the remainder of the route alignment. Proposed stations included Manhattan Beach Bl/Inglewood Av, Redondo Beach Transit Center and Torrance Transit Center.
- > **Alternative 3:** Hawthorne Bl to 190th St beginning at the Redondo Beach Station at an elevated alignment, transitioning to at-grade from 162nd St to 166th St, transitions back to elevated at 182nd St to cross over 186th St and 190th St and continuing with an at-grade alignment for the remainder of the route. Proposed stations included Hawthorne Bl/166th St, South Bay Galleria and Torrance TC.
- > **Alternative 4:** Hawthorne Bl to Artesia Bl beginning at the Redondo Beach Station at an elevated alignment, transitioning back to the Metro ROW from Redondo Beach Bl and Artesia Bl, transitioning to at-grade at Grant Av and continuing with an at-grade alignment for the remainder of the route. Proposed stations included Hawthorne Bl and 166th St, Redondo Beach Transit Center and Torrance Transit Center.

90. Which routes were approved for further study in 2018?

In September 2018, upon completion of the SAA, the Metro Board approved two alternatives recommended by the Project team to be carried into the Draft EIR: Alternatives 1 (ROW Overcrossing) and 3 (Hawthorne). At the request from the City of Lawndale, stations considered for Alternatives 1 and 3 located in the City of Lawndale at Manhattan Beach Bl/Inglewood Av and Hawthorne Bl/166th St were eliminated.

91. Why were route alternatives 2 and 4 eliminated from the SAA study?

As part of the Supplemental Alternatives Analysis (SAA), the evaluation process considered several criteria in the screening of route alternatives, including transportation system performance, cost effectiveness, environmental benefits/impacts, and community input. Overall, the comparison of alternatives for Alternatives 1 and 3 performed better than Alternatives 2 and 4, which did not perform as well in advancing the goals of the Project and have limited community support. The following bullets summarize the higher performing alternatives.

- > **Alternative 1:** Metro ROW and overcrossing, without a station at Manhattan Beach Bl/Inglewood Av. This alternative would be an efficient and effective use of the existing Metro ROW and extends the existing elevated structure across Manhattan Beach Bl, which is a necessary grade separation, before returning to grade. It provides the fastest travel time. The 2018 cost estimate was within the Measure M funding allocation of \$891 million.
- > **Alternative 3:** Hawthorne Bl to 190th St without a station at 166th St/Hawthorne Bl. This alternative would serve more commercial land uses and may have the highest potential for new transit-oriented communities land use planning, should local cities choose to update their plans. It would be superior to Alternative 4 because it would not have sharp turns to degrade performance. This alternative was prepared in response to public and stakeholder input. The 2018 cost estimate exceeded the Measure M funding allocation.

At the request from the City of Lawndale, stations considered for Alternatives 1 and 3 located in the City of Lawndale at Manhattan Beach Bl/Inglewood Av and Hawthorne Bl/166th St were eliminated from the Study being carried forward. More information on the evaluation criteria and the decision to eliminate route Alternatives 2 and 4 can be found in the SAA report released in 2018.



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