4 CORRECTIONS AND ADDITIONS

4.1 INTRODUCTION

This chapter presents the corrections and additions to the Draft EIR. This chapter addresses specific subject matter in the Draft EIR that has been corrected or added. The changes are symbolized by strikeouts where text was removed and italicized/underlined where text was added. Pursuant to Public Resources Code Section 21092.1 and CEQA Guidelines Section 15088.5, these changes do not constitute "significant information" that would require recirculation of the Draft EIR. These revisions do not disclose a new significant and unavoidable environmental impact, a substantial increase in the severity of an unavoidable impact, or identify a new feasible mitigation measure or alternative considerably different from those provided in the Draft EIR, which would considerably lessen a significant impact but that Metro has declined to implement. Rather, the EIR's corrections and additions clarify, amplify, or make insignificant modifications to the Draft EIR.

The Draft EIR was submitted to the State Clearinghouse Office of Planning and Research and circulated for public review from January 26, 2023 to March 27, 2023.

4.2 EXECUTIVE SUMMARY

Page ES-13 – The first paragraph under the Hawthorne Option heading is revised as follows:

> The Hawthorne Option would start within the existing Metro ROW, leave the Metro ROW to parallel I-405 between Inglewood Avenue and Hawthorne Boulevard, and follow Hawthorne Boulevard south between 162nd Street and 190th Street. The entire alignment within the Hawthorne Option segment would be elevated, for approximately 2.7 miles. *Existing overhead transmission lines along the segment would need to be relocated to avoid conflicts with the elevated structure*. South of 190th Street, the alignment and Torrance TC Station would be identical to the Proposed Project. Figure ES-10 shows an overview of the alignment. Example cross-sections are shown in Figure ES-11 and Figure ES-12.

Page ES-20 - The summary in Table ES-2. Summary of Impacts Evaluation is corrected as follows: for air quality item A related to the Trench Option to accurately reflect the analysis in the Draft EIR's Section 3.4; for biological resources items A and E related to all alignments to account for an added mitigation measure; for all cultural resources items to account for revised mitigation measures; and for all tribal cultural resources items to account for added mitigation measure:

Table ES-2. Summary of Impacts Evaluation

Environmental Impact	Proposed Project/Option	Impact Before Mitigation	Proposed Mitigation Measures	Impact After Mitigation
Air Quality				
A. Would the Project conflict with or obstruct implementation of the applicable air quality plan?	Trench Option	***Construction***: ~~Less than~~ ***Significant*** Operations: Less than Significant	None	***Construction***: ~~Less than~~ ***Significant and Unavoidable*** Operations: Less than Significant

Environmental Impact	Proposed Project/Option	Impact Before Mitigation	Proposed Mitigation Measures	Impact After Mitigation
Biological Resources				
A. Would the Project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	Proposed Project	**Construction: Significant** **Operations: Significant**	Construction: MM-BIO-1: General Protection Measures to Avoid and Minimize Impacts on Sensitive Biological Resources MM-BIO-2: Nesting Bird Season Restrictions and Pre-Construction Surveys MM-BIO-3: Roosting Bat Restrictions and Survey Requirements MM-BIO-4: Pre-construction Rare Plant Survey Operations: MM-BIO-1: General Protection Measures to Avoid and Minimize Impacts on Sensitive Biological Resources *MM-BIO-5: Off-site Mitigation for Southern Tarplant Habitat*	Construction: Less than Significant Operations: Less than Significant

Environmental Impact	Proposed Project/Option	Impact Before Mitigation	Proposed Mitigation Measures	Impact After Mitigation
Biological Resources				
	Trench Option	**Construction: Significant** **Operations: Significant**	Construction: MM-BIO-1: General Protection Measures to Avoid and Minimize Impacts on Sensitive Biological Resources MM-BIO-2: Nesting Bird Season Restrictions and Pre-Construction Surveys MM-BIO-3: Roosting Bat Restrictions and Survey Requirements MM-BIO-4: Pre-construction Rare Plant Survey Operations: MM-BIO-1: General Protection Measures to Avoid and Minimize Impacts on Sensitive Biological Resources *MM-BIO-5: Off-site Mitigation for Southern Tarplant Habitat*	Construction: Less than Significant Operations: Less than Significant

Environmental Impact	Proposed Project/Option	Impact Before Mitigation	Proposed Mitigation Measures	Impact After Mitigation
Biological Resources				
	Hawthorne Option	**Construction: Significant** **Operations: Significant**	Construction: MM-BIO-1: General Protection Measures to Avoid and Minimize Impacts on Sensitive Biological Resources MM-BIO-2: Nesting Bird Season Restrictions and Pre-Construction Surveys MM-BIO-3: Roosting Bat Restrictions and Survey Requirements MM-BIO-4: Pre-construction Rare Plant Survey Operations: MM-BIO-1: General Protection Measures to Avoid and Minimize Impacts on Sensitive Biological Resources *MM-BIO-5: Off-site Mitigation for Southern Tarplant Habitat*	Construction: Less than Significant Operations: Less than Significant

Environmental Impact	Proposed Project/Option	Impact Before Mitigation	Proposed Mitigation Measures	Impact After Mitigation
Biological Resources				
E. Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance	Proposed Project	**Construction**: ~~No Impact~~ ***Significant*** **Operations**: ~~No Impact~~ ***Significant***	*Construction:* *MM-BIO-1: General Protection Measures to Avoid and Minimize Impacts on Sensitive Biological Resources* *MM-BIO-5: Off-site Mitigation for Southern Tarplant Habitat* *Operations:* *MM-BIO-1: General Protection Measures to Avoid and Minimize Impacts on Sensitive Biological Resources* *MM-BIO-5: Off-site Mitigation for Southern Tarplant Habitat*	Construction: ~~No Impact~~ *Less than Significant* Operations: ~~No Impact~~ *Less than Significant*

Environmental Impact	Proposed Project/Option	Impact Before Mitigation	Proposed Mitigation Measures	Impact After Mitigation
Biological Resources				
	Trench Option	**Construction**: ~~No Impact~~ ***Significant*** **Operations**: ~~No Impact~~ ***Significant***	*Construction:* *MM-BIO-1: General Protection Measures to Avoid and Minimize Impacts on Sensitive Biological Resources* *MM-BIO-5: Off-site Mitigation for Southern Tarplant Habitat* *Operations:* *MM-BIO-1: General Protection Measures to Avoid and Minimize Impacts on Sensitive Biological Resources* *MM-BIO-5: Off-site Mitigation for Southern Tarplant Habitat*	Construction: ~~No Impact~~ *Less than Significant* Operations: ~~No Impact~~ *Less than Significant*

Environmental Impact	Proposed Project/Option	Impact Before Mitigation	Proposed Mitigation Measures	Impact After Mitigation
Biological Resources				
	Hawthorne Option	**Construction**: ~~No Impact~~ ***Significant*** **Operations**: ~~No Impact~~ ***Significant***	*Construction:* *MM-BIO-1: General Protection Measures to Avoid and Minimize Impacts on Sensitive Biological Resources* *MM-BIO-5: Off-site Mitigation for Southern Tarplant Habitat* *Operations:* *MM-BIO-1: General Protection Measures to Avoid and Minimize Impacts on Sensitive Biological Resources* *MM-BIO-5: Off-site Mitigation for Southern Tarplant Habitat*	Construction: ~~No Impact~~ *Less than Significant* Operations: ~~No Impact~~ *Less than Significant*

Environmental Impact	Proposed Project/Option	Impact Before Mitigation	Proposed Mitigation Measures	Impact After Mitigation
Cultural Resources				
A. Would the Proposed Project cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?	Proposed Project	Construction: No Impact Operations: No Impact	None	Construction: No Impact Operations: No Impact
	Trench Option	Construction: No Impact Operations: No Impact	None	Construction: No Impact Operations: No Impact
	Hawthorne Option	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
B. Would the Project cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	Proposed Project	**Construction: Significant** Operations: No Impact	Construction: MM-CUL-1: Cultural Resources Identification Training MM-CUL-2: ~~Archaeologist Consultation~~ *Cultural Resources Monitoring and Mitigation Plan*	Construction: Less than Significant Operations: No Impact
	Trench Option	**Construction: Significant** Operations: No Impact	Construction: MM-CUL-1: Cultural Resources Identification Training MM-CUL-2: ~~Archaeologist Consultation~~ *Cultural Resources Monitoring and Mitigation Plan*~~-~~	Construction: Less than Significant Operations: No Impact
	Hawthorne Option	**Construction: Significant** Operations: No Impact	Construction: MM-CUL-1: Cultural Resources Identification Training MM-CUL-2: ~~Archaeologist Consultation~~ *Cultural Resources Monitoring and Mitigation Plan*	Construction: Less than Significant Operations: No Impact

Environmental Impact	Proposed Project/Option	Impact Before Mitigation	Proposed Mitigation Measures	Impact After Mitigation
Cultural Resources				
C. Would the Project disturb any human remains, including those interred outside of formal cemeteries?	Proposed Project	**Construction: Significant** Operations: No Impact	Construction: MM-CUL-3: Unanticipated Discovery of Human Remains ~~Associated with Known Cemeteries~~	Construction: Less than Significant Operations: No Impact
	Trench Option	**Construction: Significant** Operations: No Impact	Construction: MM-CUL-3: Unanticipated Discovery of Human Remains ~~Associated with Known Cemeteries~~	Construction: Less than Significant Operations: No Impact
	Hawthorne Option	Construction: Less than Significant Operations: No Impact	None	Construction: Less than Significant Operations: No Impact

Environmental Impact	Proposed Project/Option	Impact Before Mitigation	Proposed Mitigation Measures	Impact After Mitigation
Tribal Cultural Resources				
A. Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?	Proposed Project	**Construction: Significant** Operations: Less than Significant	Construction: ~~MM-CUL-1: Cultural Resources Identification Training~~ ~~MM-CUL-2: Archaeologist Consultation~~ ~~MM-CUL-3: Unanticipated Discovery of Human Remains Associated with Known Cemeteries~~ *MM-TCR-1: Native American Monitoring* *MM-TCR-2: Unanticipated Discovery of Tribal Cultural Resource Objects (Non-Funerary/Non-Ceremonial)* *MM-TCR-3: Unanticipated Discovery of Human Remains and Associated Funerary or Ceremonial Objects*	Construction: Less than Significant Operations: Less than Significant

Environmental Impact	Proposed Project/Option	Impact Before Mitigation	Proposed Mitigation Measures	Impact After Mitigation
Tribal Cultural Resources				
	Trench Option	**Construction: Significant** Operations: Less than Significant	Construction: ~~MM-CUL-1: Cultural Resources Identification Training~~ ~~MM-CUL-2: Archaeologist Consultation~~ ~~MM-CUL-3: Unanticipated Discovery of Human Remains Associated with Known Cemeteries~~ *MM-TCR-1: Native American Monitoring* *MM-TCR-2: Unanticipated Discovery of Tribal Cultural Resource Objects (Non-Funerary/Non-Ceremonial)* *MM-TCR-3: Unanticipated Discovery of Human Remains and Associated Funerary or Ceremonial Objects*	Construction: Less than Significant Operations: Less than Significant

Environmental Impact	Proposed Project/Option	Impact Before Mitigation	Proposed Mitigation Measures	Impact After Mitigation
Tribal Cultural Resources				
	Hawthorne Option	**Construction: Significant** Operations: Less than Significant	Construction: ~~MM-CUL-1: Cultural Resources Identification Training~~ ~~MM-CUL-2: Archaeologist Consultation~~ ~~MM-CUL-3: Unanticipated Discovery of Human Remains Associated with Known Cemeteries~~ *MM-TCR-1: Native American Monitoring* *MM-TCR-2: Unanticipated Discovery of Tribal Cultural Resource Objects (Non-Funerary/Non-Ceremonial)* *MM-TCR-3: Unanticipated Discovery of Human Remains and Associated Funerary or Ceremonial Objects*	Construction: Less than Significant Operations: Less than Significant

Environmental Impact	Proposed Project/Option	Impact Before Mitigation	Proposed Mitigation Measures	Impact After Mitigation
Tribal Cultural Resources				
B. Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?	Proposed Project	**Construction: Significant** Operations: Less than Significant	Construction: ~~MM-CUL-1: Cultural Resources Identification Training~~ ~~MM-CUL-2: Archaeologist Consultation~~ ~~MM-CUL-3: Unanticipated Discovery of Human Remains Associated with Known Cemeteries~~ *MM-TCR-1: Native American Monitoring* *MM-TCR-2: Unanticipated Discovery of Tribal Cultural Resource Objects (Non-Funerary/Non-Ceremonial)* *MM-TCR-3: Unanticipated Discovery of Human Remains and Associated Funerary or Ceremonial Objects*	Construction: Less than Significant Operations: Less than Significant

Environmental Impact	Proposed Project/Option	Impact Before Mitigation	Proposed Mitigation Measures	Impact After Mitigation
Tribal Cultural Resources				
	Trench Option	**Construction: Significant** Operations: Less than Significant	Construction: ~~MM-CUL-1: Cultural Resources Identification Training~~ ~~MM-CUL-2: Archaeologist Consultation~~ ~~MM-CUL-3: Unanticipated Discovery of Human Remains Associated with Known Cemeteries~~ *MM-TCR-1: Native American Monitoring* *MM-TCR-2: Unanticipated Discovery of Tribal Cultural Resource Objects (Non-Funerary/Non-Ceremonial)* *MM-TCR-3: Unanticipated Discovery of Human Remains and Associated Funerary or Ceremonial Objects*	Construction: Less than Significant Operations: Less than Significant

Environmental Impact	Proposed Project/Option	Impact Before Mitigation	Proposed Mitigation Measures	Impact After Mitigation
Tribal Cultural Resources				
	Hawthorne Option	**Construction: Significant** Operations: Less than Significant	Construction: ~~MM-CUL-1: Cultural Resources Identification Training~~ ~~MM-CUL-2: Archaeologist Consultation~~ ~~MM-CUL-3: Unanticipated Discovery of Human Remains Associated with Known Cemeteries~~ *MM-TCR-1: Native American Monitoring* *MM-TCR-2: Unanticipated Discovery of Tribal Cultural Resource Objects (Non-Funerary/Non-Ceremonial)* *MM-TCR-3: Unanticipated Discovery of Human Remains and Associated Funerary or Ceremonial Objects*	Construction: Less than Significant Operations: Less than Significant

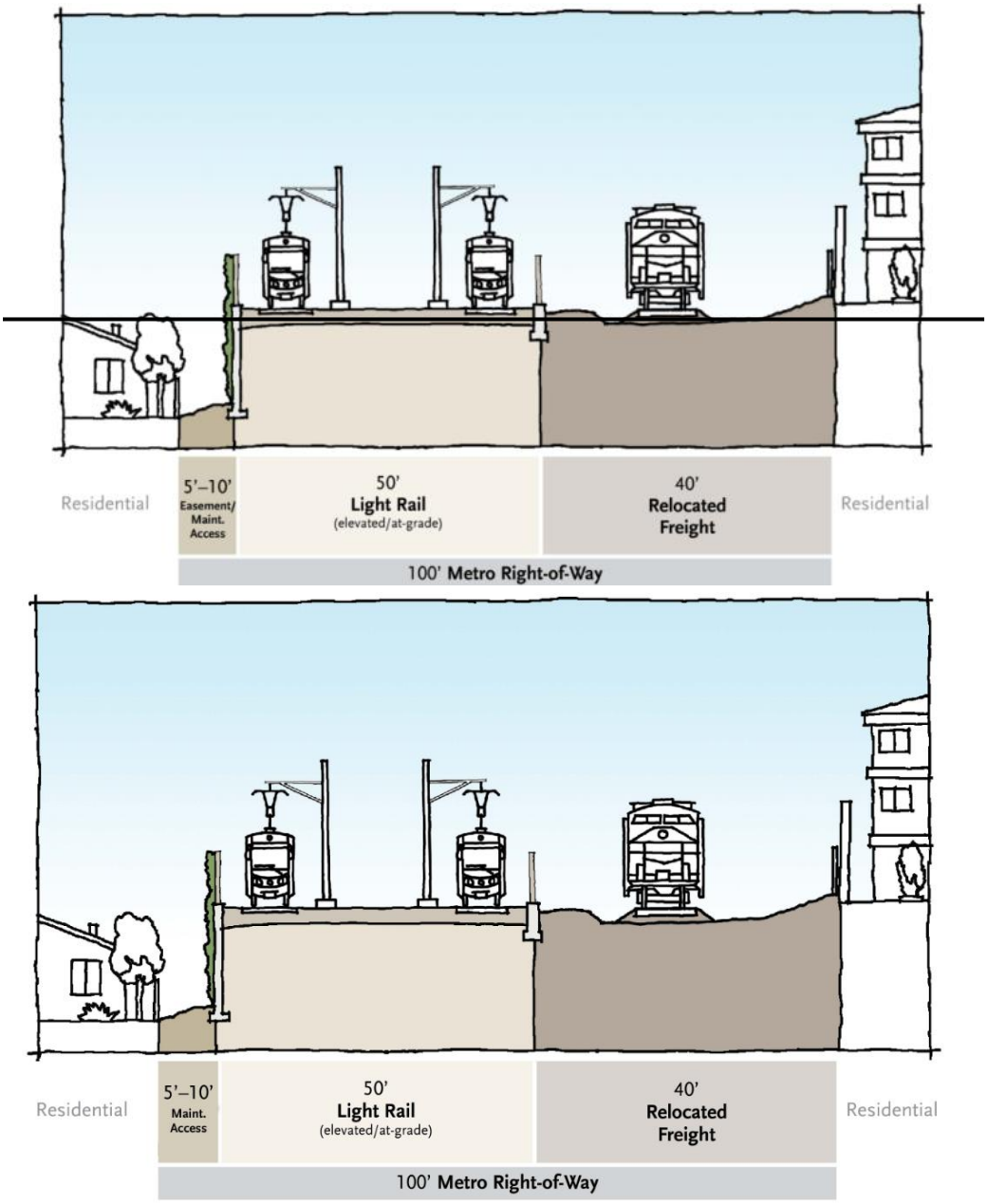
4.3 CHAPTER 2.0 - PROJECT DESCRIPTION

Page 2-4 – The first sentence in the third bullet point under Section 2.1, Project History, is revised as follows:

> **Green Line Extension to Torrance Supplemental Alternatives Analysis (SAA) (2017 to 2018)** – Measure M was passed in November 2016, which provided a source of funding for the Project in addition to the previously allocated funding from Measure R, passed in ~~2009~~ *2008*.

Page 2-11 – The figure and caption of Figure 2.3-6 Proposed Project – Looking South of Artesia Boulevard is replaced as follows:

Figure 2.3-6 Proposed Project – Looking South of Artesia Boulevard <u>near Grant Avenue</u>



Source: Cityworks Design, 202~~2~~5

Dimensions ~~and ROW boundaries~~ are preliminary and subject to confirmation in future phases of design.

Page 2-17 – The text under Section 2.3-1.4 Station Sites is revised as follows:

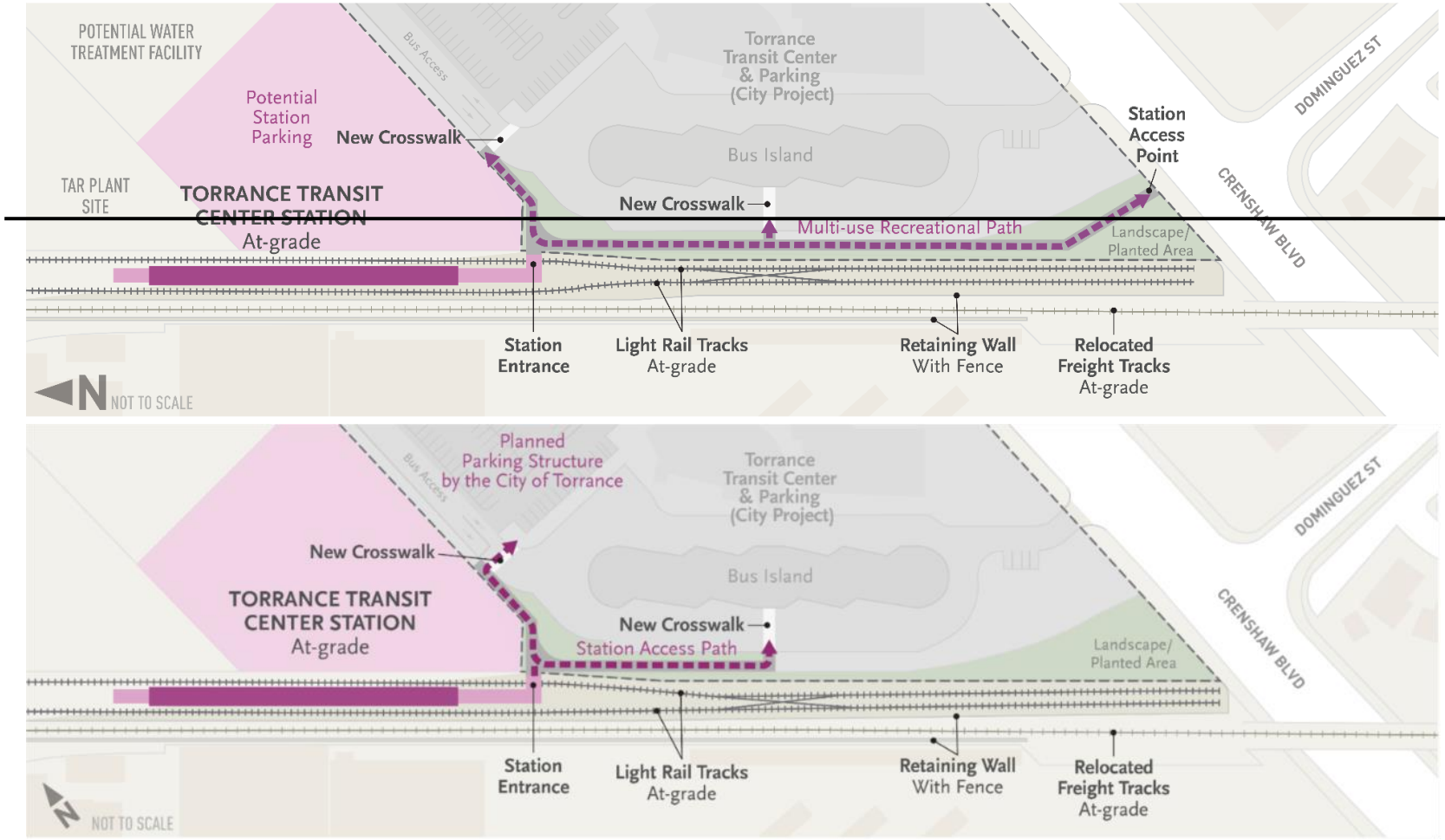
> The Proposed Project includes two new light rail stations. The stations would follow Metro's Systemwide Station Design Standards consistent with the Metro Board<u>'</u>*s* Systemwide Station Design Policy.

Page 2-20 – The text under the Torrance TC Station is revised as follows:

The City of Torrance's regional transit center, the Torrance TC, is located west of Crenshaw Boulevard and east of the Metro ROW. The Proposed Project would include an at-grade light rail station adjacent to the city's transit center, slightly north of the bus plaza (shown in Figure 2.3-14). ~~The Proposed Project station would also include a surface parking lot with approximately 180 spaces, north of the city transit center's parking area.~~ *The City of Torrance is currently proposing to construct a parking structure at the Torrance TC. As it is a separate project by the City, Metro will continue to coordinate with the City as both projects progress.* The light rail station platform would be accessible by pedestrian pathways and crosswalks from the Torrance TC bus plaza and parking areas~~, and as well as a path from Crenshaw Boulevard~~. This would be the southern terminus station for the Proposed Project.

Page 2-20 – Figure 2.3-13 Proposed Project – Torrance Station Layout is replaced as follows, consistent with the truncating of the station access path:

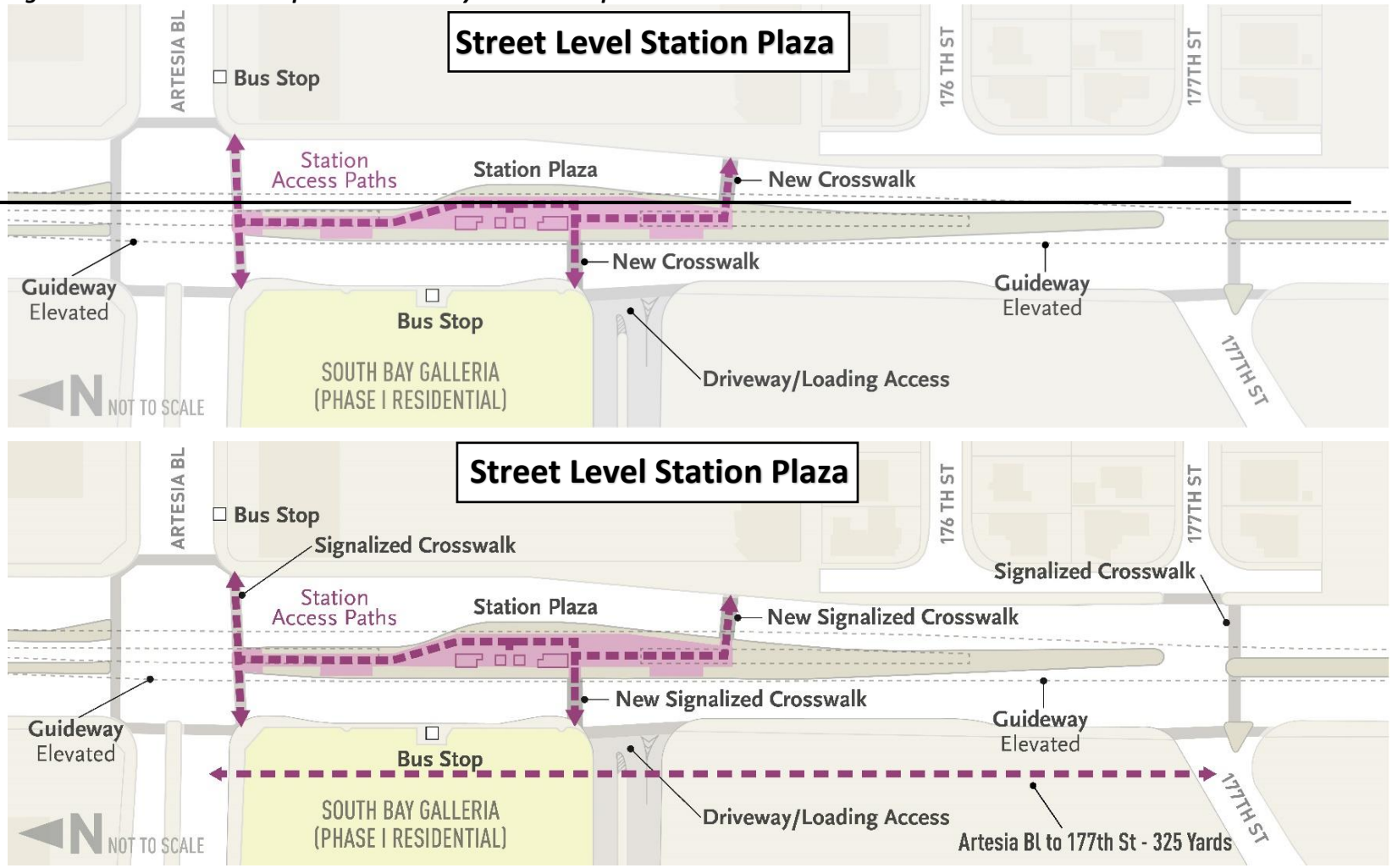
Figure 2.3-13 Proposed Project – Torrance TC Station Layout



Source: Cityworks Design, 2022~~2~~5
Not to Scale

Page 2-40 –Figure 2.3-29 Hawthorne Option – South Bay Galleria Proposed Station Layout is replaced as follows to label new signalized crosswalks:

Figure 2.3-29. Hawthorne Option – South Bay Galleria Proposed Station



Source: Cityworks Design, 2022~~5~~5
Not to Scale

Page 2-43 – Section 2.3-4.3 Maintenance Facility is revised as follows:

> The LPA would not include a new or modified maintenance facility. The light rail vehicles would be serviced, maintained, and stored at the existing Division 16 Southwestern Yard~~, located~~ in the City of ~~El Segundo~~ *Los Angeles or the existing El Segundo Yard Division 22 in the City of Hawthorne*.

Page 2-43 – Section 2.3-3.3 Ancillary Facilities and Support Facilities is revised as follows:

> Multiple additional elements are required to support light rail vehicle operations, including an overhead ~~catenary~~ *contact* system (OCS), traction power substations (TPSS), and communications and signaling buildings. *The light rail system components would adhere to the Metro Rail Design Criteria and would use a similar design as existing Metro light rail lines. At the Redondo Beach (Marine) Station, the project would tie into the existing systems infrastructure of the Metro C/K Line.*

Page 2-47 – Section 2.3-4.4.3 Communications and Signaling Buildings is revised as follows:

> Communications and signaling buildings contain train control and communications equipment. They would be located at each station. These facilities are typically constructed as enclosures either underneath the station platforms or as small stand-alone structures along the guideway away from major pedestrian access*; however, the project would not include such facilities underneath station platforms*. The communications buildings would require approximately 500 square feet area and signaling buildings would require approximately 100 square feet. Figure 2.3-35 shows an example of a train communications and signaling building.

Page 2-49 – The Railroad/Light Rail Track text is revised as follows:

> **Railroad/Light Rail Track** – Construction activities for at-grade light rail track would include preparation of the track bed and installation of the supporting base, followed by installation of the rails and ties. Rails would be flash-butt *and thermite* welded either on site or in a nearby staging yard. On-track regulators and tampers would be utilized to set and align the tracks, with grinders used to adjust the rail heads to match train wheel profiles. For elevated guideways, the light rail track would be installed via direct fixation (i.e., rail fastened directly to a bridge superstructure). Construction activities for the relocated BNSF tracks would be coordinated with BNSF.

Page 2-56 – Section 2.5 Project Features is revised to include the following:

> *Biology*

- *PF-BIO-1. Metro Tree Policy*

> *Public Services*

- *PF-PS-1: Coordination with Torrance Refining Company and Emergency Responders*

Page 2-58 – The first row of Table 2.6-1 Permits and Approvals is revised as follows:

Table 2.6-1. Permits and Approvals

Agency/Jurisdiction		Permit/Approval Required
State	California Department of Transportation	~~Permit a~~*A*pprovals for ~~encroachment on~~ *modifications to* Caltrans ~~ROW~~ *lease agreement* (~~I-405 and Hawthorne Boulevard for Hawthorne Option,~~ Artesia Boulevard and Hawthorne Boulevard bridge~~s~~ for Proposed Project and Trench Option, *or encroachment onto Caltrans ROW (I-405 and Hawthorne Boulevard for Hawthorne Option).*

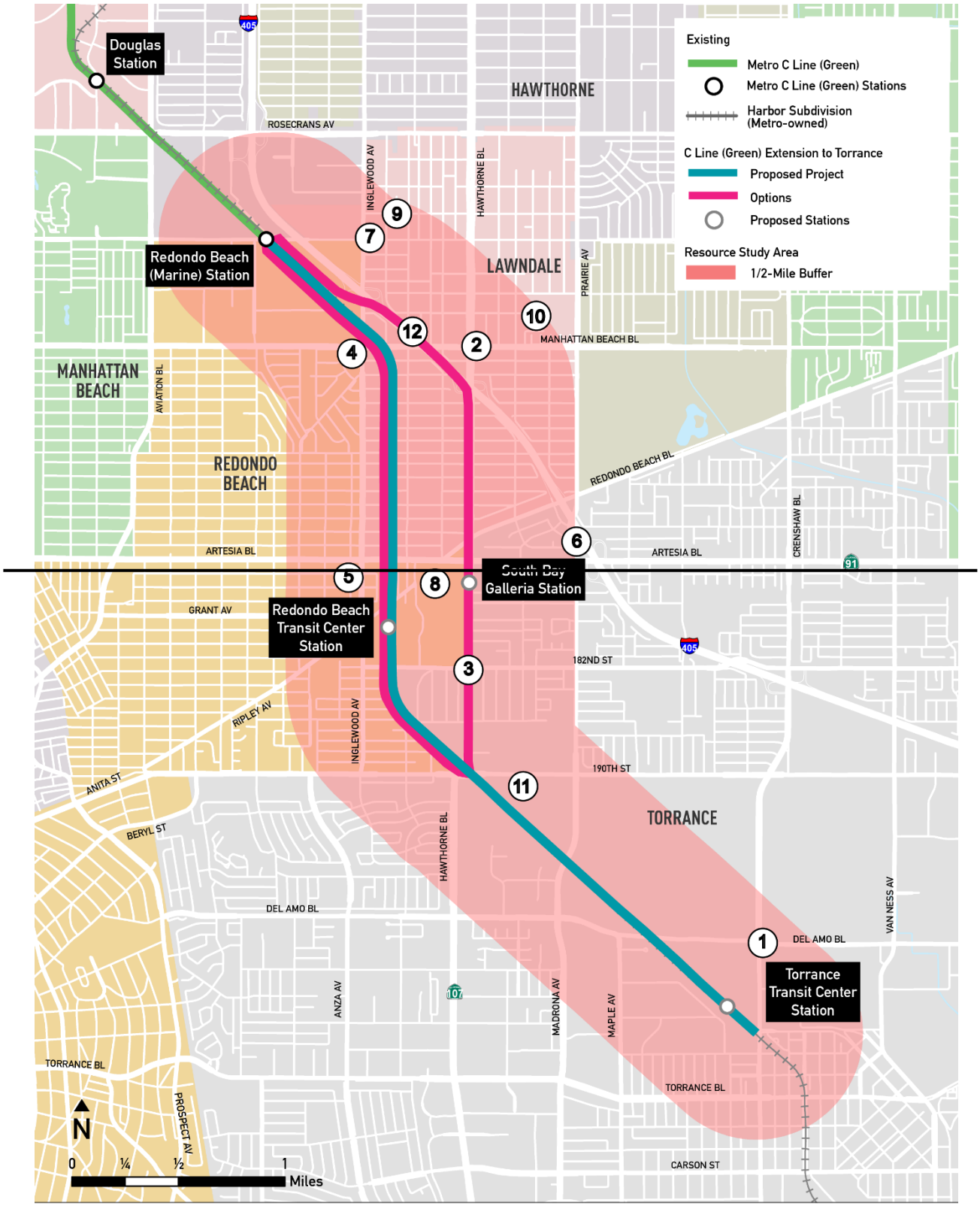
4.4 CHAPTER 3.0 - INTRODUCTION

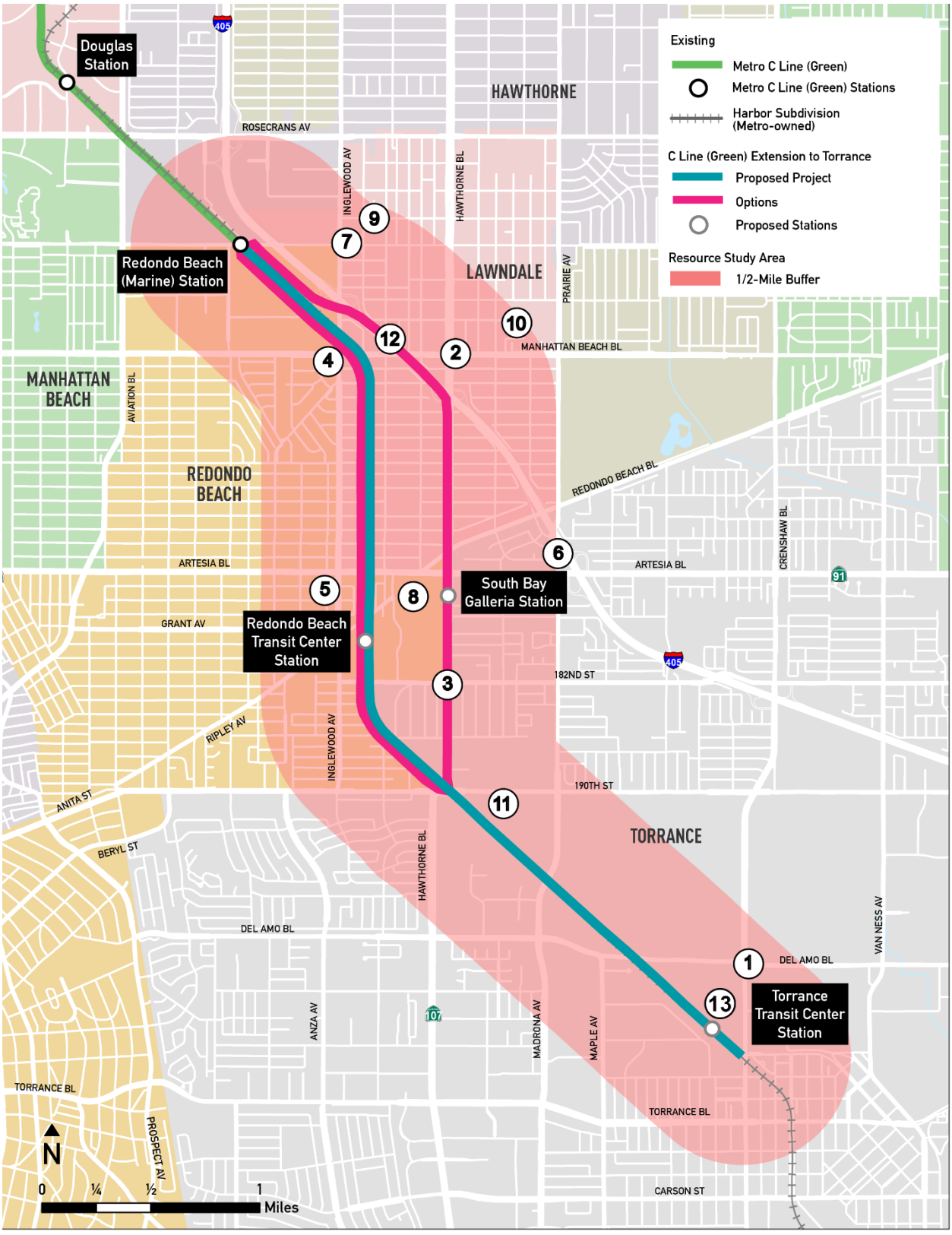
Page 3-2 – The third paragraph of Section 3.0-2 Cumulative Analysis Methodology is revised as follows:

> This Draft EIR utilizes both approaches. For regional cumulative impacts, the cumulative analysis incorporates regional projections from the Southern California Association of Governments (SCAG) 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The RTP/SCS reflects transportation, population, employment, and land use data for the six-county SCAG area through the year 2045.
>
> *Since the release of the Draft EIR, SCAG has adopted the 2024–2050 RTP/SCS, Connect SoCal 2024. The guiding policies, strategies, and regional planning assumptions in Connect SoCal 2024 are materially similar to those in the prior 2020-2045 RTP/SCS and continue to support development of high-capacity transit infrastructure such as the Proposed Project. Therefore, the Proposed Project remains consistent with the RTP/SCS, including Connect SoCal 2024's emphasis on expanding transit and reducing vehicle miles traveled (VMT), and supporting compact, infill development.*
>
> *The travel demand modeling and growth forecasts used in the Draft EIR to reflect incremental population and employment growth in the study area and surrounding region remain valid for evaluating cumulative impacts. The differences between the two RTP/SCS documents are not substantial enough to alter the environmental conclusions of the Draft EIR. Accordingly, an updated analysis using Connect SoCal 2024 as the basis for cumulative conditions is not required, as the results and findings would not be substantially different than what is presented in the Draft EIR.*
>
> For more site-specific or localized cumulative impacts, the analysis is based on a list of probable future projects within a half-mile of the alignments, listed in Table 3.0-1 and depicted in Figure 3.0-1. The cumulative analysis for each environmental resource is included in the individual sections in Chapter 3.

Page 3-3 – Figure 3.0-1. Cumulative Projects Within Half-Mile of the Proposed Alignments is revised to include cumulative project 13:

Figure 3.0-1. Cumulative Projects Within Half-Mile of the Proposed Alignments





Source: STV, 2022~~1~~5

Page 3-4 - Table 3.0-1 Cumulative Projects within Half-Mile of the Proposed Alignments is revised as follows to update respective project status:

Table 3.0-1. Cumulative Projects Within Half-Mile of the Proposed Alignments

Map #	Status	Project Type	Project Name	Project Description	Project Location	Project City
1	~~Pre-Construction~~ *Construction*	Road	Crenshaw Boulevard Intersection Improvements	Addition of dedicated right-turn lane for southbound lane	Crenshaw Blvd between Del Amo Blvd and the Torrance TC entrance	Torrance
4	~~Planning~~ *Completed*	Road	Inglewood Avenue Intersection Improvements	Construction of a right turn only lane	Inglewood Ave at Manhattan Beach Blvd	Redondo Beach
11	~~Pre-construction~~ *Completed*	Industrial	Torrance Industrial Exchange	428,020 sq. ft. warehouse/industrial complex	19201 Prairie Ave	Torrance
13	*Planning*	*Parking Garage*	*Mary K. Giordano Regional Transit Center Parking Structure*	*Parking structure with up to 4 levels and 1,000 stalls with electrical vehicle charging stations*	*465 Crenshaw Blvd. Torrance, CA 9050*	*Torrance*

4.5 CHAPTER 3.1 - TRANSPORTATION

Page 3.1-4 – The first bullet point under the heading Southern California Association of Governments (SCAG) is revised as follows:

> RTP – SCAG updates its long-range (i.e., minimum 20 years) RTP/ Sustainable Communities Strategy (SCS) every four years, per federal law (23 U.S.C.A. §134 et seq) and state law (SB 375). SCAG's 2020–2045 RTP/SCS "Connect SoCal" was adopted in May 2020 for federal transportation conformity purposes; the plan in its entirety was formally adopted in September 2020. *Since the release of the Draft EIR, SCAG has released and adopted its 2024-2050 RTP/SCS, Connect SoCal 2024. See Section 4.4 of this Final EIR for more information on how the information in Connect SoCal 2024 relates to this environmental review process.*

Page 3.1-44 – The Hawthorne Option construction impacts text is revised as follows:

> Transit: During construction, some existing bus stops may need to be temporarily *closed and* relocated; this is a common practice and is communicated in advance to passengers and posted with signs. Because the project would be constructed in phases, it is anticipated that bus service would be maintained with stop relocations shifting in response to construction stages. Construction would not preclude planning for or expanding transit options.
>
> Roadways: The construction would occur in stages that would temporarily reduce travel lanes on Hawthorne Boulevard progressively in segments along the alignment. Additionally, there could be short-term closures of freeway shoulder and/or travel lanes and select ramps on I-405. Although these activities would temporarily reduce travel efficiency, alternate routes are available for travelers through the area on parallel major roadways. Pursuant to PF-T-1, during construction, access to businesses would be maintained during business hours, and access

~~would remain to neighborhoods, although some detours may be required and would be signed~~ *to and from neighborhoods would remain, although some detours with signage may be required*. The project could temporarily increase the potential for neighborhood cut-through traffic, which would be addressed through the use of signed detours and other strategies to be included in the CTMPs.

Bicycling and Walking: Similarly, access to bicycle routes and pedestrian facilities would remain during construction although some alternate routes for pedestrians may be required during construction on the east side of Hawthorne Boulevard when curb work would encroach on the sidewalk. Construction of the project would not preclude jurisdictions from planning or implementing improved bicycling and walking infrastructure. No existing or planned bicycle facilities ~~are directly on the streets affected by construction. Small segments of intersecting bikeways, for example, on 190th Street immediately east of Hawthorne Boulevard, may be temporarily shifted, reduced, or closed during construction.~~ *would be directly affected by construction of the Hawthorne Boulevard Option. However, indirect temporary impacts may occur along small segments of [existing/planned] intersecting bikeways. For example, travel lanes and sidewalks on 190th Street may be temporarily shifted, reduced, or closed during construction east of Hawthorne Boulevard.* ~~Typically, signage~~ *Signage* warning road users to share the lane with bicyclists ~~is~~ *would be* provided *as needed* for the reduced segment; the bike lane on either side of the construction activity would remain unaffected by the construction.

Page 3.1-45 – The Proposed Project operational impacts, Policies Addressing Transit, text is revised as follows:

Relevant regulatory plans, policies, and ordinances set forth by Metro, discussed in ~~Section 2.2.16~~ *Appendix 3.1-A, Transportation Policy Analysis*, include the 2020 LRTP, TOC Implementation Plan, Sustainability Strategic Plan, Goods Movement Strategic Plan, Measure M Expenditure Plan, BRT Vision & Principles Study, 2014 SRTP, Grade Crossing Safety Policy, FLM Strategic Plan, Complete Streets Policy, Vision 2028 Plan, Next Gen Bus Study, and ATSP. The Proposed Project is consistent with and would not conflict with Metro's plans.

4.6 CHAPTER 3.2 - LAND USE AND PLANNING

Page 3.2-1 – The last paragraph under the heading Southern California Association of Governments (SCAG) is revised as follows:

The Connect SoCal Project List, including both funded projects through the 2019 Federal Transportation Improvements Program (FTIP) as well as strategic projects, identifies funding for the following public transit projects in the land use and planning resource study area (RSA): the Metro C Line (Green) extension to Torrance (this project), a city bus transfer station at the Redondo Beach Transit Center (TC), the Torrance TC, called the Torrance Transit Park and Ride Regional Terminal in the FTIP, and a transit service connection between Long Beach and the South Bay Galleria. *Since the release of the Draft EIR, SCAG has released and adopted its 2024-2050 RTP/SCS, Connect SoCal 2024. See Section 4.4 of this Final EIR for more information on how the information in Connect SoCal 2024 relates to this environmental review process.*

Page 3.2-2 – In Table 3.2-2 City of Lawndale – Relevant Regulations, the fourth subheader is revised as follows:

Table 3.2-2. City of Lawndale – Relevant Regulations

Code/Goal/Policy	Description
City of Lawndale ~~Necessary Regulations~~ *Zoning Regulations*	

Page 3.2-5 – The text under the Zoning heading is revised as follows:

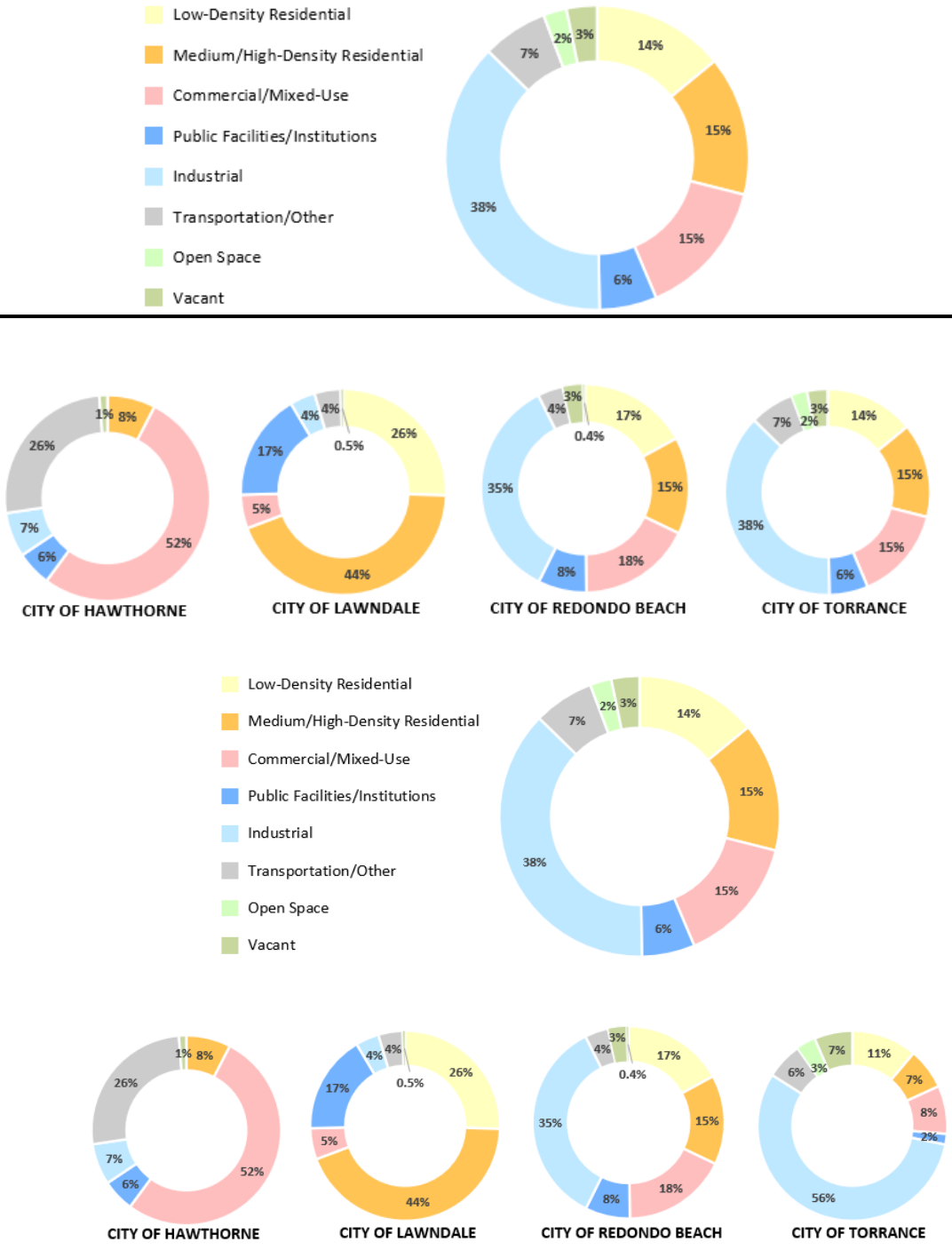
> The City of Torrance's Planning and Land Use Code (commonly referred to as the Zoning Code and last amended in ~~June 2020~~ *January 2023*) serves as the primary implementation tool for the General Plan. The Planning and Land Use Code is a regulatory document that establishes specific standards for the use and development of all properties in the City. The Planning and Land Use Code regulates development intensity using a variety of methods, such as setting limits on building setbacks, yard landscaping standards, and building heights. The Planning and Land Use Code also indicates which land uses are permitted in the various zones. The purpose of the Planning and Land Use Code is to provide the economic and social advantages resulting from an orderly planned use of land resources and to conserve and promote the public health, safety, and general welfare.

Page 3.2-6 – The following information is added under the Hawthorne Boulevard Corridor Specific Plan heading:

> The 1996 City of Torrance Hawthorne Boulevard Corridor Specific Plan outlines land use and transportation goals, objectives, policies, and standards for a six-mile section of the Hawthorne Boulevard Corridor. The Specific Plan acknowledges and supports transit service that enhances mobility in the corridor and serves as a convenient alternative to automobile travel. The Specific Plan includes a policy, which requires coordination with local and regional transit services operating within the corridor *to enhance transit availability and convenience. This Specific Plan aims to support local businesses and maintain a healthy retail tax base for the City of Torrance. Additionally, the envisioned design concept for the North Torrance District positions it as a northern gateway to the city and its most prominent commercial boulevard, fostering an active, community-oriented commercial environment.* This policy serves to maximize the transit service provided and transit user convenience.

Page 3.2-12 – Figure 3.2-5. Proposed Project and Trench Option – Percentage of Existing Land Uses in Resource Study Area is replaced as follows:

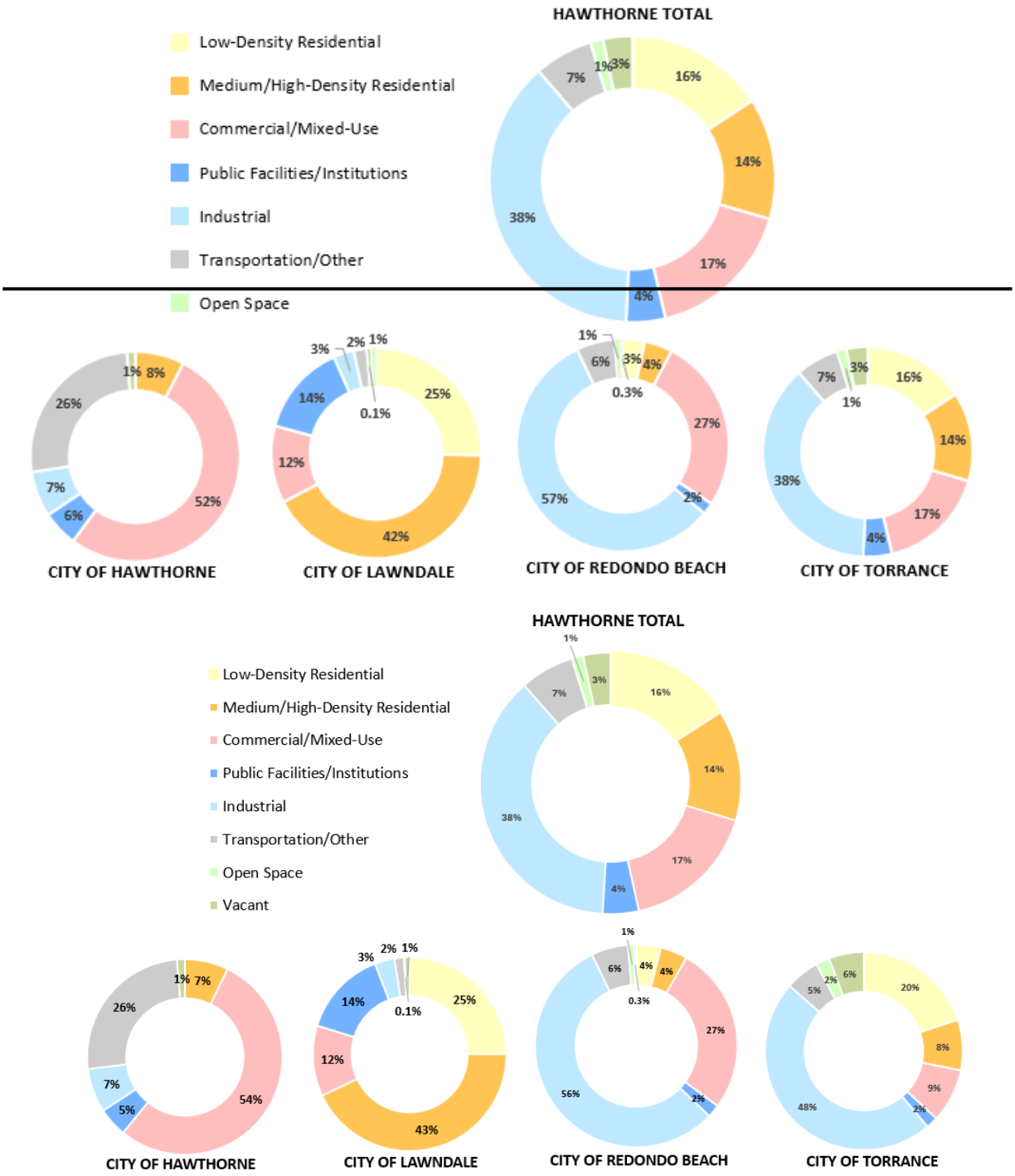
Figure 3.2-4.65 Proposed Project and Trench Option – Percentage of Existing Land Uses in Resource Study Area



Source: SCAG, 2020; STV, 2022
Note: Percentages may not add up to 100 due to rounding.

The figure and caption of Figure 3.2-10 Hawthorne Option – Percentage of Existing Land Uses in Resource Study Area is replaced as follows:

Figure 3.24.6***-10. Hawthorne Option – Percentage of Existing Land Uses in Resource Study Area***



Source: SCAG, ~~2020~~ *2016*; STV,2022
Note: Percentages may not add up to 100 due to rounding.

Page 3.2-21 – The text is revised under the City of Torrance heading as follows:

Zoning along Hawthorne Boulevard is predominantly single-family residential along the east side of Hawthorne Boulevard between Redondo Beach Boulevard and 180th Street. From 180th Street south, commercial uses, including vehicle dealerships, restaurants, auto businesses, and a mobile home residential community, exist. Additionally, some industrial uses exist near the Torrance TC. Before rejoining the Metro ROW at 190th Street, the Hawthorne Option is surrounded by land zoned Hawthorne Boulevard Specific Plan and Single Family, Two-Family, and Limited Multiple Family Residential. The portion of the RSA surrounding the South Bay Galleria Station that falls within the City of Torrance is almost entirely Residential, with a few parcels zoned Planned Development, Public Use, General Commercial, and Light Agricultural. As with the Proposed Project and Trench Option, the primary zoning classifications along the alignment from 190th Street to the proposed Torrance TC are Heavy Manufacturing and Residential zones, including Single Family, Two-Family, Limited Multiple Family, and some Commercial zones along Hawthorne Boulevard.

Page 3.2-23 – The first paragraph on the page is revised as follows:

The Hawthorne Option would require 2.9 miles of elevated structures to be constructed parallel to the west side of the I-405 and continuing in the median of Hawthorne Boulevard between Manhattan Beach Boulevard and 190th Street with no at-grade crossings. Most of the land uses along Hawthorne Boulevard are primarily Residential, Commercial/Mixed land use, Industrial, and Public facilities/Institutional use. The Hawthorne Option would require additional parcel acquisitions to construct the elevated guideways and stations when compared to the Trench Option and Proposed Project between the existing Redondo Beach (Marine) Station and 190th Street. *These acquisitions would not change the land use patterns so as to indirectly cause a physical division within the community.*

Page 3.2-26 – Several rows of Table 3.2-5 are revised as follows (those not included below remain unchanged):

Table 3.2-5. Consistency Analysis of Land Use Plans, Policies, and Regulations

Policies/Goals	Consistency of the Proposed Project and Options
Local Regulations	
City of Torrance, Hawthorne Boulevard Corridor Specific Plan	
Hawthorne Boulevard Corridor Specific Plan: • *Providing transit services that provide convenient alternatives to car travel.* • *Support local businesses and ensure a robust retail tax base by creating a thriving commercial environment.* • *Foster an active, community-oriented atmosphere that encourages social interaction and engagement.* • *Ensure collaboration with local and regional transit agencies to maximize transit efficiency.*	***Consistent**. This Project aligns with the Hawthorne Boulevard Corridor Specific Plan, which balances economic growth with community needs and transportation efficiency.*

Policies/Goals	Consistency of the Proposed Project and Options
City of Torrance, General Plan	
General Plan Goals: • A balanced transportation system that provides for the safe, convenient, and efficient movement of people and goods throughout the city and region and an infrastructure system that supports the local economy and quality of life in Torrance • Promote and facilitate travel by alternative modes of transportation such as walking, bicycling, and transit; and • Achieve a high quality of life through a balanced mix of attractive Residential neighborhoods, high-quality public services, and economically viable and attractive Commercial and Industrial areas.	**Consistent**. The Project aligns with these General Plan goals, which include a transportation supporting local economy and quality of life, encouraging other modes (transit) of travel, and creating an attractive community with quality public services which may include transit. In addition to the consistency of these policies, there would be no conflicts with ~~change to~~ existing land use patterns.
City of Redondo Beach, General Plan	
Land Use Element: • Goal 1D: Provide for the development of public infrastructure to support existing and future residents, businesses, recreation, and other uses. • Goal 1F: Maintain the fundamental pattern of existing land uses, preserving Residential neighborhoods and Commercial and Industrial districts, while providing opportunities for intensification or reuse of selected sub-areas, which improve the definition of centers of community activity and identity. • Objective 1.8: Commit lands for the continued operation of public infrastructure which supports residents, businesses, and visitors and protects them from environmental hazards. • Policy 1.41.8 Integrate public transit facilities on the [South Bay Galleria] site and ensure that they are accessible by automobile, bicycle, and walking from peripheral Residential neighborhoods. *Circulation Element Goals:* • Reduce Trip Generation • Take Action on Climate Change • Promote Alternative Modes • Plan Regionally • Pursue Transit Priorities. • G14 – Increase the provision of bike lockers, bike racks, and lighting for bike facilities;	**Consistent.** These policies support the following which all apply to the Project: • Public infrastructure development that protects the public from environmental hazards and contributes to community uses. • Maintaining existing land use and improving centers of community activity. • Integrating public transit facilities. • Providing reliable, safe fixed-route transit • Policy P31 states the extension of the Metro C (Green) Line. The City of Redondo Beach also identifies the South Bay Galleria as a potential site for transit-oriented development due to the anticipated C Line (Green) connection. In addition to the consistency of these policies, there would be no *conflicts with* ~~change to~~ existing land use patterns.

Policies/Goals	Consistency of the Proposed Project and Options
• G16 – Provide reliable, safe fixed-route transit; • P13 – Encourage shared parking between land uses when consistent with industry standards; • P14 – Explore parking maximums around fixed guideway transit investment to maximize transit ridership; • P23 – Focus on [bicycle and pedestrian] access at transit stations, the waterfront, South Bay Galleria, Artesia Boulevard, Riviera Village, Pacific Coast Highway retail zones, and school zones; • P30 – Promote use of alternative transportation for short trips; conduct periodic bicycle and pedestrian counts to assess whether alternative mode use is increasing; • P31 – Extend Metro's C Line (Green); • P32 – Create multi-modal transit hubs; • P33 – Enhance transit wayfinding and signage at transit stops; • P35 – Provide bus turnouts whenever possible so that busses do not interrupt the regular flow of vehicle traffic, particularly on Pacific Coast Highway; and • P38 – Investigate expansion of existing bus service.	
City of Lawndale, General Plan	
Land Use Element Policy/Goals: • Goal 1: Preserve and enhance the environment, values, aesthetic character, and image of Lawndale as a vital, attractive, desirable, and safe urban community; • Policy 1a: Maintain the existing Residential development pattern, except in locations along major transportation corridors and public centers where Commercial or higher-density Residential uses are more appropriate; *Circulation Element Policy/Goals:* • Goal 1: Provide an integrated transportation system for the safe and efficient movement of people and goods with minimal disruption to the environment within and through the City; • Goal 2: Consider all modes of transportation; and	**Consistent.** These policies support maintaining: • land use patterns except for major transit corridors • a viable and desirable community • integrating public transportation facilities and encouraging all modes of transportation In addition to the consistency of these policies, there would be no *conflicts with* ~~change to~~ existing land use patterns.

Policies/Goals	Consistency of the Proposed Project and Options
• Goal 5: Participate in and assist with coordinating regional efforts which integrate the City's transportation system with the regional transportation system.	

Source: SCAG, 2020. SCAQMD, 2024. City of Hawthorne, 1990. City of Torrance Hawthorne Boulevard Specific Plan, 1996. City of Torrance, 2010. City of Lawndale General Plan, 1992a; 1992c.

Page 3.2-31 – The final paragraph under 3.2-7.3 Hawthorne Option is revised to format text in bold as follows:

> Operation of the Hawthorne Option would not divide the existing community in conjunction with the related projects as access within and out of the communities would be unchanged or changed very little by these projects. Further, the related projects would be required to be consistent with applicable general plans and zoning codes. Therefore, the Hawthorne Option, combined with past, present, and reasonably foreseeable projects, ~~would not result in a cumulatively significant impact to land use and planning during construction or operation~~ ***would not result in a cumulatively significant impact*** *to land use and planning during construction or operation.*

4.7 CHAPTER 3.3 – VISUAL AND AESTHETICS

Page 3.3-10 – PF-AES-2 is revised as follows:

> **PF-AES-2. Metro Design Standards**
>
> All project components, including, but not limited to track guideway, auxiliary facilities, *and station* (public and ancillary) facilities, ~~and the parking facility~~, will be designed per the MRDC and consistent with the objectives of the Metro Art Program Policy, Metro's Transit Service Policies & Standards, Systemwide Station Design Standards Policy, and Standard/Directive Drawings, or equivalent. Landscaping and operational lighting will also be installed consistent with these design standards.

Page 3.3-57 – The first paragraph of Section 3.3-4.3.2 Operational Impacts is revised as follows:

> To assess the potential visual changes that would result from the operation of the Project, 23 KOPs were specifically selected to depict the Proposed Project's visual changes. Visual simulations from these KOPs were prepared to provide a before and after comparison of the visual effects that would result from the Proposed Project, Trench Option, and Hawthorne Option. The KOPs are representative of direct views within the RSA; simulations from the same locations show how these views would change as a result of the implementation of the Proposed Project. The simulated views represent conceptual design and are not intended to represent the final Project design. The simulations are included to conceptually illustrate the general visual changes that would be expected to occur. Details concerning the landscaping and soundwalls for the Proposed Project and Options are provided, as relevant, in the text corresponding with the visual simulations. The locations of the KOPs are shown on Figure 3.3-33. *See Appendix 2-A for more detailed plans and profiles for the alignments, as well as typical cross-sections depicting the general heights and widths of the project elements.*

4.8 CHAPTER 3.4 - AIR QUALITY

Page 3.4-6 – The first paragraph under the heading Southern California Association of Governments (SCAG) is revised as follows:

While Southern California is a leader in reducing emissions and ambient levels of air pollutants are improving, the SCAG region continues to have the worst air quality in the nation. The SCAG region encompasses six counties (Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura) and 191 cities in an area covering more than 38,000 square miles. SCAG is the Metropolitan Planning Organization for the six-county region and is required to prepare an RTP/SCS every four years that provides a comprehensive framework and outlook for guiding growth in population, housing, and employment. The most recent iteration of the SCAG RTP/SCS that has been formally adopted is the Connect SoCal 2020–2045 RTP/SCS (Connect SoCal), which was officially adopted in September 2020 and forecasts regional growth projections through the horizon year of 2045. *Since the release of the Draft EIR, SCAG has released and adopted its 2024-2050 RTP/SCS, Connect SoCal 2024. See Section 4.4 of this Final EIR for more information on how the information in Connect SoCal 2024 relates to this environmental review process.*

Page 3.4-51 – 3.4-4.3.2 Operational Impacts is revised as follows (before last sentence under the Proposed Project discussion):

Less than Significant Impact. The following analysis includes criteria air pollutants, mobile source air toxics, and CO hot-spots.

Regarding criteria air pollutants, operation of the Proposed Project would extend the existing Metro C (Green) Line light rail and would not introduce a new substantial permanent direct source of emissions to the RSA. No direct source of air pollutant emissions along the Proposed Project alignment would occur as the light rail cars, stations, and systems and signals would be electrically powered and connected to the SCE grid. Minor stationary sources would be associated with the use of landscaping equipment and sanitation service vehicle trips at station facilities. Proposed Project operations would not involve a facility where a significant number of vehicles would dwell and would not deteriorate congestion at nearby intersections. *Regarding localized* O_3*, it is both a natural and a man-made product that occurs in the Earth's upper atmosphere (the stratosphere) and lower atmosphere (the troposphere). Depending on where it is in the atmosphere,* O_3 *affects life on Earth in either good or bad ways. Stratospheric* O_3 *is formed naturally through the interaction of solar ultraviolet radiation with molecular oxygen. The "ozone layer," approximately 6 through 30 miles above the Earth's surface, reduces the amount of harmful UV radiation reaching the Earth's surface. Tropospheric or ground-level* O_3*–what we breathe–s formed primarily from photochemical reactions between two major classes of air pollutants, volatile organic compounds (VOC) and nitrogen oxides (NOx). The Proposed Project would reduce regional VMT thereby leading to regional reductions in pollutant emissions. Therefore, the Proposed Project would not increase* O_3 *levels. This includes localized* O_3 *concentrations as the Proposed Project is primarily grade-separated and would not substantially increase local vehicle delays.* Operation of the Proposed Project would not have the potential to expose sensitive receptors to substantial criteria pollutant (i.e., O_3, NO_2, and PM) concentrations; impacts would be less than significant.

~~Regrading~~ *Regarding* mobile source air toxics *(MSAT)*, federal and state regulations for vehicle engines and fuels will cause overall MSAT emissions to decline significantly over the next several decades. An analysis of national trends with the USEPA MOVES model forecasts a combined reduction of over 80% in the total annual emission rate for the priority MSAT from 2010 to 2050 and VMT is projected to increase by over 100%. MSAT emissions are directly correlated to VMT;

therefore, reductions in daily MSAT emissions would result through Proposed Project implementation. Operation of the Proposed Project would reduce daily regional VMT by approximately 34,500 miles relative to the 2042 without Project conditions, thereby decreasing daily MSAT emissions throughout the RSA. The Proposed Project would not result in adverse effects related to MSAT emissions.

Regarding CO hot-spots, although the SCAB is designated as a maintenance area for CO, it is no longer a pollutant of concern in the region. According to CARB, the NAAQS for CO was last exceeded in 2002. The SCAQMD last published data for 2020 included maximum 1- and 8-hour concentrations of 1.6 and 1.3 parts per million (ppm), respectively, in the Proposed Project area. These concentrations were substantially below the 1- and 8-hour NAAQS of 20 and 9 ppm. The Proposed Project is planned to open in 2030. As indicated in the CARB EMFAC model, CO emission rates would be substantially less in 2030 than in 2003 when CO attainment was demonstrated in the AQMP. Therefore, operation of the Proposed Project would not result in a significant impact related to a CO hot spot.

Both light rail and freight train operations would generate small amounts of dust due to braking friction and resuspended particulates from trains passing over unpaved areas. However, these emissions would not result in a substantial increase in localized particulate matter concentrations along the alignment near residential receptors. Furthermore, proposed sound walls that would be installed between the rail tracks and the adjacent residences—from Manhattan Beach Boulevard to Artesia Boulevard, from Artesia Boulevard to Grant Avenue, and from 182nd Street to Hawthorne Boulevard—would serve as a physical barrier that would reduce dust dispersion and deposition into the surrounding communities as demonstrated through extensive controlled and real-world studies conducted by the SCAQMD. Based on the above analyses, operation of the Proposed Project would result in a **less than significant impact** related to criteria pollutant concentrations, toxic air contaminants, and CO hot-spots.

Page 3.4-52 – 3.4-4.3.2 Operational Impacts under the Trench Option is revised as follows:

Less than Significant Impact. The impacts assessment for the Trench Option is like the analysis presented for the Proposed Project, as operations will occur along the same alignments and use the same operating pattern and equipment. Long-term operation of the Trench Option would not introduce any new direct source of criteria pollutant or TAC emissions to the regional or localized RSA. Metro employee vehicle trips would not be expected to increase with implementation of the Trench Option, and the light rail vehicles would be propelled by electricity with no internal combustion occurring that would produce hydrocarbon and other pollutant emissions. Furthermore, operation of the Trench Option would reduce daily regional VMT by approximately 34,500 miles relative to the 2042 without Project condition, thereby decreasing daily MSAT emissions throughout the RSA.

Similar to the discussion for the Proposed Project, with implementation of the Trench Option both light rail and freight train operations would generate small amounts of dust due to braking friction and resuspended particulates from trains passing over unpaved areas. However, these emissions would not result in a substantial increase in localized particulate matter concentrations along the alignment near residential receptors. Furthermore, proposed soundwalls that would be installed between the rail tracks and the adjacent residences—rom West 163rd Street to Artesia Boulevard, from Artesia Boulevard to Grant Avenue, and from 186th Street to Hawthorne Boulevard—would serve as a physical barrier that would reduce dust dispersion and deposition into the surrounding communities as demonstrated through extensive

controlled and real-world studies conducted by the SCAQMD. Operation of the Trench Option would result in a **less than significant impact** related to substantial pollutant concentrations at receptor locations.

Page 3.4-52 – 3.4-4.3.2 Operational Impacts under the Hawthorne Option is revised as follows:

Less than Significant Impact. The impacts assessment for the Hawthorne Option is like to the analysis presented for the Proposed Project, as operations would occur along a similar alignment and use the same operating pattern and equipment. Long-term operation of the Hawthorne Option would not introduce any new direct source of criteria pollutant or TAC emissions to the regional or localized RSA. Metro employee vehicle trips would not be expected to increase with implementation of the Hawthorne Option, and the light rail vehicles would be propelled by electricity with no internal combustion occurring that would produce hydrocarbon and other pollutant emissions. Furthermore, operation of the Hawthorne Option would reduce daily regional VMT by approximately 34,900 miles relative to the 2042 without Project condition, thereby decreasing daily MSAT emissions throughout the RSA.

Similar to the discussion for the Proposed Project, with implementation of the Hawthorne Option both light rail and freight train operations would generate small amounts of dust due to braking friction and resuspended particulates from trains passing over unpaved areas. However, these emissions would not result in a substantial increase in localized particulate matter concentrations along the alignment near residential receptors. Furthermore, proposed sound walls that would be installed at the outer edge of the elevated rail guideway—from West 156th Street to Manhattan Beach Boulevard, from Manhattan Beach Boulevard to south of Redondo Beach Boulevard, from the South Bay Galleria Station to 182nd Street, and from 182nd Street to Butler Drive—would serve as a physical barrier between adjacent residences and uses and would reduce dust dispersion and deposition into the surrounding communities as demonstrated through extensive controlled and real-world studies conducted by the SCAQMD. Operation of the Hawthorne Option would result in a **less than significant impact** related to substantial pollutant concentrations at nearby receptor locations.

Page 3.4-55 – Section 3.4-7 Cumulative Impacts, the headers for the analysis of each option are revised as follows:

3.4-~~1~~7.1. Proposed Project

3.4-~~1~~7.2. Trench Option

3.4-~~1~~7.3. Hawthorne Option

Page 3.4-56 – Section 3.4-7.1 Proposed Project, the fourth paragraph is revised as follows:

Furthermore, the analysis presented under impact criterion 3.4-4.3 demonstrated that construction of the Proposed Project would not generate localized emissions of NOX, CO, or particulate matter in excess of the applicable LST screening values. The SCAQMD LST screening values were designed to prevent the occurrence of unhealthy pollutant concentrations reaching sensitive receptors near construction sites. The same SCAQMD cumulative significance rationale can be applied to the localized emissions. Although it is possible that construction of other CEQA projects may occur within the localized RSA during construction of the Proposed Project*, such as the Mary K. Giordano Regional Transit Center Parking Structure*, emissions from Proposed Project construction would be controlled to the maximum extent feasible through implementation of BMPs contained within the Metro Green Construction Policy and would not

exceed the SRA 3 LST screening values. Therefore, construction of the Proposed Project would result in less than significant cumulative impacts at both the regional and localized geographic scales.

4.9 CHAPTER 3.5 - GREENHOUSE GAS EMISSIONS

Page 3.5-7 – The first paragraph under the heading Southern California Association of Governments (SCAG) is revised as follows:

> SCAG is the MPO for the six-county region that includes Los Angeles, Orange, Riverside, Ventura, San Bernardino, and Imperial counties. Connect SoCal, the 2020-2045 RTP/SCS, includes a strong commitment to reduce emissions from transportation sources to comply with SB 375. SB 375 requires CARB to develop regional CO2 emission reduction targets (exclusive of Pavley emissions that are counted separately), compared to 2005 emissions, for cars and light trucks for each MPO. The 2020–2045 RTP/SCS charts a course for closely integrating land use and transportation planning including in areas labeled as High Quality Transit Areas. High Quality Transit Areas reflect areas with rail transit service or bus service where lines have peak headways of less than 15 minutes. The 2020-2045 RTP/SCS was prepared through a collaborative, continuous, and comprehensive process by SCAG and it serves as an update to the 2016–2040 RTP/SCS. Major themes in the 2020–2045 RTP/SCS that are relevant to the Proposed Project include integrating strategies for land use and transportation, striving for sustainability, protecting and preserving the existing transportation infrastructure, increasing capacity through improved system management, and giving people more transportation choice. *Since the release of the Draft EIR, SCAG has released and adopted its 2024-2050 RTP/SCS, Connect SoCal 2024. See Section 4.4 of this Final EIR for more information on how the information in Connect SoCal 2024 relates to this environmental review process.*

Page 3.5-16 – The text under the Proposed Project Construction is revised as follows:

> Table 3.5-7 summarizes the Proposed Project construction schedule, including the amount of material hauling that would occur during each phase in cubic yards (CY) and the daily construction crew size. Metro plans for contractors to use trucks with trailers (30-CY capacity total) to minimize heavy-duty truck trips involved in material hauling. Comprehensive off-road equipment lists were developed by Metro for each phase to estimate total GHG emissions that would be generated by Proposed Project construction. Construction would be anticipated to take approximately five *years*.

Page 3.5-18 – 3.5-2.3. Operational GHG Emissions is revised in the paragraph and footnote of Table 3.5-10 as follows:

> Implementation of the Proposed Project would extend an existing electrically propelled Metro light rail transit line and would not require additional maintenance facilities that would introduce new direct sources of GHG emissions into the RSAs. Operations would predominantly involve changes to indirect sources of regional GHG emissions, including electricity generation to power the light rail transit corridor and stations, as well as transportation fuel savings associated with passenger vehicle trip displacement corresponding to increased transit ridership. Table 3.5-10 presents a summary of the annual projected vehicle revenue miles (VRM) for the Proposed Project and Options as well as the forecasted on-road vehicle miles traveled (VMT) displacement*, calculated using the potential operating pattern that results in the least VMT displacement*.

Table 3.5-10. Summary of Operational Parameters Relevant to GHG Emissions (2042)

Parameter	Proposed Project	Trench Option	Hawthorne Option
Annual Vehicle Revenue Miles	757,841	757,841	757,841
Annual On-Road VMT Displacement[1]	17,083,851	17,083,851	17,207,383

Source: Metro, 2022

[1]Calculated using the potential operating pattern that results in the least forecasted VMT displacement.

Page 3.5-29 – Table 3.5-16. Proposed Project and Options GHG Emissions (2042) is revised with a footnote to the table as follows:

Table 3.5-16. Proposed Project and Options GHG Emissions (2042)

Operational Source	Proposed Project	Trench Option	Hawthorne Option
Amortized Construction ($MTCO_2e$/year)	**436.6**	**638.5**	**459.9**
Light Rail Corridor Electricity (MWh/year)	6,946.5	6,946.5	6,946.5
Stations & Parking Lot Electricity (MWh/year)	882.0	882.0	882.0
Indirect Electricity Emissions ($MTCO_2e$/year)	**915.5**	**915.5**	**915.5**
Vehicle Trip Displacement (VMT[1]/day)	49,233	49,233	49,589
Emissions Displacement ($MTCO_2e$/year)	**(3,721.4)**	**(3,721.4)**	**(3,748.4)**
Total Annual Emissions ($MTCO_2e$/year)	**(2,369.4)**	**(2,167.4)**	**(2,373.0)**

Source: TAHA, 2022

[1]Calculated using the potential operating pattern that results in the least forecasted VMT displacement.

4.10 CHAPTER 3.6 - NOISE AND VIBRATION

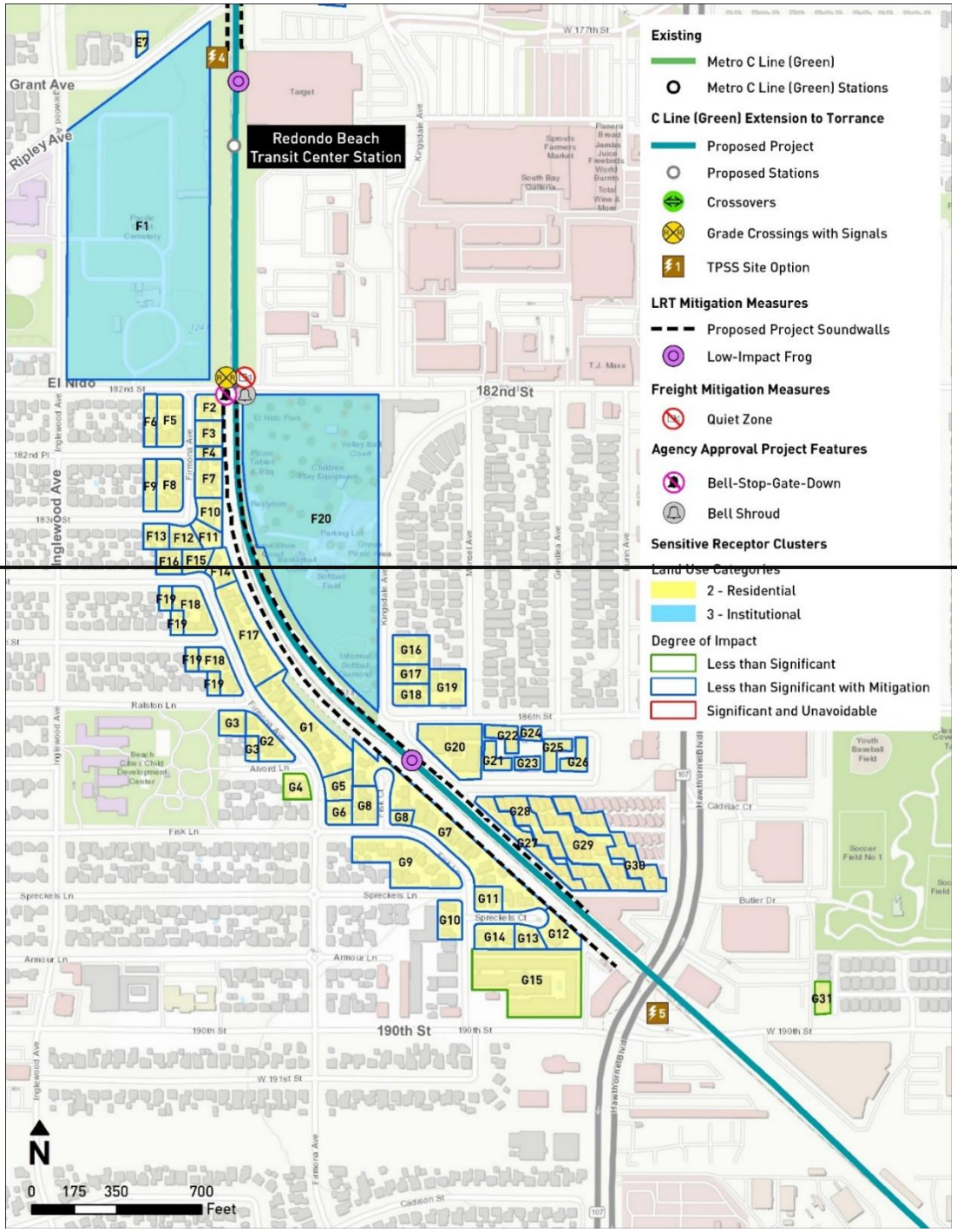
Page 3.6-52 – Figure 3.6-22. Proposed Project – Combined Light Rail and Freight Relocation Mitigated Noise Impacts (2 of 4) is replaced to correct a cluster labeling error:

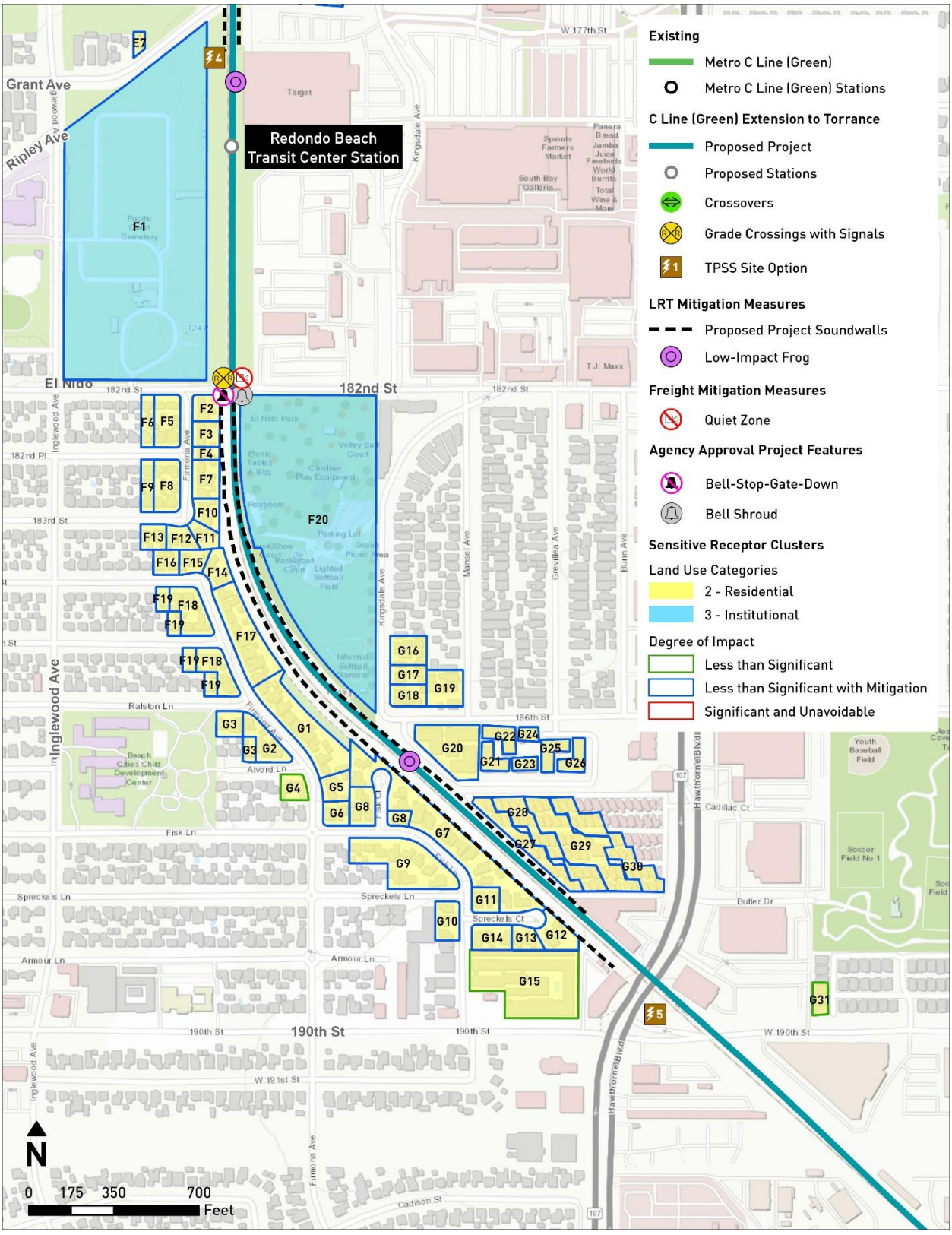
Figure 3.6-22. Proposed Project – Combined Light Rail and Freight Relocation Mitigated Noise Impacts (2 of 4)

Source: TAHA, 2025

Page 3.6-53 – Figure 3.6-23. Proposed Project – Combined Light Rail and Freight Relocation Mitigated Noise Impacts (3 of 4) is replaced to correct a cluster labeling error:

Figure 3.6-23. Proposed Project – Combined Light Rail and Freight Relocation Mitigated Noise Impacts (3 of 4)





Source: TAHA, 2025

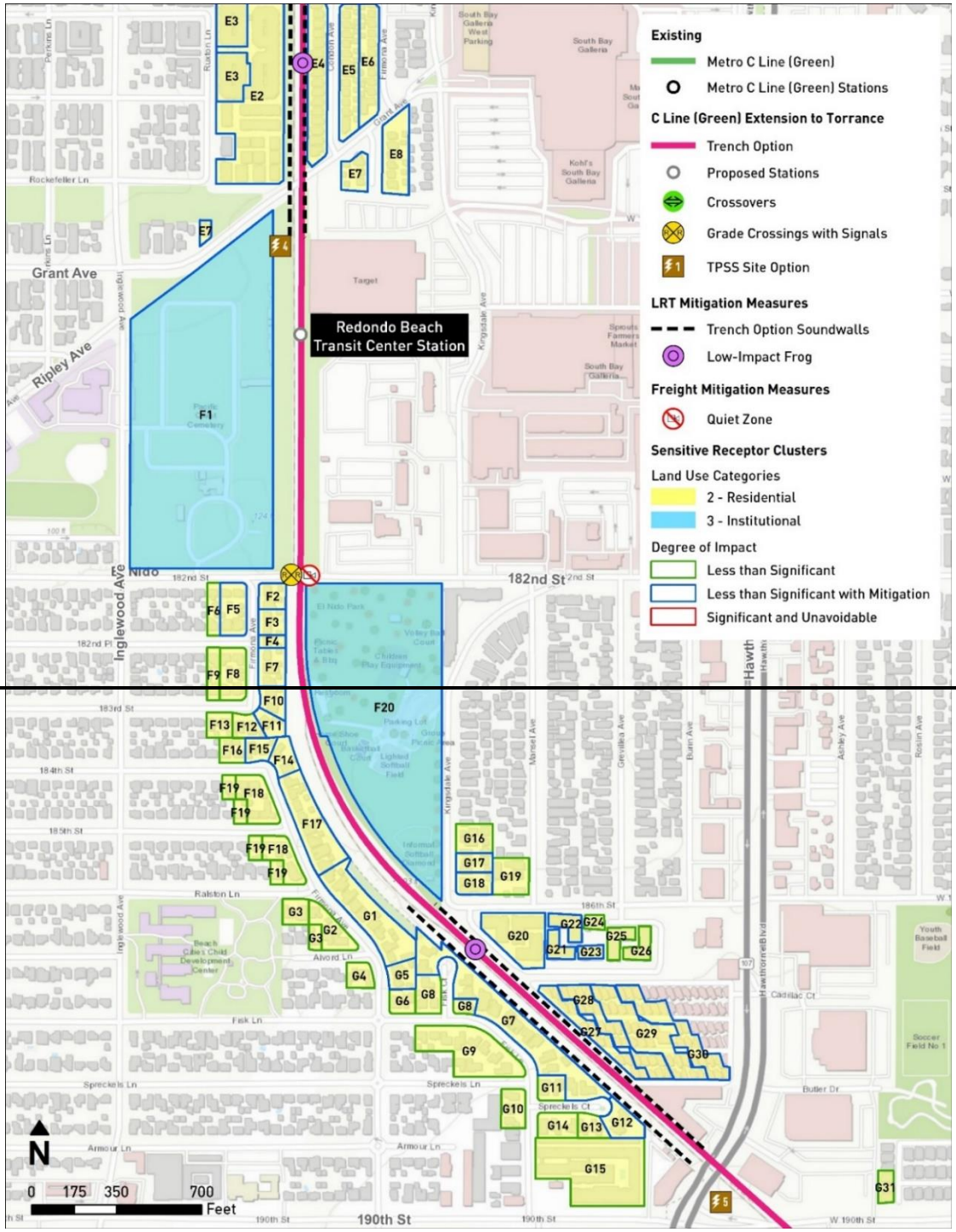
Page 3.6-66 – Figure 3.6-26. Trench Option – Combined Light Rail and Freight Relocation Mitigated Noise Impacts (3 of 4) is replaced to correct a cluster labeling error:

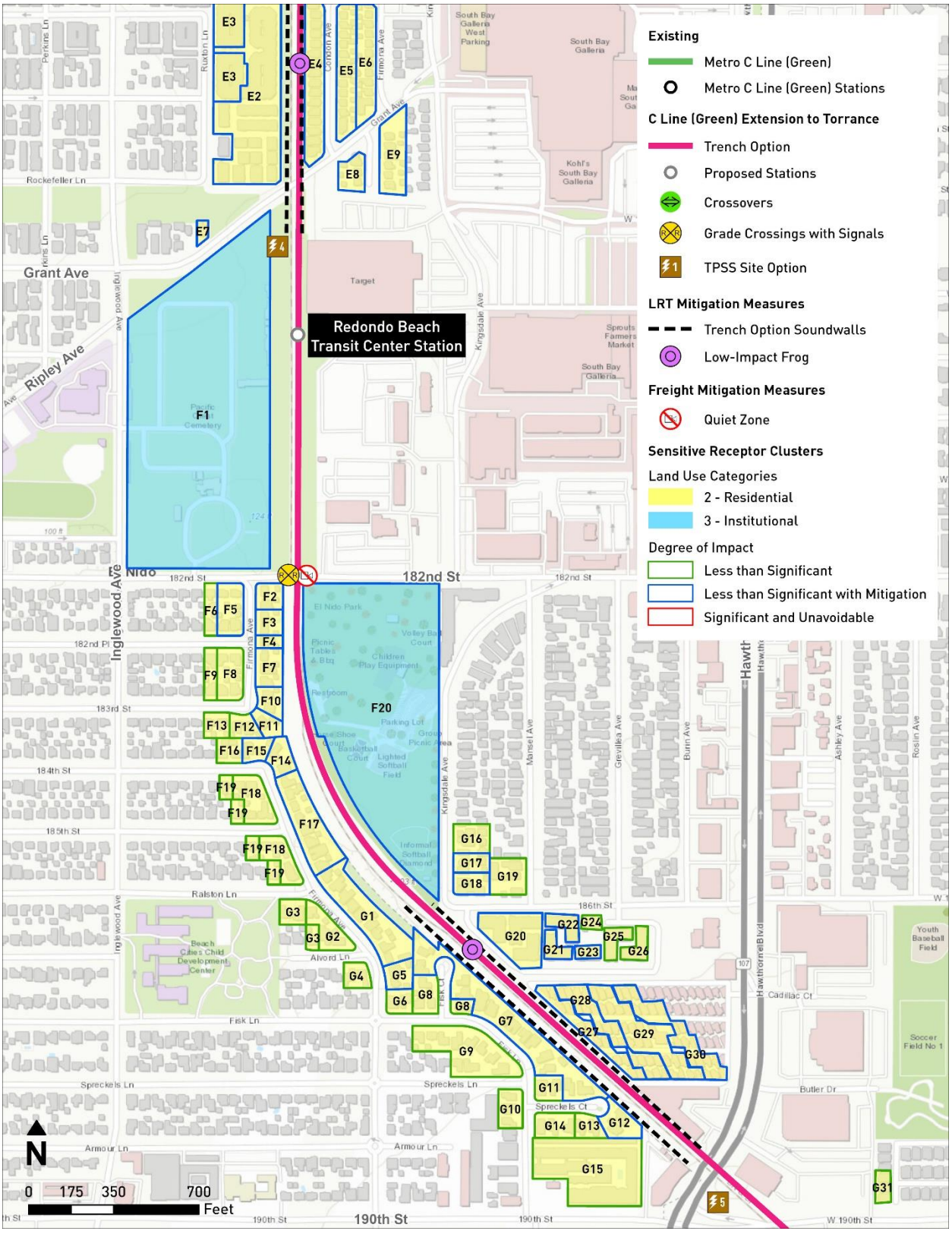
Figure 3.6-66. Trench Option – Combined Light Rail and Relocated Freight Mitigated Noise Impacts (2 of 3)

Source: TAHA, 2025

Page 3.6-67 – Figure 3.6-27. Trench Option – Combined Light Rail and Freight Relocation Mitigated Noise Impacts (3 of 4) is replaced to correct a cluster labeling error:

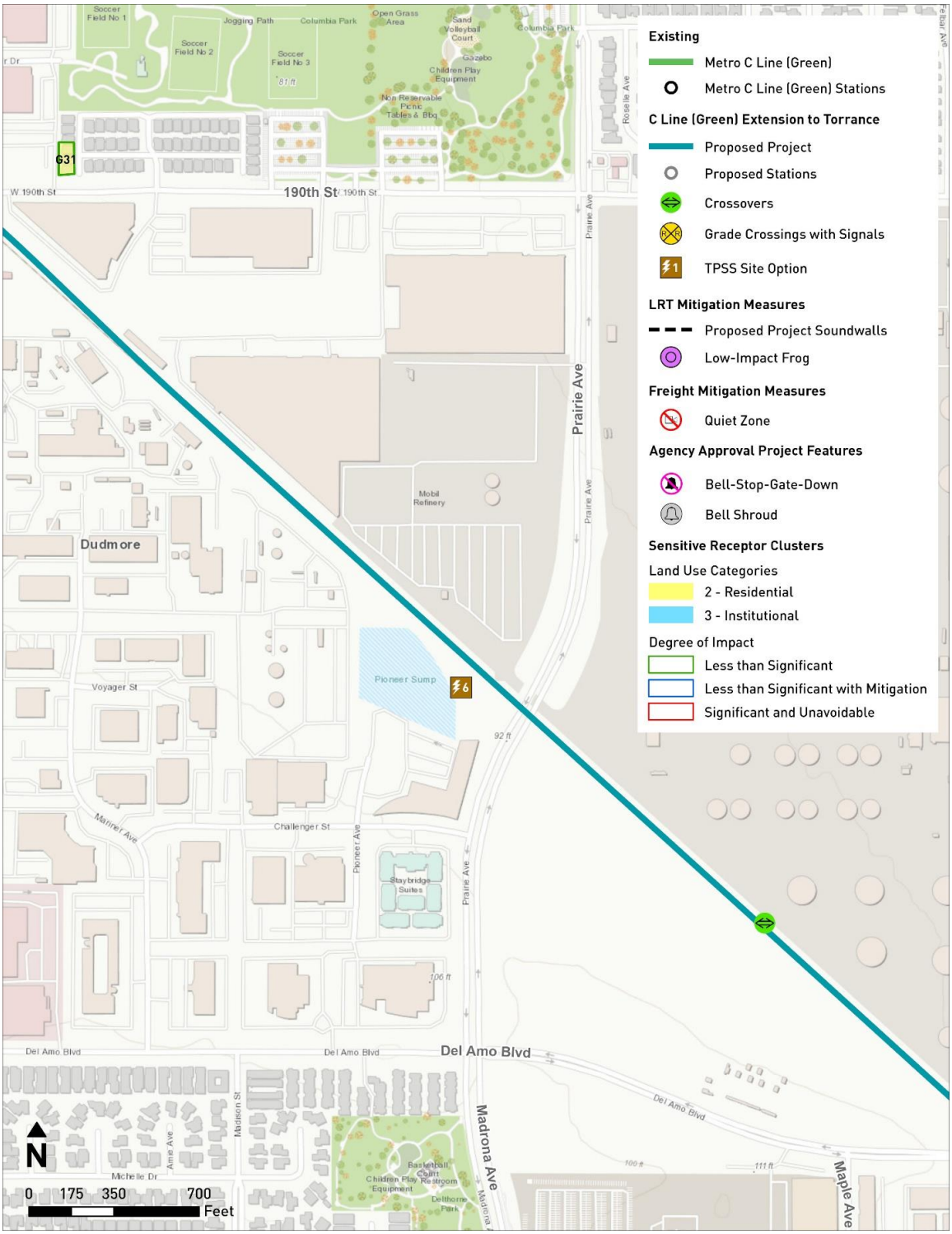
Figure 3.6-67. Trench Option – Combined Light Rail and Relocated Freight Mitigated Noise Impacts (3 of 3)





Source: TAHA, 2025

Page 3.6-54 – The following figure, which was not included in the Draft EIR because no sensitive receptors or noise impacts would occur in this area, is inserted between Figure 3.6-23. Proposed Project – Combined Light Rail and Freight Relocation Mitigated Noise Impacts (3 of 4) and Figure 3.6-24. Proposed Project – Combined Light Rail and Freight Relocation Mitigated Noise Impacts (4 of 4):



Source: TAHA, 2022

Page 3.6-55 – In Table 3.6-16 of the Draft EIR, values from the Trench Option's "Mitigated Freight and LRT Combined" column were inadvertently copied into the Proposed Project's corresponding column. In addition, baseline noise level assumptions for the area around 162nd Street are adjusted downward in this Final EIR to ensure consistency on both sides of the street. This change lowers the threshold at which a noise impact would be considered significant. However, even with the revised baseline, no significant noise impact was identified at this location. Table 3.6-16. Proposed Project – Combined Light Rail and Freight Relocation Mitigated Noise Impacts is revised as follows:

Table 3.6-16. Proposed Project – Combined Light Rail and Freight Relocation Mitigated Noise Impacts

Cluster No.	Land Use Category	Noise Level (Cat 2 dBA, L_{dn} or Cat 3 dBA, L_{eq})					Impact After Mitigation
		Existing	Unmitigated Freight and LRT Combined	Mitigated Freight and LRT Combined		Impact Threshold[1]	
A1	2	67.0	63.0	~~56.0~~	*54.0*	62.0	Less Than Significant With Mitigation
A2	2	67.0	63.0	~~58.0~~	*55.0*	62.0	Less Than Significant With Mitigation
A3	2	67.0	59.0	~~51.0~~	*59.0*	62.0	Less than Significant
A4	2	70.0	62.0	~~50.0~~	*57.0*	64.0	Less than Significant
A5	2	70.0	62.0	~~51.0~~	*57.0*	64.0	Less than Significant
A6	2	70.0	63.0	~~51.0~~	*57.0*	64.0	Less than Significant
A7	2	70.0	63.0	~~52.0~~	*58.0*	64.0	Less than Significant
B1	3	71.0	73.0	~~60.0~~	*61.0*	70.0	Less Than Significant With Mitigation
B2	2	66.0	67.0	~~52.0~~	*60.0*	61.0	Less Than Significant With Mitigation
B3	2	65.0	64.0	~~50.0~~	*59.0*	61.0	Less Than Significant With Mitigation
B4	2	65.0	62.0	~~47.0~~	*57.0*	61.0	Less Than Significant With Mitigation
B5	2	67.0	70.0	~~56.0~~	*61.0*	62.0	Less Than Significant With Mitigation
B6	2	66.0	65.0	~~50.0~~	*59.0*	61.0	Less Than Significant With Mitigation
B7	2	65.0	63.0	~~48.0~~	*57.0*	61.0	Less Than Significant With Mitigation
B8	2	71.0	70.0	~~55.0~~	*62.0*	65.0	Less Than Significant With Mitigation
B9	2	70.0	65.0	~~50.0~~	*60.0*	65.0	Less Than Significant With Mitigation
B10	2	70.0	63.0	~~48.0~~	*57.0*	64.0	Less than Significant
B11	2	71.0	70.0	~~56.0~~	*62.0*	65.0	Less Than Significant With Mitigation
B12	2	70.0	65.0	~~50.0~~	*60.0*	65.0	Less Than Significant With Mitigation
B13	2	70.0	63.0	~~48.0~~	*57.0*	64.0	Less than Significant
B14	2	71.0	70.0	~~56.0~~	*62.0*	65.0	Less Than Significant With Mitigation
B15	2	70.0	65.0	~~51.0~~	*59.0*	65.0	Less Than Significant With Mitigation
B16	2	70.0	63.0	~~48.0~~	*58.0*	64.0	Less than Significant
B17	2	~~70.0~~ *61.0*	65.0	~~54.0~~	*55.0*	~~65.0~~ *58.0*	Less Than Significant With Mitigation
B18	2	~~70.0~~ *58.0*	62.0	~~50.0~~	*52.0*	~~65.0~~ *57.0*	Less than Significant *With Mitigation*
B19	2	~~70.0~~ *57.0*	60.0	~~48.0~~	*49.0*	~~64.0~~ *56.0*	Less than Significant *With Mitigation*

Cluster No.	Land Use Category	Noise Level (Cat 2 dBA, L_{dn} or Cat 3 dBA, L_{eq})					Impact After Mitigation
		Existing	Unmitigated Freight and LRT Combined	Mitigated Freight and LRT Combined		Impact Threshold[1]	
B20	2	~~70.0~~ *61.0*	65.0	~~54.0~~	*55.0*	~~65.0~~ *58.0*	Less Than Significant With Mitigation
B21	2	~~70.0~~ *58.0*	62.0	~~50.0~~	*52.0*	~~65.0~~ *57.0*	Less than Significant *With Mitigation*
B22	2	~~70.0~~ *57.0*	60.0	~~48.0~~	*49.0*	~~64.0~~ *56.0*	Less than Significant *With Mitigation*
B23	2	61.0	65.0	~~54.0~~	*56.0*	58.0	Less Than Significant With Mitigation
B24	2	58.0	63.0	~~51.0~~	*53.0*	57.0	Less Than Significant With Mitigation
B25	2	57.0	60.0	~~48.0~~	*50.0*	56.0	Less Than Significant With Mitigation
B26	2	61.0	65.0	~~54.0~~	*56.0*	58.0	Less Than Significant With Mitigation
B27	2	58.0	63.0	~~51.0~~	*53.0*	57.0	Less Than Significant With Mitigation
B28	2	57.0	60.0	~~48.0~~	*51.0*	56.0	Less Than Significant With Mitigation
B29	2	61.0	65.0	~~54.0~~	*54.0*	58.0	Less Than Significant With Mitigation
B30	2	58.0	63.0	~~51.0~~	*51.0*	57.0	Less Than Significant With Mitigation
B31	2	57.0	60.0	~~48.0~~	*49.0*	56.0	Less Than Significant With Mitigation
B32	2	61.0	65.0	~~54.0~~	*55.0*	58.0	Less Than Significant With Mitigation
B33	2	58.0	63.0	~~51.0~~	*52.0*	57.0	Less Than Significant With Mitigation
B34	2	57.0	60.0	~~48.0~~	*49.0*	56.0	Less Than Significant With Mitigation
B35	2	71.0	71.0	~~61.0~~	*60.0*	65.0	Less Than Significant With Mitigation
B36	2	66.0	67.0	~~52.0~~	*57.0*	61.0	Less Than Significant With Mitigation
B37	2	65.0	64.0	~~49.0~~	*55.0*	61.0	Less Than Significant With Mitigation
B38	2	67.0	74.0	~~61.0~~	*61.0*	62.0	Less Than Significant With Mitigation
B39	2	66.0	67.0	~~52.0~~	*57.0*	61.0	Less Than Significant With Mitigation
B40	2	65.0	64.0	~~49.0~~	*55.0*	61.0	Less Than Significant With Mitigation
B41	2	71.0	72.0	~~59.0~~	*60.0*	65.0	Less Than Significant With Mitigation
B42	2	70.0	68.0	~~53.0~~	*58.0*	65.0	Less Than Significant With Mitigation
B43	2	70.0	64.0	~~49.0~~	*55.0*	64.0	Less Than Significant With Mitigation
B44	2	71.0	72.0	~~59.0~~	*63.0*	65.0	Less Than Significant With Mitigation
B45	2	70.0	68.0	~~53.0~~	*61.0*	65.0	Less Than Significant With Mitigation
B46	2	70.0	64.0	~~49.0~~	*58.0*	64.0	Less Than Significant With Mitigation

Cluster No.	Land Use Category	Noise Level (Cat 2 dBA, L_{dn} or Cat 3 dBA, L_{eq})					Impact After Mitigation
		Existing	Unmitigated Freight and LRT Combined	Mitigated Freight and LRT Combined		Impact Threshold[1]	
B47	2	~~71.0~~ *61.7*	68.0	~~58.0~~	*55.0*	~~65.0~~ *59.0*	Less Than Significant With Mitigation
B48	2	~~70.0~~ *58.9*	64.0	~~53.0~~	*52.0*	~~65.0~~ *57.0*	Less Than Significant *With Mitigation*
B49	2	~~70.0~~ *57.5*	60.0	~~49.0~~	*48.0*	~~64.0~~ *56.0*	Less Than Significant *With Mitigation*
B50	2	~~71.0~~ *61.7*	68.0	~~57.0~~	*54.0*	~~65.0~~ *59.0*	Less Than Significant With Mitigation
B51	2	~~70.0~~ *58.9*	64.0	~~53.0~~	*52.0*	~~65.0~~ *57.0*	Less Than Significant *With Mitigation*
B52	2	~~70.0~~ *57.5*	60.0	~~49.0~~	*48.0*	~~64.0~~ *56.0*	Less Than Significant *With Mitigation*
B53	2	62.0	68.0	~~54.0~~	*55.0*	59.0	Less Than Significant With Mitigation
B54	2	59.0	64.0	~~50.0~~	*52.0*	57.0	Less Than Significant With Mitigation
B55	2	58.0	60.0	~~47.0~~	*48.0*	56.0	Less Than Significant With Mitigation
B56	2	62.0	68.0	~~54.0~~	*55.0*	59.0	Less Than Significant With Mitigation
B57	2	59.0	64.0	~~50.0~~	*52.0*	57.0	Less Than Significant With Mitigation
B58	2	58.0	60.0	~~47.0~~	*48.0*	56.0	Less Than Significant With Mitigation
B59	2	62.0	68.0	~~54.0~~	*54.0*	59.0	Less Than Significant With Mitigation
B60	2	59.0	64.0	~~50.0~~	*51.0*	57.0	Less Than Significant With Mitigation
B61	2	58.0	60.0	~~47.0~~	*47.0*	56.0	Less Than Significant With Mitigation
B62	2	62.0	68.0	~~54.0~~	*55.0*	59.0	Less Than Significant With Mitigation
B63	2	59.0	64.0	~~50.0~~	*51.0*	57.0	Less Than Significant With Mitigation
B64	2	58.0	60.0	~~47.0~~	*48.0*	56.0	Less Than Significant With Mitigation
C1	2	61.0	65.0	~~54.0~~	*54.0*	58.0	Less Than Significant With Mitigation
C2	2	59.0	63.0	~~51.0~~	*52.0*	57.0	Less Than Significant With Mitigation
C3	2	57.0	60.0	~~48.0~~	*49.0*	56.0	Less Than Significant With Mitigation
C4	2	61.0	65.0	~~54.0~~	*54.0*	58.0	Less Than Significant With Mitigation
C5	2	59.0	63.0	~~52.0~~	*52.0*	57.0	Less Than Significant With Mitigation
C6	2	57.0	60.0	~~48.0~~	*49.0*	56.0	Less Than Significant With Mitigation
C7	2	61.0	65.0	~~54.0~~	*55.0*	58.0	Less Than Significant With Mitigation
C8	2	59.0	63.0	~~52.0~~	*52.0*	57.0	Less Than Significant With Mitigation

Cluster No.	Land Use Category	Noise Level (Cat 2 dBA, L_{dn} or Cat 3 dBA, L_{eq})				Impact After Mitigation
		Existing	Unmitigated Freight and LRT Combined	Mitigated Freight and LRT Combined	Impact Threshold[1]	
C9	2	57.0	60.0	~~48.0~~ *49.0*	56.0	Less Than Significant With Mitigation
C10	2	61.0	65.0	~~54.0~~ *55.0*	58.0	Less Than Significant With Mitigation
C11	2	59.0	63.0	~~52.0~~ *52.0*	57.0	Less Than Significant With Mitigation
C12	2	57.0	60.0	~~48.0~~ *49.0*	56.0	Less Than Significant With Mitigation
C13	2	61.0	65.0	~~54.0~~ *55.0*	58.0	Less Than Significant With Mitigation
C14	2	59.0	63.0	~~52.0~~ *52.0*	57.0	Less Than Significant With Mitigation
C15	2	57.0	60.0	~~48.0~~ *49.0*	56.0	Less Than Significant With Mitigation
C16	2	61.0	65.0	~~54.0~~ *55.0*	58.0	Less Than Significant With Mitigation
C17	2	59.0	63.0	~~52.0~~ *53.0*	57.0	Less Than Significant With Mitigation
C18	2	57.0	60.0	~~48.0~~ *49.0*	56.0	Less Than Significant With Mitigation
C19	2	61.0	65.0	~~54.0~~ *55.0*	58.0	Less Than Significant With Mitigation
C20	2	59.0	63.0	~~52.0~~ *52.0*	57.0	Less Than Significant With Mitigation
C21	2	57.0	60.0	~~48.0~~ *49.0*	56.0	Less Than Significant With Mitigation
C22	2	62.0	68.0	~~54.0~~ *55.0*	59.0	Less Than Significant With Mitigation
C23	2	59.0	64.0	~~50.0~~ *51.0*	57.0	Less Than Significant With Mitigation
C24	2	58.0	60.0	~~47.0~~ *48.0*	56.0	Less Than Significant With Mitigation
C25	2	61.0	68.0	~~55.0~~ *55.0*	58.0	Less Than Significant With Mitigation
C26	2	59.0	64.0	~~50.0~~ *51.0*	57.0	Less Than Significant With Mitigation
C27	2	57.0	60.0	~~47.0~~ *48.0*	56.0	Less Than Significant With Mitigation
C28	2	61.0	68.0	~~55.0~~ *55.0*	58.0	Less Than Significant With Mitigation
C29	2	59.0	64.0	~~50.0~~ *51.0*	57.0	Less Than Significant With Mitigation
C30	2	57.0	60.0	~~47.0~~ *48.0*	56.0	Less Than Significant With Mitigation
C31	2	61.0	68.0	~~55.0~~ *55.0*	58.0	Less Than Significant With Mitigation
C32	2	59.0	64.0	~~50.0~~ *51.0*	57.0	Less Than Significant With Mitigation
C33	2	57.0	60.0	~~47.0~~ *47.0*	56.0	Less Than Significant With Mitigation
C34	2	61.0	68.0	~~55.0~~ *55.0*	58.0	Less Than Significant With Mitigation
C35	2	59.0	64.0	~~50.0~~ *51.0*	57.0	Less Than Significant With Mitigation

Cluster No.	Land Use Category	Noise Level (Cat 2 dBA, L_{dn} or Cat 3 dBA, L_{eq})				Impact After Mitigation
		Existing	Unmitigated Freight and LRT Combined	Mitigated Freight and LRT Combined	Impact Threshold[1]	
C36	2	57.0	60.0	~~47.0~~ *47.0*	56.0	Less Than Significant With Mitigation
C37	2	61.0	68.0	~~55.0~~ *55.0*	59.0	Less Than Significant With Mitigation
C38	2	59.0	64.0	~~50.0~~ *51.0*	57.0	Less Than Significant With Mitigation
C39	2	57.0	60.0	~~47.0~~ *47.0*	56.0	Less Than Significant With Mitigation
C40	2	61.0	68.0	~~55.0~~ *55.0*	59.0	Less Than Significant With Mitigation
C41	2	59.0	64.0	~~50.0~~ *51.0*	57.0	Less Than Significant With Mitigation
C42	2	57.0	60.0	~~47.0~~ *47.0*	56.0	Less Than Significant With Mitigation
D1	2	61.0	65.0	~~54.0~~ *54.0*	58.0	Less Than Significant With Mitigation
D2	2	59.0	63.0	~~51.0~~ *52.0*	57.0	Less Than Significant With Mitigation
D3	2	58.0	60.0	~~48.0~~ *49.0*	57.0	Less Than Significant With Mitigation
D4	2	61.0	65.0	~~54.0~~ *57.0*	58.0	Less Than Significant With Mitigation
D5	2	59.0	62.0	~~51.0~~ *54.0*	57.0	Less Than Significant With Mitigation
D6	2	58.0	60.0	~~49.0~~ *53.0*	57.0	Less Than Significant With Mitigation
D7	2	57.0	59.0	~~47.0~~ *51.0*	56.0	Less Than Significant With Mitigation
D8	2	65.0	69.0	~~57.0~~ *60.0*	61.0	Less Than Significant With Mitigation
D9	2	65.0	69.0	~~57.0~~ *57.0*	61.0	Less Than Significant With Mitigation
D10	2	65.0	69.0	~~57.0~~ *57.0*	61.0	Less Than Significant With Mitigation
D11	2	65.0	69.0	~~57.0~~ *57.0*	61.0	Less Than Significant With Mitigation
D12	2	65.0	69.0	~~57.0~~ *57.0*	61.0	Less Than Significant With Mitigation
D13	2	66.0	69.0	~~57.0~~ *57.0*	62.0	Less Than Significant With Mitigation
D14	2	66.0	69.0	~~58.0~~ *58.0*	62.0	Less Than Significant With Mitigation
D15	2	61.0	66.0	~~54.0~~ *54.0*	58.0	Less Than Significant With Mitigation
D16	2	61.0	66.0	~~55.0~~ *54.0*	58.0	Less Than Significant With Mitigation
D17	2	59.0	62.0	~~50.0~~ *53.0*	57.0	Less Than Significant With Mitigation
D18	2	58.0	60.0	~~49.0~~ *52.0*	57.0	Less Than Significant With Mitigation
D19	2	57.0	59.0	~~48.0~~ *51.0*	56.0	Less Than Significant With Mitigation
D20	2	59.0	62.0	~~50.0~~ *51.0*	57.0	Less Than Significant With Mitigation

Cluster No.	Land Use Category	Noise Level (Cat 2 dBA, L_{dn} or Cat 3 dBA, L_{eq})				Impact After Mitigation
		Existing	Unmitigated Freight and LRT Combined	Mitigated Freight and LRT Combined		Impact Threshold[1]	
D21	2	59.0	62.0	~~50.0~~	*51.0*	57.0	Less Than Significant With Mitigation
D22	2	59.0	62.0	~~50.0~~	*51.0*	57.0	Less Than Significant With Mitigation
D23	2	62.0	62.0	~~51.0~~	*51.0*	59.0	Less Than Significant With Mitigation
D24	2	61.0	61.0	~~51.0~~	*49.0*	58.0	Less Than Significant With Mitigation
D25	2	61.0	59.0	~~49.0~~	*47.0*	58.0	Less Than Significant With Mitigation
D26	2	61.0	69.0	~~55.0~~	*56.0*	59.0	Less Than Significant With Mitigation
D27	2	59.0	64.0	~~51.0~~	*52.0*	57.0	Less Than Significant With Mitigation
D28	2	57.0	60.0	~~47.0~~	*48.0*	56.0	Less Than Significant With Mitigation
D29	2	61.0	69.0	~~55.0~~	*60.0*	59.0	Significant and Unavoidable
D30	2	59.0	64.0	~~51.0~~	*55.0*	57.0	Less Than Significant With Mitigation
D31	2	57.0	60.0	~~47.0~~	*51.0*	56.0	Less Than Significant With Mitigation
D32	2	62.0	69.0	~~55.0~~	*59.0*	59.0	Significant and Unavoidable
D33	2	59.0	65.0	~~51.0~~	*55.0*	57.0	Less Than Significant With Mitigation
D34	2	57.0	60.0	~~47.0~~	*51.0*	56.0	Less Than Significant With Mitigation
D35	2	62.0	69.0	~~55.0~~	*56.0*	59.0	Less Than Significant With Mitigation
D36	2	59.0	65.0	~~51.0~~	*51.0*	57.0	Less Than Significant With Mitigation
D37	2	57.0	60.0	~~47.0~~	*48.0*	56.0	Less Than Significant With Mitigation
D38	2	62.0	69.0	~~55.0~~	*56.0*	59.0	Less Than Significant With Mitigation
D39	2	59.0	65.0	~~51.0~~	*51.0*	57.0	Less Than Significant With Mitigation
D40	2	57.0	60.0	~~47.0~~	*48.0*	56.0	Less Than Significant With Mitigation
D41	2	63.0	68.0	~~57.0~~	*55.0*	60.0	Less Than Significant With Mitigation
D42	2	61.0	61.0	~~50.0~~	*50.0*	59.0	Less Than Significant With Mitigation
D43	2	61.0	56.0	~~45.0~~	*45.0*	58.0	Less than Significant
D44	2	63.0	68.0	~~58.0~~	*58.0*	60.0	Less Than Significant With Mitigation
D45	2	61.0	61.0	~~51.0~~	*50.0*	59.0	Less Than Significant With Mitigation
D46	2	61.0	56.0	~~46.0~~	*45.0*	58.0	Less than Significant

Cluster No.	Land Use Category	Noise Level (Cat 2 dBA, L_{dn} or Cat 3 dBA, L_{eq})				Impact After Mitigation
		Existing	Unmitigated Freight and LRT Combined	Mitigated Freight and LRT Combined	Impact Threshold[1]	
D47	2	61.0	68.0	~~57.0~~ *57.0*	58.0	Less Than Significant With Mitigation
D48	2	61.0	64.0	~~53.0~~ *52.0*	58.0	Less Than Significant With Mitigation
D49	2	61.0	59.0	~~48.0~~ *46.0*	58.0	Less Than Significant With Mitigation
D50	2	61.0	68.0	~~57.0~~ *55.0*	58.0	Less Than Significant With Mitigation
D51	2	61.0	64.0	~~54.0~~ *51.0*	58.0	Less Than Significant With Mitigation
D52	2	61.0	59.0	~~49.0~~ *46.0*	58.0	Less Than Significant With Mitigation
E1	2	75.0	60.0	~~60.0~~ *60.0*	65.0	Less than Significant
E2	2	58.0	64.0	~~53.0~~ *56.0*	57.0	Less Than Significant With Mitigation
E3	2	57.0	56.0	~~43.0~~ *47.0*	56.0	Less Than Significant With Mitigation
E4	2	58.0	69.0	~~54.0~~ *56.0*	57.0	Less Than Significant With Mitigation
E5	2	57.0	61.0	~~48.0~~ *51.0*	56.0	Less Than Significant With Mitigation
E6	2	57.0	60.0	~~47.0~~ *49.0*	56.0	Less Than Significant With Mitigation
E7	2	57.0	58.0	~~45.0~~ *48.0*	56.0	Less Than Significant With Mitigation
E8	2	57.0	61.0	~~48.0~~ *51.0*	56.0	Less Than Significant With Mitigation
E9	2	57.0	58.0	~~45.0~~ *47.0*	56.0	Less Than Significant With Mitigation
F1	3	60.0	73.0	~~55.0~~ *55.0*	63.0	Less Than Significant With Mitigation
F2	2	64.0	68.0	~~57.0~~ *59.0*	60.0	Less Than Significant With Mitigation
F3	2	64.0	67.0	~~56.0~~ *56.0*	60.0	Less Than Significant With Mitigation
F4	2	64.0	68.0	~~56.0~~ *56.0*	60.0	Less Than Significant With Mitigation
F5	2	57.0	58.0	~~47.0~~ *49.0*	56.0	Less Than Significant With Mitigation
F6	2	57.0	56.0	~~48.0~~ *47.0*	56.0	Less Than Significant With Mitigation
F7	2	63.0	68.0	~~56.0~~ *56.0*	60.0	Less Than Significant With Mitigation
F8	2	57.0	58.0	~~47.0~~ *47.0*	56.0	Less Than Significant With Mitigation
F9	2	57.0	56.0	~~45.0~~ *45.0*	56.0	Less Than Significant With Mitigation
F10	2	61.0	66.0	~~54.0~~ *54.0*	58.0	Less Than Significant With Mitigation
F11	2	61.0	65.0	~~53.0~~ *53.0*	58.0	Less Than Significant With Mitigation
F12	2	59.0	61.0	~~50.0~~ *50.0*	57.0	Less Than Significant With Mitigation

Cluster No.	Land Use Category	Noise Level (Cat 2 dBA, L_{dn} or Cat 3 dBA, L_{eq})				Impact After Mitigation
		Existing	Unmitigated Freight and LRT Combined	Mitigated Freight and LRT Combined	Impact Threshold[1]	
F13	2	57.0	56.0	~~45.0~~ *45.0*	56.0	Less Than Significant With Mitigation
F14	2	61.0	65.0	~~54.0~~ *54.0*	58.0	Less Than Significant With Mitigation
F15	2	59.0	63.0	~~51.0~~ *51.0*	57.0	Less Than Significant With Mitigation
F16	2	57.0	57.0	~~46.0~~ *46.0*	56.0	Less Than Significant With Mitigation
F17	2	61.0	65.0	~~54.0~~ *53.0*	58.0	Less Than Significant With Mitigation
F18	2	57.0	57.0	~~46.0~~ *46.0*	56.0	Less Than Significant With Mitigation
F19	2	56.0	56.0	~~43.0~~ *45.0*	56.0	Less Than Significant With Mitigation
F20	3	60.0	72.0	~~52.0~~ *51.0*	63.0	Less Than Significant With Mitigation
G1	2	60.0	68.0	~~52.0~~ *49.0*	58.0	Less Than Significant With Mitigation
G2	2	57.0	58.0	~~47.0~~ *46.0*	56.0	Less Than Significant With Mitigation
G3	2	57.0	57.0	~~46.0~~ *46.0*	56.0	Less Than Significant With Mitigation
G4	2	56.0	55.0	~~47.0~~ *46.0*	56.0	Less than Significant
G5	2	56.0	67.0	~~52.0~~ *49.0*	56.0	Less Than Significant With Mitigation
G6	2	56.0	66.0	~~50.0~~ *46.0*	56.0	Less Than Significant With Mitigation
G7	2	57.0	71.0	~~54.0~~ *53.0*	56.0	Less Than Significant With Mitigation
G8	2	56.0	64.0	~~49.0~~ *48.0*	56.0	Less Than Significant With Mitigation
G9	2	56.0	62.0	~~47.0~~ *46.0*	56.0	Less Than Significant With Mitigation
G10	2	56.0	56.0	~~45.0~~ *46.0*	56.0	Less Than Significant With Mitigation
G11	2	56.0	64.0	~~51.0~~ *53.0*	56.0	Less Than Significant With Mitigation
G12	2	57.0	66.0	~~54.0~~ *55.0*	56.0	Less Than Significant With Mitigation
G13	2	56.0	63.0	~~50.0~~ *52.0*	56.0	Less Than Significant With Mitigation
G14	2	56.0	61.0	~~49.0~~ *51.0*	56.0	Less Than Significant With Mitigation
G15	2	75.0	64.0	~~51.0~~ *53.0*	65.0	Less than Significant
G16	2	61.0	67.0	~~53.0~~ *47.0*	59.0	Less Than Significant With Mitigation
G17	2	61.0	68.0	~~55.0~~ *48.0*	59.0	Less Than Significant With Mitigation
G18	2	61.0	70.0	~~55.0~~ *50.0*	59.0	Less Than Significant With Mitigation
G19	2	61.0	66.0	~~53.0~~ *47.0*	59.0	Less Than Significant With Mitigation

Cluster No.	Land Use Category	Noise Level (Cat 2 dBA, L_{dn} or Cat 3 dBA, L_{eq})					Impact After Mitigation
		Existing	Unmitigated Freight and LRT Combined	Mitigated Freight and LRT Combined		Impact Threshold[1]	
G20	2	62.0	71.0	~~56.0~~	*52.0*	59.0	Less Than Significant With Mitigation
G21	2	61.0	68.0	~~56.0~~	*49.0*	59.0	Less Than Significant With Mitigation
G22	2	61.0	66.0	~~54.0~~	*47.0*	59.0	Less Than Significant With Mitigation
G23	2	61.0	66.0	~~54.0~~	*47.0*	59.0	Less Than Significant With Mitigation
G24	2	61.0	59.0	~~53.0~~	*49.0*	59.0	Less Than Significant With Mitigation
G25	2	61.0	59.0	~~53.0~~	*49.0*	59.0	Less Than Significant With Mitigation
G26	2	61.0	59.0	~~52.0~~	*48.0*	59.0	Less Than Significant With Mitigation
G27	2	62.0	75.0	~~56.0~~	*53.0*	59.0	Less Than Significant With Mitigation
G28	2	62.0	71.0	~~56.0~~	*51.0*	59.0	Less Than Significant With Mitigation
G29	2	61.0	69.0	~~54.0~~	*49.0*	59.0	Less Than Significant With Mitigation
G30	2	61.0	61.0	~~51.0~~	*50.0*	59.0	Less Than Significant With Mitigation
G31	2	75.0	59.0	~~59.0~~	*48.0*	65.0	Less than Significant
H1	2	70.0	57.0	~~57.0~~	*57.0*	64.0	Less than Significant
H2	2	70.0	54.0	~~54.0~~	*54.0*	64.0	Less than Significant

Source: TAHA, 2022

[1]The impact threshold is compared to (unmitigated freight and LRT combined) and (mitigated freight and LRT combined) noise level to determine impact after mitigation.

Page 3.6-68 and 3.6-69 – Table 3.6-17. Trench Option – Combined Light Rail and Freight Relocation Mitigated Noise Impacts is revised as follows to make the baseline noise level consistent at 162nd Street:

Table 3.6-17. Trench Option – Combined Light Rail and Freight Relocation Mitigated Noise Impacts

Cluster No.	Land Use Category	Noise Level (Cat 2 dBA, L_{dn} or Cat 3 dBA, L_{eq})				Impact After Mitigation
		Existing	Unmitigated Freight and LRT Combined	Mitigated Freight and LRT Combined	Impact Threshold [1]	
B17	2	~~70.0~~ *61.0*	61.0	54.0	~~65.0~~ *58.0*	Less than Significant *With Mitigation*
B18	2	~~70.0~~ *58.0*	57.0	50.0	~~65.0~~ *57.0*	Less than Significant *With Mitigation*
B19	2	~~70.0~~ *57.0*	54.0	48.0	~~64.0~~ *56.0*	Less than Significant
B20	2	~~70.0~~ *61.0*	61.0	54.0	~~65.0~~ *58.0*	Less than Significant *With Mitigation*
B21	2	~~70.0~~ *58.0*	57.0	50.0	~~65.0~~ *57.0*	Less than Significant *With Mitigation*
B22	2	~~70.0~~ *57.0*	54.0	48.0	~~64.0~~ *56.0*	Less than Significant
B47	2	~~71.0~~ *61.7*	62.0	58.0	~~65.0~~ *59.0*	Less than Significant *With Mitigation*
B48	2	~~70.0~~ *58.9*	57.0	53.0	~~65.0~~ *57.0*	Less than Significant *With Mitigation*
B49	2	~~70.0~~ *57.5*	54.0	49.0	~~64.0~~ *56.0*	Less than Significant
B50	2	~~71.0~~ *61.7*	61.0	57.0	~~65.0~~ *59.0*	Less than Significant *With Mitigation*
B51	2	~~70.0~~ *58.9*	57.0	53.0	~~65.0~~ *57.0*	Less than Significant *With Mitigation*
B52	2	~~70.0~~ *57.5*	54.0	49.0	~~64.0~~ *56.0*	Less than Significant

Source: TAHA, 2022

[1]The impact threshold is compared to (unmitigated freight and LRT combined) and (mitigated freight and LRT combined) noise level to determine impact after mitigation.

Page 3.6-88 – The first paragraph on page 3.6-88 and sixth row of Table 3.6-20 is revised as follows:

> The number of residential structures impacted by the potential ground-borne vibration levels due to the operation of the vibratory roller and impact pile driver are summarized by segment in Table and shown graphically in Appendix 3.6-C, Figures 3.6-B1 to 3.6-B33. Appendix 3.6-C shows construction impact contour lines in green for the damage threshold of 0.2 inch/second PPV; a total of ~~133~~*134* structures fall within those contour lines, and they would experience a potentially significant impact related to ground-borne vibration damage during construction. Construction of the Proposed Project would have a significant impact on ~~133~~*134* residential structures related to damage caused by excessive ground-borne vibration levels, and mitigation would be required.

Table 3.6-20. Summary of Proposed Project and Trench Option Construction Ground-borne Vibration Potential Damage Impacts by Segment

From	To	Number of Residential Structures Impacted	
		West of ROW	East of ROW
182nd St	190th St	~~15~~*16*	5

Source: AECOM, 2022
Note: Vibration damage impacts are assessed at the building envelope

Page 3.6-90 – The third paragraph on page 3.6-90 of the Draft EIR is revised as follows:

> The ground-borne vibration impacts for the Trench Option are identified in Table and shown graphically in Appendix 3.6-C, Figures 3.6-B34 to 3.6-B55. The Trench Option would have damage-related construction ground-borne vibration impacts to the same ~~133~~*134* residential structures as the Proposed Project, though it would have lower potential damage impacts near Grant Avenue as it would not construct the relocated freight bridge. Construction of the Trench Option would have a significant impact related to ground-borne vibration levels in excess of FTA's damage levels, and mitigation would be required. Mitigation Measure MM-VIB-1 would require the contractor to prepare a Vibration Control Plan, conduct monitoring to demonstrate compliance with the vibration limits, and reduce vibration impacts as feasible. Implementation of MM-VIB-2 would limit the use of vibratory rollers from occurring within 26 feet of buildings, and vibratory pile drivers from occurring within 22 feet of buildings, as well as require alternative pile driving techniques, such as CIDH, when feasible. With implementation of MM-VIB-1 and MM-VIB-2, construction of the Trench Option would not result in generation of excessive ground-borne vibration. The impact would be **less than significant with mitigation**.

Page 3.6-93 – The final paragraph on page 3.6-93 of the Draft EIR is revised as follows:

> The number of *impacts that would occur from* ~~residences impacted by the potential~~ ground-borne vibration levels due to the operation of the proposed relocated freight and light rail are summarized in Table 3.6-24, along with the worst-case ground-borne vibration level that would occur within each segment of the alignment. *Impacts for relocated freight and for light rail were counted separately, and therefore, Table 3.6-24 represents the total number of impacts, not the total number of affected structures; in some instances, one structure would experience both types of impacts.* Impacts identified ~~for freight impacts~~ from Manhattan Beach Blvd to 160th St would be a result of the freight track re-alignment *only. Impacts identified from 160th Street to Grant Avenue would be a result of the light rail tracks only*. Between 182nd Street and 190th Street, there would be *both light rail- and* freight-related ground-borne vibration impacts on both sides of the Metro ROW. The freight track would be shifted approximately eight to 12 feet to the west. However, this realignment of the freight track is not anticipated to be the primary reason for the impacts on the west side of the ROW, as the existing ground-borne vibration levels in this area likely already exceed FTA criteria. Additionally, this analysis applied a +10 VdB adjustment in this area to account for the observed existing ground-borne vibration levels near the embankment, as described above, so the number of impacts listed in Table 3.6-24 are conservative. Appendix 3.6-C shows the Proposed Project operational impact contour lines in blue and red for freight and light rail, respectively, in Figures 3.6-B1 to 3.6-B33. A total of ~~267~~ *269 impacts would occur* ~~residences fall within those contour lines~~, and occupants would experience a potentially significant annoyance impact during operation.

Page 3.6-94 – The seventh row of Table 3.6-24. Summary of Proposed Project Operational Ground-borne Vibration Annoyance Impacts are revised as follows:

Table 3.6-24. Summary of Proposed Project Operational Ground-borne Vibration Annoyance Impacts

From	To	LRT			Freight		
		Number of Residences Impacted		Worst-Case Vibration Level (VdB)	Number of Residences Impacted		Worst-Case Vibration Level (VdB)
		West of ROW	East of ROW		West of ROW	East of ROW	
182nd St	190th St	~~60~~*61*	70	93	~~35~~*36*	11	87

Source: AECOM, 2022
LRT = light rail transit; VdB = decibel notation; ROW = right-of-way; TC = Transit Center

Page 3.6-95 – The second paragraph and seventh row of Table 3.6-25. Summary of Trench Option Operational Ground-borne Vibration Annoyance Impacts are revised as follows:

> Table 3.6-25 summarizes the impacts for the Trench Option for light rail and freight. Appendix 3.6-C shows operational impact contour lines in blue and red for freight and light rail, respectively, in Figures 3.6-B34 to 3.6-B55. The freight-related impacts would be the same as the Proposed Project, but there would be 12 more impact~~ed residences~~ from light rail operations, for a total of ~~279~~*281* impacts.

Table 3.6-25. Summary of Trench Option Operational Ground-borne Vibration Annoyance Impacts

From	To	LRT			Freight		
		Number of Residences Impacted		Worst-Case Vibration Level (VdB)	Number of Residences Impacted		Worst-Case Vibration Level (VdB)
		West of ROW	East of ROW		West of ROW	East of ROW	
182nd St	190th St	~~60~~*61*	70	93	~~35~~*36*	11	87

Source: AECOM, 2022
LRT = light rail transit; VdB = decibel notation; ROW = right-of-way; TC = Transit Center

Page 3.6-96 – The first bullet point under Mitigation Measure MM-NOI-1: Noise Control Plan is revised as follows:

> - *Construction activities shall be limited to daytime hours, except when nighttime work is necessary due to utility coordination, safety considerations, traffic minimization, or other conditions requiring a nighttime variance. In such cases, the contractor shall obtain a variance from the applicable jurisdiction and demonstrate that noise control measures will maintain noise levels below FTA and local standards.* ~~If nighttime construction is planned, a noise variance may be prepared by the contractor, if required by the jurisdiction, that demonstrates the implementation of control measures to maintain noise levels below the applicable FTA and local standards.~~

Page 3.6-98 – Mitigation Measure MM-VIB-1: Vibration Control Plan is revised as follows:

> Prior to construction, the contractor would prepare a Vibration Control Plan demonstrating how the FTA building damage risk criteria and the FTA vibration annoyance criteria would be achieved. The Vibration Control Plan must be approved by Metro prior to initiating vibration-

generating construction activities *and include the requirement that the contractor, in coordination with Metro and the City of Torrance Public Works Department, shall notify nearby receptors, including businesses near Del Amo Bridge, of pile-driving activities at least 72 hours in advance*. The Vibration Control Plan would include a list of the major pieces of construction equipment that would be used, and the predictions of the vibration levels ~~are~~ *at* the closest sensitive receivers. The contractor would conduct *continuous* vibration monitoring to demonstrate compliance with the vibration limits. Where the construction cannot be performed to meet the vibration criteria, the contractor would investigate alternative means and methods of construction measures to reduce vibration levels as much as feasible.

Page 3.6-105 – The first and second paragraphs of Section 3.6-6.2.1 are revised as follows:

Without mitigation, the Proposed Project would generate ground-borne vibration levels that exceed FTA impact criteria for damage at ~~133~~*134* structures during construction. Construction of the Proposed Project would also result in temporary annoyance impacts to residences along the Metro ROW. MM-VIB-1, MM-VIB-2, and MM-VIB-3 would be implemented, which would reduce the potential for damage impacts, but one impact would remain at a residential structure near Grant Avenue. Mitigation measures would also reduce impacts related to annoyance, but not all equipment types can be feasibly replaced. Therefore, the impact would be **significant and unavoidable** for both damage and annoyance after mitigation.

TRENCH OPTION

Without mitigation, the Trench Option would generate ground-borne vibration levels that exceed FTA impact criteria for damage at ~~133~~*134* structures during construction. While the same structures as the Proposed Project would have potential damage impacts, unlike the Proposed Project, the Trench Option would not require construction of the relocated Grant Avenue freight bridge, thereby avoiding the impacts associated with impact pile driving. Implementation of MM-VIB-1 and MM-VIB-2 would reduce damage impacts to less than significant. Construction of the Trench Option would also result in temporary annoyance impacts to residences along the Metro ROW. MM-VIB-1 and MM-VIB-2 would reduce impacts, but impacts related to annoyance cannot be fully mitigated, and the impact would be **significant and unavoidable** after mitigation.

Page 3.6-105 – The first and second paragraphs of Section 3.6-6.2.2 of the Draft EIR are revised as follows:

Without mitigation, the Proposed Project would generate ground-borne vibration levels that exceed FTA impact criteria for annoyance ~~at 267 residences~~ during operations, *for a total of 269 impacts*. Implementation of MM-VIB-4, MM-VIB-5, and MM-VIB-6 at the locations identified in Table 3.6-35 and Table 3.6-36 would reduce impacts of the Proposed Project to a **less than significant** level.

TRENCH OPTION

Without mitigation, the Trench Option would generate ground-borne vibration levels that exceed FTA impact criteria for annoyance ~~at 279 sensitive receivers~~ during operations, *for a total of 281 impacts*. Implementation of MM-VIB-4, MM-VIB-5, and MM-VIB-6 at the locations identified in Table 3.6-35 and Table 3.6-37 would reduce operation impacts of the Trench Option to a **less than significant** level.

Page 3.6-106 – The first, second, and last rows of Table 3.6-35. Proposed Project and Trench Option Vibration Mitigation Locations – Freight Track are revised as follows:

Table 3.6-35. Proposed Project and Trench Option Vibration Mitigation Locations – Freight Track

Section	Track Structure	Switches/ Crossovers[1]	Resilient Fasteners	Ballast Mat	Spring Frog
Existing Redondo Beach (Marine) Station to Santa Fe Ave	At grade	~~None~~ *Yes*	Not Required	Not Required	Not Required
Santa Fe Ave to Manhattan Beach Blvd	At grade	~~None~~ *Yes*	Not Required	Not Required	Not Required
Hawthorne Blvd to Torrance TC Station	At grade	~~None~~ *Yes*	Not Required	Not Required	Not Required

Source: AECOM, 2022
[1]Vibration mitigation measures are not proposed in sections where vibration impacts do not exist.

Page 3.6-109 – Cumulative impacts of noise are revised within Section 3.6-7.1.1 Construction as follows.

Proposed Project

Construction of the Proposed Project would require heavy earth-moving equipment, generators, cranes, pneumatic tools, and other similar machinery. The existing cumulative noise condition is characterized by existing traffic noise and existing freight noise which was captured by existing ambient noise measurements. Construction noise levels for the Proposed Project would exceed FTA and local noise standards due to the intensive nature of light rail construction activities and the proximity of sensitive land uses to the corridor. Implementation of MM-NOI-1 (Noise Control Plan) would reduce construction noise levels, but there may still be temporary or periodic exceedances of the FTA construction noise criteria and local standards resulting in temporary adverse effects related to construction noise. Similar to the Proposed Project, construction of projected future projects would likely include the use of heavy construction equipment that would generate elevated construction noise levels. Projected future projects would go through their own environmental clearance process and would include mitigation for construction noise to reduce impacts. Related projects within 500 feet of Proposed Project construction could result in a cumulative construction noise impact at sensitive receptors. Related projects listed in Table 3.0-1 that are in the pre-construction or construction phase are anticipated to be completed prior to construction of the Proposed Project. Construction of the South Bay Galleria Development Project ~~is~~ *would be* located within 500 feet and may overlap with construction of the Proposed Project and result in increased construction noise levels from the combination of the two projects. *Additionally, construction of the Mary K. Giordano Regional Transit Center Parking Structure would be within 500 feet of the Torrance TC Station; should the construction of these overlap, increased noise during construction could result from the combination of these two projects.* Although it is not possible to predict which related projects would result in a cumulative construction noise scenario, the construction noise levels associated with the Proposed Project could increase ambient noise levels. Therefore, when combined with noise generated by past, present and probable future projects, the Proposed Project would result in a significant cumulative noise effects during construction, and the Proposed Project's incremental contribution to this impact would be **cumulatively considerable**.

4.11 CHAPTER 3.7 - BIOLOGICAL RESOURCES

Page 3.7-9 – The paragraph under Section 3.7-2.3 Project Features is revised as follows:

As described in Chapter 2, Project Description, a number of features have been incorporated into the project to ensure compliance with the laws, guidelines, or best practices of federal, state, local, and regional agencies. ~~There are no specific project features for biological resources.~~ *The following project features have been developed for biological resources.*

PF-BIO-1. Metro Tree Policy

The Metro Tree Policy outlines Metro's commitment to protecting trees, when possible, or replacing trees removed as a result of Metro construction and maintenance. For non-heritage trees, the replacement ratio defined in the policy is two trees for every tree removed. This policy also prioritizes planting strategies that maximize the use of native species.

Page 3.7.23 – Table 3.7-4. Special-Status Plant and Wildlife Species Potential for Occurrence within the RSA row for the *Polioptila californica* is revised as follows:

Scientific Name	Common Name	Status	Potential for Occurrence (High/Moderate/Low)/ Comments
Polioptila californica	Coastal California gnatcatcher	FT / SSC	Low – No suitable habitat present. *Therefore, the species is not expected to occur.*

Sources: AECOM, 2020; CDFW, 2020; CNPS, 2020.

Page 3.7-22 – The second paragraph is revised as follows:

One special-status plant species, southern tarplant, was determined to have a high potential to occur *and is known to occur within the City of Torrance Open Space Preserve adjacent to the Torrance TC*. The southern tarplant is the only species that has been previously documented within the RSA in the City of Torrance (DTSC, 2008), as discussed in Section 3.7-3.2, and is, therefore, the only species with a high potential of occurrence. Suitable habitat for *southern tarplant is present within the RSA and the Proposed Project footprint, specifically along the maintenance and emergency access path located partially within the established Open Space Preserve on its perimeter* ~~this species is present within the RSA, immediately adjacent to the Proposed Project's parking lot located at the Torrance TC.~~ *Southern tarplant is an annual herb native to coastal southern California (Santa Barbara County through San Diego County) and northern Baja California, typically found in low-elevation grasslands, marshes, and vernal pool habitats (CNPS 2025). Within Los Angeles County, the species persists in fragmented populations (CNPS 2025) with one other population of southern tarplant located within the City of Torrance at Madrona Marsh (Calflora n.d).*

Page 3.7-25 – The analysis under Section 3.7-4.1.1 Construction Impacts is revised as follows:

Less than Significant Impact with Mitigation. Although the RSA is largely urbanized, construction of the Proposed Project could adversely impact special-status plant and wildlife species. The southern tarplant was previously detected during historic survey efforts at the Torrance TC site, which is adjacent to the Proposed Project's surface parking lot~~,~~ and has potential to occur within ~~areas of suitable habitat in the RSA located immediately adjacent to the established Open Space Preserve (Helix, 2014), shown in Figure3.7-15. Potential direct impacts to the southern tarplant may include the loss of individual plants as a result of removal or crushing due to construction related activities (i.e., equipment or employees inadvertently working in an unauthorized area). Potential indirect impacts may include soil and contaminant runoff in the wet season, dust in the dry season during excavation, and the introduction of non-native/invasive species that have potential to degrade habitat and outcompete southern~~

~~tarplant for critical resources. Construction of the Proposed Project would not disturb the Open Space Preserve that has been established adjacent to the Torrance TC, as this area has been designated as a protected space by the City of Torrance. Impacts to southern tarplant would be less than significant through implementation of mitigation measures (described in more detail in Section 3.7-5). MM-BIO-1, General Protection Measures to Avoid and Minimize Impacts on Sensitive Biological Resources, and MM-BIO-4, Pre-Construction Rare Plant Survey, would require the delineation of work limits and buffers, a preconstruction rare plant survey prior to ground disturbance, and on-site monitoring by a qualified botanist.~~

the maintenance and emergency access path located partially in the established Open Space Preserve on its perimeter (see Figure 3.7-15). In 2014, the City of Torrance established this 2-acre Open Space Preserve near Crenshaw Boulevard and 208th Street as mitigation for impacts to approximately 300–400 southern tarplant individuals associated with the Torrance Regional Transit Center Project (Helix, 2014). A mitigation plan was developed to fully mitigate for these impacts through on-site restoration, habitat creation, and long-term preservation. As discussed in the Southern Tarplant Mitigation Plan (Helix 2014) the restoration goals included:

- *Relocation of the southern tarplant population to the existing Open Space Preserve*
- *Maintain the population onsite at a 3:1 ratio (as recommended by CDFW), with a goal of approximately 900-1,200 individuals maturing in each of two of five years following restoration implementation.*
- *Manage the 2-acre property in perpetuity.*

The Proposed Project's maintenance and emergency access path would occupy approximately 7,471 square feet of the 87,036-square-foot Preserve. Direct impacts to southern tarplant would include loss of approximately 7,471 square feet of habitat and mortality of individual plants within the Proposed Project's footprint. Potential indirect impacts could include soil and contaminant runoff during the wet season, dust during the dry season, especially during excavations, and the introduction of non-native or invasive species that could degrade habitat and outcompete southern tarplant for resources.

Although the regional viability of southern tarplant is not expected to be affected—given the population's ecological and geographic isolation from other occurrences—these direct and indirect impacts would reduce the on-site viability of the species by direct reduction in population size and thereby diminishing contributions to the seed bank and weakening long-term population resilience.

Through ongoing coordination with the City of Torrance, Metro understands that the City is in discussions with CDFW regarding relocation of the entire Open Space Preserve. In accordance with MM-BIO-5 (Off-Site Mitigation for Southern Tarplant Habitat), Metro would coordinate with the City and CDFW to identify and evaluate suitable-off-site mitigation sites for southern tarplant habitat, with the goal of establishing, preserving, and managing such habitat in perpetuity at a minimum 3:1 replacement ratio or higher if required by CDFW. If the City elects to relocate and re-establish the entire Preserve, Metro may fulfill its mitigation obligation by funding and implementing a proportional share of the new preserve area under an agreement that includes long-term maintenance provisions and performance standards consistent with MM-BIO-5. If the City does not proceed with relocation, Metro would implement independent offsite mitigation meeting the same performance standards, including securing appropriate land rights, implementing habitat enhancement measures, conducting long-term monitoring, and

establishing an endowment or other funding mechanism. Construction Impacts on southern tarplant would be reduced to less-than-significant levels through implementation of mitigation measures MM-BIO-1 (General Protection Measures), MM-BIO-4 (Pre-Construction Rare Plant Survey), and MM-BIO-5 (Off-Site Mitigation for Southern Tarplant Habitat), detailed in section 3.7-5. In addition to off-site preservation, these measures require delineation of work limits and buffers, pre-construction surveys by a qualified botanist, on-site monitoring, and off-site mitigation for both individuals and habitat.

Page 3.7-26 – The last paragraph on the page is revised as follows:

Through incorporation of MM-BIO-1, MM-BIO-2, MM-BIO-3, MM-BIO-4, *and MM-BIO-5* impacts to special-status plants, wildlife, and other birds protected under the MBTA and CFGC, associated with the construction of the Proposed Project would be **less than significant *with mitigation***.

Page 3.7-27 – The analysis under Section 3.7-4.1.1 Construction Impacts is revised as follows:

TRENCH OPTION

Less than Significant Impact with Mitigation. The Trench Option is similar to the Proposed Project, following the same alignment, but with a lower profile in segments where the light rail would run below street level in an open air trench between Inglewood Ave and 170th Street, as well as under 182nd Street. Potential impacts associated with the Trench Option are similar to the Proposed Project due to their location and similarity in construction methods. With the exception of a few select areas along the alignment, the construction of the Trench Option would require approximately the same land area within the Metro ROW *and would affect the same portion of the Open Space Preserve (7,471 square feet of the 87,036-square-foot Preserve),* ~~to construct~~ and therefore would result in equivalent *direct and* potential *indirect* impacts to special-status plant and wildlife species *as the Proposed Project*. The difference in excavation, structural reinforcement, and duration of construction would require a longer duration of mitigation, but otherwise would be similar in the context of protected habitat and species. The duration of construction of the Trench Option would be approximately two years longer than that of the Proposed Project, but the same mitigation measures taken to mitigate impacts would still be applicable. Therefore, through implementation of MM-BIO-1, MM-BIO-2, MM-BIO-3, ~~and~~ MM-BIO-4, *and MM-BIO-5,* impacts associated with construction of the Trench Option would be **less than significant *with mitigation***.

HAWTHORNE OPTION

Less than Significant Impact with Mitigation. Construction of the Hawthorne Option would take approximately the same amount of time as the Proposed Project. The footprint within the Hawthorne Option segment is a few acres larger than that of the Proposed Project *overall, but would affect the same portion of the Open Space Preserve (7,471 square feet of the 87,036-square-foot Preserve),* ~~but it~~ *and* would ~~still~~ result in equivalent *direct and* potential impacts to special-status plant and wildlife species*, as discussed for the Proposed Project*. In contrast to both the Proposed Project and Trench Option, the Hawthorne Option does not intersect with *public* open space and park areas containing trees or vegetation but does include areas of ornamental trees, though not special-status, located within the center median and east side of Hawthorne Boulevard. Through implementation of MM-BIO-1, MM-BIO-2, MM-BIO-3, ~~and~~ MM-BIO-4, *and MM-BIO-5* impacts associated with construction of the Hawthorne Option would be **less than significant *with mitigation***.

Page 3.7-28 – The analysis under Section 3.7-4.1.2 Operational Impacts is revised as follows:

Less than Significant Impact with Mitigation. Maintenance activities along the Metro ROW may potentially result in both temporary direct and indirect impacts to bird species protected under the MBTA and CFGC if trees and vegetation that have potential to support nesting birds during the breeding season were removed or disturbed during the breeding season. Potential direct impacts may subsequently cause nest abandonment (and thus loss of young), nest failure, or direct mortality of individuals. However, Metro routine maintenance during operation does not typically disturb vegetation or trees that supports nesting birds.

~~Potential~~ *If the City does not proceed with relocation of the Open Space Preserve, maintenance activities could result in* indirect impacts to southern tarplant individuals *and habitat* ~~present~~ within the Open Space Preserve adjacent to the Torrance TC*. These impacts could* ~~may~~ occur as a result of oil and fluid run-off from the Proposed Project's surface parking lot ~~degrading~~ *and from use of the maintenance and emergency egress path, which may degrade* habitat and soil quality *and cause die-off of southern tarplant individuals, including the seed bank*. However, ~~although~~ *no impacts are expected because* the Proposed Project parking lot would be impervious~~, it would~~ *and* ~~not contribute to stormwater runoff, since the site~~ would be designed with best management practices to retain stormwater on-site (see Section 3.10, Hydrology and Water Quality)*. These features and best management practices would also apply to the Proposed Project's maintenance and emergency egress path*. *In addition, if the City does not relocate the Preserve, Metro would implement stand-alone off-site mitigation consistent with MM-BIO-5 (Off-Site Mitigation) to offset the affected portion of southern tarplant habitat.* ~~This~~ *These* factor*s*, ~~and~~ *together* with implementation of MM-BIO-1 *(General Protection Measures)*, would *avoid or minimize degradation of habitat and soil quality, thereby preventing substantial adverse effects on southern tarplant during operation. Therefore, with implementation of MM-BIO-1 and MM-BIO-5, operation of the Proposed Project would* result in **less than significant impacts *with mitigation*** to southern tarplant.

TRENCH OPTION

Less than Significant Impact with Mitigation. Within the Trench Option segment, the potential impacts would be similar to the Proposed Project. Metro routine maintenance during operation does not typically disturb vegetation or trees that supports nesting birds.

Like the Proposed Project*, if the City does not proceed with relocation of the Open Space Preserve,* potential indirect impacts to southern tarplant ~~individuals present within the Open Space Preserve adjacent to the Torrance TC~~ may occur as a result of oil and fluid run-off from the ~~Proposed Project~~ *proposed* surface parking lot *and the maintenance and emergency access path; this runoff could* ~~degrading~~ *degrade* habitat and soil quality *and cause die-off of southern tarplant individuals, including the seed bank*. However, the ~~Proposed Project~~ *project* parking lot *and maintenance and emergency egress path* would be impervious,~~ it~~ *and* would not contribute to stormwater runoff, since ~~the site~~ *both the parking lot and the maintenance and emergency egress path* would be designed with best management practices to retain stormwater on-site (see Section 3.10, Hydrology and Water Quality). *In addition, if the City does not relocate the Preserve, Metro would implement stand-alone off-site mitigation consistent with MM-BIO-5 to offset the affected portion of southern tarplant habitat* ~~This~~*These* factor*s*, ~~and~~ *together* with implementation of MM–BIO-1, *would avoid or minimize degradation of habitat and soil quality, preventing substantial adverse effects on southern tarplant during operation. Therefore,*

operation of the Trench Option would result in **less than significant impacts *with mitigation*** to southern tarplant.

HAWTHORNE OPTION

Less than Significant Impact. Within the Hawthorne Option segment, the potential impacts would be similar to the Proposed Project. Metro routine maintenance during operation does not typically disturb vegetation or trees that supports nesting birds.

Like the Proposed Project, *if the City does not proceed with relocation of the Open Space Preserve,* potential indirect impacts to southern tarplant ~~individuals present within the Open Space Preserve adjacent to the Torrance TC~~may occur as a result of oil and fluid run-off from the ~~Proposed Project~~ *project's* surface parking lot *and maintenance and emergency egress path, which could* ~~degrading~~ *degrade* habitat and soil quality *and cause die-off of southern tarplant individuals, including the seed bank*. However, *both* the ~~Proposed Project~~ parking lot *and the maintenance and emergency access path* would be impervious *and would be designed with best management practices to retain stormwater on-site (see Section 3.10, Hydrology and Water Quality)*. ~~This~~ *These* factor*s*, *together* ~~and~~ with implementation of MM–BIO-1*,* would *avoid or minimize degradation of habitat and soil quality, thereby preventing substantial adverse effects on southern tarplant during operation. Therefore, with implementation of MM-BIO-1 and MM-BIO-5, operation of the Hawthorne Option would* result in **less than significant impacts *with mitigation*** to southern tarplant.

Page 3.7-30 – The analysis under Section 3.7-4.3.1 Construction Impacts is revised as follows:

No Impact. Construction of the Proposed Project is not expected to adversely impact state or federally protected wetlands through direct removal, filling, hydrological interruption, or other means. Wetland features previously identified at the Torrance TC site have since been disturbed by other projects, and mitigation by another project consisted of establishment of a two-acre Open Space Preserve that ~~would~~ support*s* the *appropriate hydrological function for the* on-site population of southern tarplant (see discussion in Section 3.7-3.3). *Even without implementation of mitigation, the Proposed Project's maintenance and emergency egress path within this Open Space Preserve is not expected to adversely impact any state or federally protected wetlands because the path would not alter existing hydrology or encroach into areas that meet the definition of wetlands under state or federal law.* The Pioneer Basin is located within the RSA but would not be impacted by construction activities as it is situated on a bluff well above (in elevation) the Metro ROW. In addition, no impacts are anticipated to the City of Torrance storm water retention basins (i.e., sumps) as these areas are located adjacent to, and outside of, the RSA. Therefore, construction of the Proposed Project would result in **no impact**.

Page 3.7-32 – The analysis under Section 3.7-4.5.1 Construction Impacts is revised as follows:

Less than Significant Impact with Mitigation. ~~**No Impact.**~~ Construction of the Proposed Project ~~is not expected to~~ *would have the potential to* conflict with local policies or ordinances protecting biological resources. Relevant local objectives and policies are described in Section 3.7-1.3 (and include the City of Torrance General Plan's Open Space and Habitat Objectives and Policies, Dominguez WPPM, and the City of Torrance Street Tree Master Plan). As noted in Section 3.7-1.3, the City of Torrance has applicable open space objectives and policies. ~~but construction of the Proposed Project would not infringe on key open space areas identified for protection and preservation by the City.~~ The Open Space Preserve established for southern tarplant protection*.* is located immediately adjacent to the Proposed Project footprint

(specifically, the surface parking lot) *and the maintenance and emergency egress path would occupy approximately 7,471 square feet of the 87,036-square-foot Preserve. This encroachment would conflict with the Preserve's open space and habitat objectives and therefore would represent a significant impact before mitigation. However, consistent with MM-BIO-5, impacts would be reduced to a less-than-significant level through either (1) participation in and funding of the City's relocation and re-establishment of the Preserve under an agreement that meets the mitigation measure's performance standards, or (2) implementation of an independent off-site mitigation preserve meeting the same performance standards, including long-term management and funding provisions. MM-BIO-1 (General Protection Measures) would also be implemented to avoid and minimize temporary construction-related effects within the Preserve.*~~; however, construction related activities will not occur within the boundaries of the Open Space Preserve and no impacts are anticipated.~~

The Dominguez WMMP was developed to manage and enhance water quality and habitats within the watershed, of which construction of the Proposed Project is not expected to significantly impact. The Street Tree Master Plan (City of Torrance, 2015f) was created to enhance and preserve the City's trees by having a set list of recommended trees that would best fit each area of the city. Although loss of non-native trees may occur within the Metro ROW as a result of construction, the Proposed Project alignment does not overlap with any of the eight Special Designated Areas for Tree Conservation and Protection, as designated by the City of Torrance. In addition, local regulations and ordinances do not apply to any existing Metro-owned property. Therefore, no City ordinances require that the Proposed Project replace impacted trees within the Metro ROW.

The Cities of Redondo Beach and Lawndale do not have applicable objectives and/or policies protecting biological resources, including tree preservation ordinances. Therefore, although the Proposed Project could cause a loss of some open space and the loss of some non-native, ornamental trees in the Cities of Redondo Beach and Lawndale, it would not conflict with any relevant policy adopted by those cities. ~~Therefore, construction of the Proposed Project would result in **no impact**.~~

*With implementation of MM-BIO-1 and MM-BIO-5, conflict with local policies or ordinances protecting biological resources, specifically impacts to the established Open Space Preserve, would be reduced to **less than significant with mitigation**.*

TRENCH OPTION

Less than Significant Impact with Mitigation. ~~**No Impact.**~~ Similar to the Proposed Project, construction of the Trench Option ~~is not expected to~~ *has the potential to* conflict with local policies or ordinances *protecting the established Open Space Preserve for the southern tarplant*, as it would be constructed in the same location. Therefore, *conflicts with local policies or ordinances protecting biological resources, specifically impacts to the established Open Space Preserve, could result in a significant impact before mitigation. With implementation of MM-BIO-1 and MM-BIO-5, construction of the Trench Option would have a **less than significant impact with mitigation**.* ~~construction of the Trench Option would result in **no impact**.~~

HAWTHORNE OPTION

Less than Significant Impact with Mitigation. ~~**No Impact.**~~ Similar to the Proposed Project, the Hawthorne Option ~~is not expected to~~ *has the potential to* conflict with local policies or ordinances *protecting the established Open Space Preserve for the southern tarplant*, as it would

be constructed in the same cities and under the same local policies and ordinances. ~~Therefore,~~ *With implementation of MM-BIO-1 and MM-BIO-5, construction of the Hawthorne Option would not conflict with local policies or ordinances protecting biological resources, specifically impacts to the established Open Space Preserve, and this impact would be* ***less than significant with mitigation****.* ~~construction of the Hawthorne Option would result in **no impact**.~~

3.7-4.5.2 Operational Impacts

Less than Significant Impact with Mitigation. ~~**No Impact.**~~ The operational activities associated with the Proposed Project ~~are not expected to~~ *could* conflict with ~~any of the~~ local policies or ordinances discussed in Section 3.7-1.3. Operation of the Proposed Project is not expected to directly or indirectly impact protected trees, as the Proposed Project alignment does not occur within any of the eight Special Designated Areas for Tree Conservation and Protection, designated by the City of Torrance. In addition, local regulations and ordinances do not apply to the existing Metro-owned property. As a result, any tree trimming and thinning activities associated with operation of the Proposed Project would not need to comply with tree protection ordinances. Operation of the Proposed Project ~~will~~ would not occur within open space areas established for protection by the City of Torrance, *except for* ~~including~~ the two-acre Open Space Preserve for southern tarplant~~,~~. *Use of the maintenance and emergency access path within the Preserve would represent a potential conflict with the Preserve's open space and habitat objectives, which would constitute a significant impact before mitigation. However, consistent with MM-BIO-5 (Off-Site Mitigation for Southern Tarplant), this impact would be mitigated prior to operation through either (1) Metro's participation in and funding of the City's relocation and re-establishment of the Preserve under an agreement that meets the mitigation measure's performance standards, or (2) implementation of an independent off-site mitigation project meeting the same performance standards, including long-term management and funding provisions. Because MM-BIO-5 would be implemented during construction, the required mitigation would be in place before operation begins. If the City does not relocate the Preserve, implementation of MM-BIO-1 (General Protection Measures) together with MM-BIO-5, would ensure operational impacts related to conflicts with local policies or ordinances protecting biological resources are reduced to a less-than-significant level.* ~~and will~~ *Operation of the Proposed Project would* not jeopardize water quality and habitats within the watershed of the overarching Dominguez WMMP. *With implementation of MM-BIO-1 and MM-BIO-5, potential operational conflicts with local policies or ordinances protecting biological resources, specifically, impacts to the established Open Space Preserve, would be* ***less than significant with mitigation****.* ~~Therefore, the operation of the Proposed Project would result in **no impact**.~~

TRENCH OPTION

Less than Significant Impact with Mitigation. ~~***No Impact.***~~ Similar to the Proposed Project, operation of the Trench Option ~~is not expected *to*~~ *has potential to* conflict with local policies or ordinances, as it would operate along the same alignment in the same operating pattern. *Like the Proposed Project, with implementation* of *MM-BIO-1 and MM-BIO-5, impacts associated with conflicts with local policies or ordinances protecting biological resources, specifically, impacts to the established Open Space Preserve, would be reduced to* ***less than significant with mitigation****.* ~~Therefore, operation of the Trench Option would result in **no impact**.~~

HAWTHORNE OPTION

Less than Significant Impact with Mitigation**.** ~~**No Impact.**~~ Similar to the Proposed Project, operation of the Hawthorne Option ~~is not expected to~~ *could* conflict with local policies or

ordinances, as it would be operated within the same policy context and with the same operating pattern. *Like the Proposed Project, with implementation of MM-BIO-1 and MM-BIO-5, impacts associated with conflicts with local policies or ordinances protecting biological resources, specifically, impacts to the established Open Space Preserve, would be reduced to* ***less than significant with mitigation****.* ~~Therefore, operation of the Trench Option would result in **no impact**.~~

Page 3.7-34 – MM-BIO-1 is revised as follows:

Prior to the initiation of construction activities, construction work limits shall be defined and marked (i.e., by caution tape, temporary fencing, etc.). All temporary fencing or other markers must be clearly visible to construction personnel.

Prior to and during construction, a qualified Biologist, selected by Metro, shall confirm that the outer perimeter of the construction work limits, *fencing, and erosion control measures are properly installed and shall monitor compliance with these measures within and adjacent to the Open Space Preserve* ~~is not within 50 feet of any area where native vegetation and sensitive habitats occur, specifically, the Open Space Preserve established as part of the Torrance TC Project by the City of Torrance and adjacent to the Proposed Project's Torrance TC Station~~. No native vegetation removal or grading shall occur ~~within areas designated for avoidance~~ *within any remaining areas of the Open Space Preserve*. Fenced impact limits shall include erosion control measures to minimize erosion and siltation during initial vegetation clearing/removal and construction through the use of silt fencing, siltation basins, gravel bags, or other controls necessary to stabilize the soil in cleared or graded areas. Erosion control measures would be installed prior to the onset of vegetation clearing/removal. These measures would be maintained in good repair until the completion of construction. Vegetation clearing/removal during routine maintenance shall also include similar erosion control measures. Specific work areas within the Torrance TC Station site~~, including the surface parking lot,~~ adjacent to *portions of* the Open Space Preserve *that remain in place, if the City of Torrance does not relocate the Preserve to a different site prior to construction,* shall include specific erosion and run-off control measures necessary to ensure no contaminants enter the *fenced impact limits of the* Open Space Preserve and consequently degrade *any remaining* habitat for the southern tarplant. These erosion and run-off control measures shall be implemented long-term per Regional *Water Quality Control Board* ~~R~~*requirements* to ensure the continued protection of the Open Space Preserve and quality of habitat within. *These measures are in addition to, and not in lieu of, the compensatory mitigation requirements of MM-BIO-5, which shall be implemented prior to any ground-disturbing activities within the Southern Tarplant Open Space Preserve.*

Page 3.7-34 – The second paragraph of Mitigation Measure MM-BIO-2 is revised as follows:

A pre-construction nesting bird survey shall be conducted by a qualified biologist (i.e., a biologist familiar and experienced with the identification and life histories of wildlife and plant species in southern California) within *72 hours, or as determined by the qualified biologist,* ~~4 days (96 hours)~~ prior to the start of construction activities, to determine whether active nests are present within or directly adjacent to the construction zone. Nests found shall be recorded.

Page 3.7-35 – Mitigation Measure MM-BIO-3 is revised as follows:

Prior to demolition permit issuance and in preparation for ~~demolition both bridges at Grant Avenue and~~ *activities at* the Del Amo Boulevard *bridge and for other bridge modifications*, a bat roost habitat assessment shall be performed by a qualified biologist (i.e., a biologist familiar with

bat identification and ecology in southern California) at each location in order to identify both potential day time and nighttime roosting activity and maternity roosts, for bat species with potential to occur. The bat roost habitat assessment shall be conducted during the spring/summer months between April 1 through August 31 to most effectively identify maternity roost activity. Signs indicating active use by bat species may include guano, urine staining, and audible vocalizations; and shall be recorded upon observation for inclusion in a summary report.

If active maternity roosts are identified, consultation shall occur with CDFW and a bat mitigation plan shall be prepared in advance of construction that shall include measures to avoid, minimize, and mitigate project impacts to bat species per conversations with, and recommendations from, CDFW. The bat mitigation plan ~~shall~~ *may* include bat exclusion measures to be implemented outside the California maternity season (the maternity season is defined as April 1 through August 31 in southern California) in order to prevent potential direct impacts to individuals. During the maternity season, a recommended buffer shall be implemented around any active maternity roosts, and no project related activities shall occur within the buffer until a biologist has determined that the roost is no longer in use. In addition, the bat mitigation plan shall require the replacement of lost habitat associated with demolition of the bridges and shall include mitigation addressing loss of roosts; this replacement should be on site when feasible and off site only when on site replacement is not feasible. The mitigation plan shall include required monitoring of mitigation to ensure the success of the proposed mitigation measures.

Page 3.7-34 – Mitigation Measure MM-BIO-4 is revised as follows:

Prior to construction, *if the Open Space Preserve has not been fully relocated and portions of the Preserve remain,* suitable habitat in the portion of the RSA immediately adjacent to the Open Space Preserve shall be visually surveyed on foot by a qualified botanist (i.e., a botanist familiar with southern tarplant identification) in order to identify potential southern tarplant presence. Surveys should be conducted during the appropriate blooming period for optimal identification (defined as May – November).

If individuals are detected, individuals shall be flagged, and this area shall be clearly marked for avoidance through visible signage and fencing. A buffer zone shall be established of at least 50 feet from the outermost perimeter of the population in order to sufficiently eliminate potential disturbance to the plants from human activity and any other potential sources of disturbance including trampling, erosion, and dust. No vegetation removal, grading, or other earthwork shall occur within areas designated for avoidance. *These avoidance requirements apply to southern tarplant individuals outside the permanent impact footprint of the Project within the Open Space Preserve. Impacts to individuals within the permanent Project footprint shall instead be addressed through the compensatory mitigation requirements of MM-BIO-5.*

A qualified botanist shall perform bi-weekly (twice per week) site visits, or at a frequency necessary to ensure protection *of any remaining areas* of the Open Space Preserve, during all construction activities occurring immediately adjacent to *any remaining areas of* the Open Space Preserve to ensure construction activities remain within the designated, and delineated, approved construction area; and that construction fencing, and other boundary demarcations remain in the appropriate condition

Page 3.7-36 – After the second paragraph on page 3.7-36, the following text is added:

MM-BIO-5. Off-site Mitigation for Southern Tarplant Habitat

Prior to construction, Metro shall coordinate with the City of Torrance and CDFW to identify and evaluate one or more suitable off-site mitigation sites for southern tarplant habitat. The goal of this effort is to mitigate the permanent loss of southern tarplant habitat through the establishment, preservation, and long-term management of suitable off-site mitigation habitat.

Metro shall ensure that mitigation occurs at a minimum 3:1 ratio for habitat area, or at a higher ratio if required by CDFW. A site-specific biological assessment, prepared by a qualified botanist (i.e., a botanist familiar with identification, survey, and management of southern tarplant), shall demonstrate that the selected mitigation site(s) have appropriate soil, hydrology, and ecological conditions to support self-sustaining, long-term tarplant populations.

It is Metro's understanding that the City of Torrance is currently evaluating the relocation and re-establishment of the entire Open Space Preserve to the Elm Water Yard in the City of Torrance. If the City elects to proceed with that relocation, Metro may satisfy its mitigation obligation by entering into an agreement with the City to fund and implement a proportional share of the new preserve area. This agreement must include provisions for a non-wasting endowment or other long-term funding mechanism sufficient to cover Metro's proportional share of perpetual management costs, and must include performance standards equivalent or greater than those described in this mitigation measure for Metro's proportional share.

If the City of Torrance opts not to relocate and re-establish the Open Space Preserve, Metro shall implement an independent off-site mitigation project that achieves the same performance standards for habitat value and long-term viability, including securing a conservation easement, deed restriction, or other legally enforceable land protection instrument; implementing habitat enhancement measures; conducting long-term monitoring, and establishing a non-wasting endowment or other funding mechanism sufficient to cover Metro's proportional share of perpetual management costs. Metro shall make a reasonable, documented effort to implement the off-site mitigation within the City of Torrance.

If no appropriate off-site mitigation site can be identified within the City of Torrance, Metro shall identify and evaluate one or more suitable sites outside the City, such as an existing preserve that includes the same species of southern tarplant, that achieve the same habitat value and long-term viability standards as determined by a qualified botanist.

A qualified botanist shall also prepare a Southern Tarplant Translocation/Enhancement Plan in consultation with CDFW that includes feasible and achievable performance standards. The plan shall include, but is not limited to, methods and sourcing guidelines for seed collection (to occur for a minimum of two years); best management practices for planting and invasive species control; monitoring protocols, and a schedule of implementation activities. The Translocation Plan/Enhancement shall be finalized prior to any ground-disturbing activities that could affect the Southern Tarplant Open Space Preserve.

If, after a reasonable and documented effort, no suitable off-site mitigation site can be identified or implemented within or outside the City of Torrance, Metro shall consult with CDFW to identify an alternative mitigation strategy that achieves equivalent biological value and long-term viability. This may include payment of an in-lieu fee to a CDFW-approved land management entity, provided that the entity commits to establishing, preserving, and managing southern tarplant habitat in perpetuity at a minimum ratio of 3:1 or higher, consistent with the performance standards described above.

Pages 3.7-36 through 3.7-37 – Section 3.7-7 Cumulative Impacts is revised as follows:

3.7-7.1 Proposed Project

Historically, development and rapid urbanization has been occurring in the surrounding region since the late 1800s. Continued development relating to infrastructure improvement, housing construction, and other community needs is regularly, and frequently, occurring. There is an existing cumulative impact related to biological resources as a result of the highly urbanized setting and both historic and present development throughout the region. Today, the region is an established metropolitan setting consisting of a mostly highly urbanized landscape including both industrial and residential communities, resulting in an existing impact to the biological setting of the RSA. The Proposed Project could contribute to the existing cumulative impact.

The analysis of biological resources in Section 3.7-4 identifies less than significant impacts after mitigation resulting from construction of the Proposed Project. *While the Proposed Project could contribute to significant impacts on biological resources in the region, this incremental contribution would not be cumulatively considerable due to the implementation of mitigation measures. With respect to southern tarplant, the Proposed Project could result in direct impacts to individual southern tarplant plants and associated habitat, as well as encroachment into a portion of the City of Torrance's designated Southern Tarplant Open Space Preserve. These impacts could contribute to cumulatively significant regional impacts on special-status plant species and on locally protected open space resources. However, implementation of Mitigation Measure MM-BIO-5 would ensure that impacts to the southern tarplant and Open Space Preserve are mitigated through the establishment, preservation, and long-term management of off-site southern tarplant habitat at a minimum 3:1 ratio. If feasible, Metro may satisfy this requirement through coordination with the City of Torrance to fund a proportional share of the relocation and re-establishment of the Open Space Preserve. If the City elects not to pursue relocation, Metro would independently implement a stand-alone off-site mitigation project that meets the same performance standards for habitat value and long-term viability.* There efforts, in combination with Implementation of mitigation measures MM-BIO-1 through MM-BIO-4, would avoid or mitigate impacts to southern tarplant, nesting birds, and bats. Operation of the Proposed Project would have less than significant impacts to biological resources. Therefore, the Proposed Project's incremental contribution to cumulatively significant impacts on biological resources*, including both species-level and preserve-level,* effects would not be cumulatively considerable during construction or operation.

3.7-7.2 Trench Option

The Trench Option would be constructed in the same location as the Proposed Project using similar equipment, methods, and timeframe as the Proposed Project. While it would require deeper and more extensive excavation and construction of structures than the Proposed Project, with implementation of mitigation measures MM-BIO-1 through ~~MM-BIO-4~~ *MM-BIO-5*, these activities are not anticipated to cause a greater disturbance to biological resources than the Proposed Project. The Trench Option's potential for cumulative effects would largely be similar to that that of the Proposed Project. Similarly, the Trench Option would operate along the same alignment and in the same operating pattern as the Proposed Project. Therefore, the Trench Option's incremental contribution to cumulatively significant impacts on biological resources would not be cumulatively considerable during construction or operation.

3.7-7.3 Hawthorne Option

The Hawthorne Option would be constructed along Hawthorne Boulevard, a built-out major arterial largely devoid of any natural or biological resource, using similar equipment, methods, and timeframe as the Proposed Project. While it would require more construction of structures than the Proposed Project, with implementation of mitigation measures MM-BIO-1 through ~~MM-BIO-4~~ *MM-BIO-5*, these activities are not anticipated to cause a greater disturbance to biological resources than the Proposed Project. The Hawthorne Option would have the same operating pattern as the Proposed Project. The Hawthorne Option's potential for cumulative effects would largely be similar to that that of the Proposed Project. Therefore, the Hawthorne Option's incremental contribution to cumulatively significant impacts on biological resources would not be cumulatively considerable during construction or operation.

4.12 CHAPTER 3.8 - GEOLOGY AND SOILS

Page 3.8-7 – Section 3.8-2.5 under the heading PF-GEO-1. Metro Geotechnical Design Standards is revised to include the following first paragraph:

Prior to construction, Metro will complete soil investigations, including examination of any potential sinkholes by the geotechnical engineer of record, to inform site-specific design and construction measures.

Page 3.8-21 – Section 3.8-3.12- is revised as follows:

3.8-3.12 Subsidence~~, and~~ Settlement*, and Collapsible Soils*

Subsidence (other than that caused by liquefaction) may occur due to earthquake shaking, removal of groundwater, and/or removal of hydrocarbons from the underlying soil material.

Subsidence may occur in unconsolidated soils during earthquake shaking as the result of a more efficient rearrangement of existing individual soil particles. Subsidence of sufficient magnitude to cause significant structural damage is normally associated with rapidly deposited alluvial materials or improperly compacted fill.

Collapsible soils consist predominantly of sand- and silt-size particles arranged in a loose "honeycomb" structure. This loose structure is held together by small amounts of water-softening cementing agents, such as clay or calcium carbonate. When the soil becomes wet, these cementing agents soften and the honeycomb structure collapses and generates ground settlement. Collapsible soil can also contribute to sinkholes.

According to the City of Redondo Beach Geological Hazards section of the General Plan (1993f), no areas were identified as being prone to subsidence. In addition, subsidence occurring from withdrawal of hydrocarbons in the City of Redondo Beach is nonexistent. *According to the City of Redondo Beach's 2024 Draft Program Environmental Impact Report for their Focused General Plan Update, the soil within the city is generally not susceptible to collapse due to the granular nature of the soils and lack of clay (2024).*

According to the City of Lawndale Safety Element (~~2015~~*2023*), the city does not *have any historic or current U.S. Geological Survey-recorded subsidence, and the risk for collapsible soils is low.* ~~contain areas of rapidly deposited alluvial material, and therefore the risk for subsidence is low.~~

Page 3.8-27 – The evaluation of the Trench Option is revised as follows:

Less Than Significant Impact. The construction of a trench requires deeper excavations which, during a seismic event, could potentially increase the risk of loss, injury, or death as a result of trench collapses or cave-ins. The potential for strong seismic ground shaking would exacerbate

these risks. Generally, to prevent these issues, sloping or benching the excavation, shoring the trench walls with support would be implemented. *Shoring would be monitored for lateral and vertical movement during construction.* Three types of walls for the proposed Trench Option are proposed: U walls, secant pile walls without struts, and secant pile walls with struts. U walls may be constructed using bottom-up construction with excavating the soil behind the walls. The other two types of secant pile walls would be constructed using top-down construction method. The secant pile wall would have series of closely spaced cast-in-drilled-hole piles with overlapping soil-cement piles. This secant pile wall system would first be constructed (using top-down construction technique) and then the trench excavations would be performed. This would provide a safe working environment to construction workers. The U walls can be constructed with proper back-sloping to avoid any slope failures due to seismic ground shaking. The Trench Option would comply with PF-GEO-1, Metro Geotechnical Design Standards which would ensure that during the design phase, seismically induced earth pressures would be incorporated in the design to prevent the failures due to seismic ground shaking. For these reasons and the intermittent and temporary nature of construction work and the relative rarity of strong seismic events, Trench Option would have a **less than significant impact** related to risk of loss, injury, or death involving strong seismic ground shaking.

Page 3.8-32 – The text under Section 3.8-4.6.1 is revised as follows:

Less Than Significant Impact. As previously discussed, the Proposed Project footprint is not located within a CGS mapped liquefaction zone. *The Proposed Project footprint, in general, is in a relatively low relief area and the nearest CGS mapped landslide zone is over 1.5 miles west and south; see Figure 3.8-4. Based on prior studies and existing geotechnical data, there is a low potential for subsidence and naturally occurring collapsible soils within the project area.* Therefore, *the project is not located on a geologic unit or soil that is unstable or would become unstable as a result of the project, and resulting* impacts associated with unstable soils ~~and their consequences~~ are considered minimal. *However, deep excavations for piles could potentially encounter unconsolidated or water-saturated soils.* ~~However, p~~*P*reviously performed geotechnical investigation indicated shallow groundwater (this could be perched water) was recorded in the northern area of the Proposed Project footprint, which would be further evaluated during the design phase with incorporation of PF-GEO-1. *PF-GEO-1 would require a site-specific geotechnical investigation to assess the subsurface conditions and current groundwater depth to conclude the landslide, lateral spreading, subsidence, liquefaction, and collapse risk, as well as seismic risk solutions such as deep foundations and ground improvements. As part of the geotechnical investigation, the site-specific soil types would be identified and appropriate ground-stabilization measures would be incorporated into the design and construction of the project, to ensure that the project would not result in impacts related to unstable soils.* ~~In addition, the Proposed Project footprint, in general, is in a relatively low relief area and the nearest CGS mapped landslide zone is over 1.5 miles west and south; see Figure 3.8-4.~~ Given the intermittent and temporary nature of construction work and the relative rarity of seismic events, the occurrence of seismic ground shaking resulting in liquefaction, lateral spreading, landslides, or seismically induced slope failures during construction of the Proposed Project is unlikely. In addition, there is no evidence of groundwater pumping within or around the Proposed Project footprint that can cause ground subsidence, although this will be confirmed and evaluated during the final design phase.

~~Based on shallow groundwater recorded in the northern area of the Proposed Project footprint, the coarse-grained soils may be susceptible to liquefaction. PF-GEO-1 would require a site-specific geotechnical investigation to assess the subsurface conditions and current groundwater depth to~~

~~conclude the landslide, lateral spreading, subsidence, liquefaction, and collapse risk, as well as seismic risk solutions such as deep foundations and ground improvements.~~ Therefore, the construction impacts for Proposed Project would be **less than significant** on unstable soils as a result of landslides, lateral spreading, subsidence, liquefaction, or collapse.

4.13 CHAPTER 3.9 - HAZARDOUS MATERIALS

Page 3.9-10 – Project Feature PF-HHM-1 is revised as follows:

PF-HHM-1. Handling, Storage, and Transport of Hazardous Materials and Wastes

Prior to the start of construction, the contractor would provide Metro with a hazardous waste and hazardous materials management plan, such as a plan defined in Title 19 CCR, or a Spill Prevention, Control, and Countermeasure Plan. The plan will be completed to Metro contractor specifications and will comply with the SWRCB Construction Clean Water Act Section 402 General Permit conditions and requirements for transport, labeling, containment, cover, and storage of hazardous materials during construction and operation. The plan will identify the responsible parties and outline procedures for hazardous waste and hazardous materials handling, storage, and transport. The excavation and transport of soils contaminated by heavy metals (e.g., lead) would be managed according to SCAQMD Rule 1466 (Control of Particulate Emissions from Soils with Toxic Air Contaminants) and SCAQMD Rule 1166 (VOC emissions from Decontamination of Soil). The plan would also prescribe best management practices (BMP) to follow to prevent hazardous material releases and for cleanup of any hazardous material releases that may occur. *The transportation of hazardous materials and waste shall be conducted in accordance with the applicable regulations codified in 49 CFR Parts 101, 106, 107, and 171 to 180, including, but not limited to, those related to packagings, pre-transportation functions, transportation functions, and functions not subject to the requirements of the federal Hazardous Materials Regulations.*

Additionally, the contractor would comply with applicable federal and state regulations regarding hazardous material handling and storage practices, such as the RCRA, CERCLA, the Hazardous Materials Release Response Plans and Inventory Law, and the Hazardous Waste Control Act.

Page 3.9-11 – Project Feature PF-HHM-2 is revised as follows:

PF-HHM-2. Demolition Plans

Prior to the start of construction, the contractor would prepare demolition plans for the safe dismantling and removal of *roadways,* building components, and debris. The demolition plans would also include plans for testing and abatement procedures for ACM, LBP, and PCB, as well as handling and disposal of treated wood waste (TWW)*, such as creosote and arsenic-treated railroad ties,* and universal waste in accordance with federal and state regulations, including the 1994 Federal Occupational Exposure to Asbestos Standards, SCAQMD Rule 1403 (Asbestos Emissions from Demolition/Renovation Activities), Title 22 of the CCR Division 4.5 (Hazardous Waste), the U.S. Department of Housing and Urban Development Lead-Based Paint Guidelines, and Title 40 of the CFR Part 761.

Page 3.9-31 – The third paragraph of Section 3.9-4.1.1 is revised as follows:

The Proposed Project would demolish *two* existing bridges at Grant Avenue and Del Amo Boulevard *and segments of the surrounding roadways near support columns for bridges*, and reconfigure freight tracks throughout the corridor. The excavation and demolition of the existing

bridges would require the removal, transport, and disposal of soil and bridge materials that have potentially been contaminated by various contaminants of concern as discussed in Section 3.9-3. *Demolition of existing roadways would also potentially encounter lead-based paint and other heavy metals from yellow paint striping and other pavement markings.*

Page 3.9-35 – The second paragraph in Section 3.9-4.2.1 is revised as follows:

Oil and Gas Pipelines

Less than Significant Impact. Oil and gas pipelines are located adjacent to the Proposed Project corridor, and oil refineries are located near the southern end. Oil and gas pipelines including a 10-inch Shell crude oil, 8-inch ExxonMobil jet fuel, and 20-inch Chevron gas lines run within the Metro ROW. Oil and gas pipelines may pose a hazard to human health and safety or to the environment if oil or gas are released. Release could occur through spills during construction or rupture of a pipeline during construction, and *release could also pose potential fire and explosion hazards*. At this phase of design, Metro has obtained as-built drawings from these utility owners and developed preliminary plans for relocation or protect-in-place. *To the greatest extent possible, the project requires pipelines and utilities to be protected in place during construction, rather than relocated. Utilities protected in place would follow all applicable safety regulations and utility owner standards regarding necessary clearances.* Per the Metro Rail Design Criteria, Metro would continue to coordinate with the utility owners in future phases of design, and present preliminary relocation concepts to each utility owner with affected facilities. Metro would conduct additional surveys and potholing as needed to verify the relocation plans, which would avoid any conflicts with pipelines during construction. *Prior to and during construction, Metro and its contractors would follow established utility protection protocols and construction techniques and procedures to prevent accidental damage to underground utilities.* As noted in PF-US-1 in Section 3.11, Utilities and Service Systems, prior to ground-disturbing activities, all oil and gas pipelines within the ROW would be identified and marked onsite in coordination with the ~~well~~*utility* owners to avoid damaging the pipelines. *Other standard operating procedures that would be followed during construction include hand-digging techniques at certain depths to minimize the risk of hitting underground lines, and ensuring that on-site inspectors monitor construction activities to verify compliance with safety protocols.* Utility agreements would be finalized to ensure the designs are prepared by third party utility owners~~.~~*, and the final design layouts would be confirmed or adjusted as needed based on field verification conducted prior to construction. Additionally, the levels of groundborne vibration expected during project construction are not anticipated to exceed the levels at which damage to underground utilities could occur. Most pipelines are buried at depths where vibration from surface construction dissipates significantly, and they are designed to withstand vibration associated with urban development and roadway construction. Moreover, geotechnical engineers and licensed contractors routinely evaluate soil conditions, pipeline depth, and distance from equipment when selecting construction methods, and incorporate design safeguards accordingly. Per Caltrans' Transportation and Construction Vibration Guidance Manual (2020), even high-impact activities such as mine blasting rarely produce vibrations intense enough to damage buried pipelines.* Therefore, the impact related to oil and gas pipelines would be **less than significant**.

Page 3.9-39 – The first two paragraphs in Section 3.9-4.2.2 are revised as follows:

Less than Significant Impact. Once the Proposed Project is operational, the risks discussed in Section 3.9-4.2.1 regarding construction impacts would end. Operation of the Proposed Project

would involve the occasional use and storage of routine detergents and cleansers for vehicle maintenance activities. There would also be potential for fuels, oils, and transmission fluids to drip or spill from Metro support vehicles in limited quantities. Accidental exposure to some of these chemicals can pose physical hazards (e.g., chemical burns) or health hazards (e.g., poisoning), which may give rise to acute or chronic illnesses. The properties and health effects of different chemicals are unique to each chemical and depend on the extent to which an individual is exposed. The exposure of individuals to hazardous materials is minimal, given the limited quantities of these materials that would be stored and used on the project site. The Proposed Project would not include use or storage of chemicals that have the potential to result in an off-site upset or accidental event. *The project would not increase the risk of derailment for the existing freight train, and therefore would not increase the risk of accidental release of hazardous materials in the unlikely event of a freight train derailment. Additionally, the light rail and freight trains would not pose a risk to underground utilities, as any utilities affected by the project would have either been relocated during construction in compliance with utility setback requirements or protected in place using appropriate engineering measures. Vibration levels generated by the operation of light rail transit vehicles and freight trains would remain well below thresholds known to cause damage to buried pipelines.* Therefore, the Proposed Project would result in a **less than significant impact** related to accident conditions involving the release of hazardous materials into the environment during operation.

TRENCH OPTION

Less than Significant Impact. Similar to the Proposed Project, the Trench Option would not include use or storage of chemicals, or disturbance in areas with active or abandoned oil and gas wells that have the potential to result in an off-site upset or accidental event. *Similarly, the project would not increase the risk of derailment for the existing freight train, and therefore would not increase the risk of accidental release of hazardous materials in the unlikely event of a freight train derailment.* Therefore, the Trench Option would result in a **less than significant impact** related to accident conditions involving the release of hazardous materials into the environment during operation.

Page 3.9-40 – The first paragraph of Section 3.9-4.3.1 of the Draft EIR is revised as follows:

Less than Significant Impact. RK Lloyde Continuation High School and Centinela Valley Independent Study School are located near the northern end of the RSA within a quarter-mile of the existing Redondo Beach (Marine) Station. Environmental Charter High School, William Green Elementary School, Adams Middle School, Washington Elementary School, and Franklin School are located near the central portion of the RSA between Manhattan Beach Boulevard and 190th Street within a quarter-mile of the Proposed Project. *The Friendship Campus is under construction immediately northeast of the Inglewood Avenue/Fisk Lane intersection, approximately 550 feet from the nearest (northeast) corner of the property to the Metro ROW.* There are no proposed schools within a quarter-mile of the Proposed Project; therefore, this analysis focuses on existing *and under-construction* schools. The RSA contains multiple sources of potentially hazardous materials that could be encountered during construction of the Proposed Project within a quarter-mile of a school. Overall, the Proposed Project would have a less than significant impact during construction related to the potential to emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of a school. The following sections describe the impacts in detail for the types of hazards.

Page 3.9-44 – Table 3.9-2 is revised with respect to Map ID 14 as follows:

Table 3.9-2. Potential REC Sites for the Proposed Project

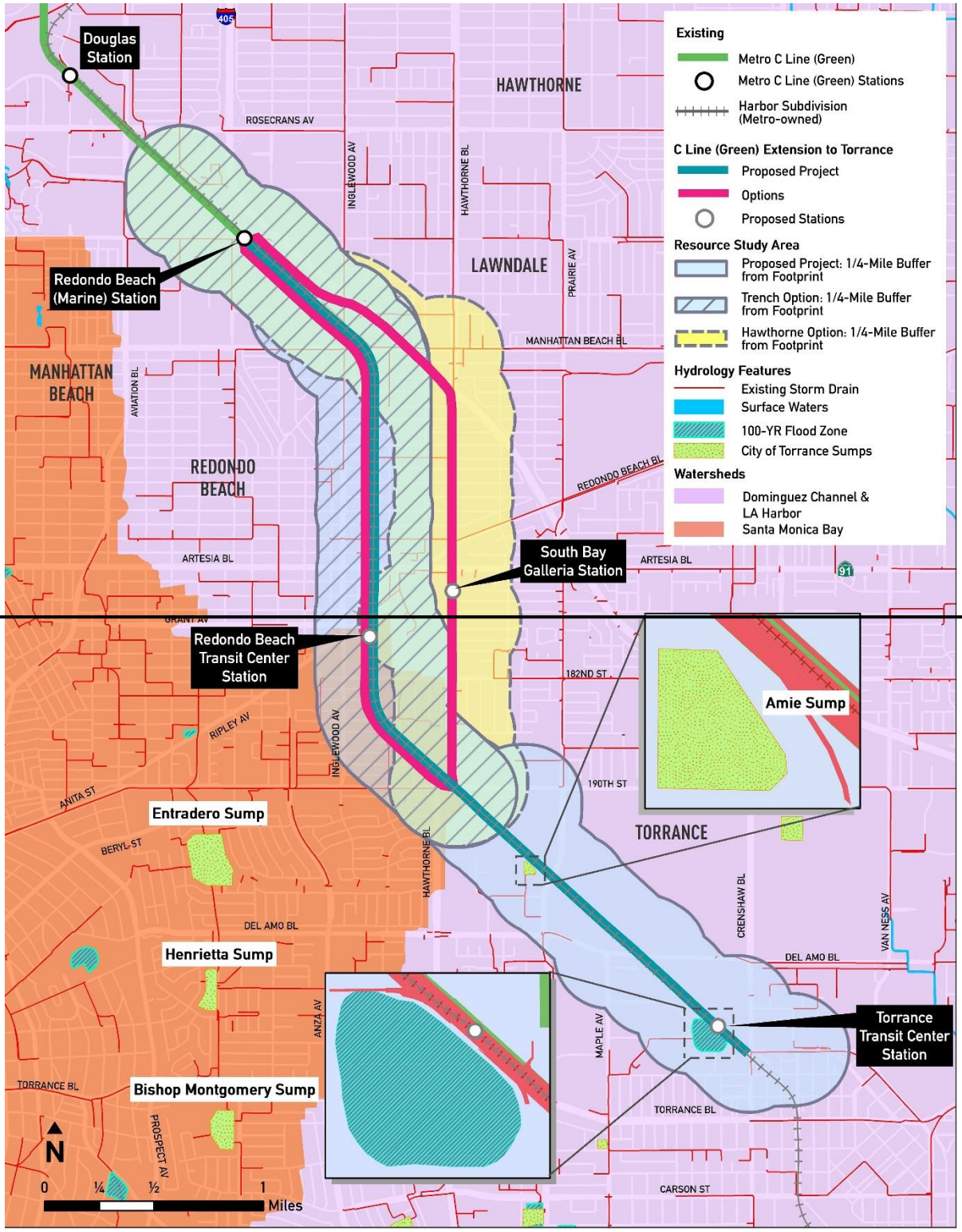
Map ID[1]	Site Name	Distance from Project (In Feet)	Discussion
14	Former Amp-Matrix Facility	600 feet south	Construction may disturb groundwater near the site. A Phase II site investigation is recommended *specifically for the purposes of* ~~to evaluate~~ *evaluating* groundwater for TPH and VOC along the alignment. *The Phase II site investigation would not involve excavation or disturbance of the site itself.*

Note: South of 190th Street, there is one alignment for the Proposed Project, and no options.
[1]Map ID numbers correspond to site numbers shown on Figure 3.9-3 and Figure 3.9-6
TPH=total petroleum hydrocarbons; SVOC= semi-volatile organic compound; VOC= Volatile Organic Compound; REC= Recognized Environmental Conditions; TC= Transit Center; ACM= Asbestos Containing Materials

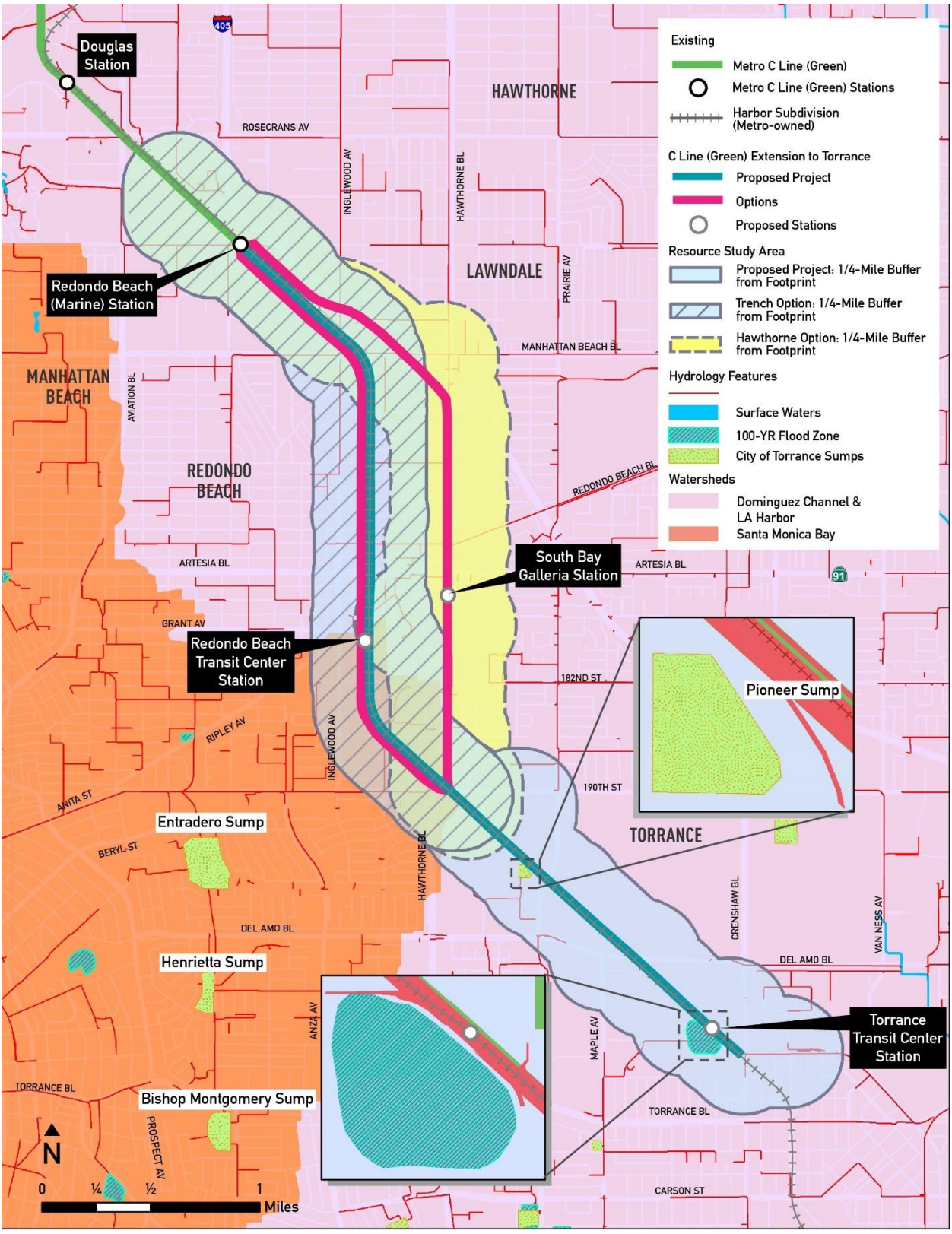
4.14 CHAPTER 3.10 - HYDROLOGY AND WATER QUALITY

The sump label in Figure 3.10-2 Watersheds, Waters, Flood Zones, and Sumps is replaced as follows:

Figure 3.10-2 Watersheds, Waters, Flood Zones, and Sumps



Metro



Sources: FEMA, 2021; LACDPW, 2022b; City of Torrance, 2022; AECOM, 2022; STV, 2022~~5~~5

4.15 CHAPTER 3.11 - UTILITIES AND SERVICE SYSTEMS

Page 3.11-8 – The second paragraph under Section 3.11-2 Methodology is revised to include additional information as follows:

> The analysis identifies utilities and service systems whose services could be impacted by the Proposed Project. As discussed below in Section 3.11-2.2, the RSAs include the utilities and service systems which service the jurisdictions of the Cities of Lawndale, Redondo Beach, and Torrance. Utilities within these jurisdictions were identified and geolocated using ArcGIS. An assessment for each type of utilities and service system was conducted based on the Proposed Project's potential to require the relocation or construction of utilities and service systems facilities. *To the greatest extent possible, the project requires pipelines and utilities to be protected in place during construction, rather than relocated. Determining whether a utility can remain in place depends on several factors, including its burial depth and distance from the track. Pipelines that cross the track but are able to remain in place would be protected by both the depth of burial and by casings[1] that extend across the entire width of the ROW. Pipelines that run parallel to the track would not need to be encased, provided they meet the minimum safe distance and depth requirements established by regulations and utility owners. These practices are consistent with the current protections that exist for the underground pipelines. However, safety requirements have become more stringent compared to the requirements that existed at the time that the utility lines were installed within the ROW. All pipelines that would be protected in place as part of this project would be coordinated with utility owners and informed by modern best practices, with safety as a priority. For example, pipelines that cross the track would require longer encasements*.
>
> The assessment analyzed the potential for impacts based on factors related to utility usage demand, including the potential for water supply provision in the foreseeable future, the potential for project demand to exceed existing utility provider commitments and capacity and the potential for compliance with regulations regarding solid waste.

Page 3.11-10 – The text under Section 3.11-2.4 under PF-US-1. Utility Identification and Coordination was revised as follows:

> Per Metro standard practice, *as design progresses, Metro will continue to* ~~prior to the start of any demolition or construction activities, the construction contractor will~~ verify the locations of existing utilities potentially affected by construction activities. This will include coordinating with all existing utility providers for wet and dry utilities (water, sewer, gas, electric, and telecommunications) *and with private utility owners* to obtain documentation of existing utility locations. Field verification (i.e., potholing and other methods as appropriate) shall be conducted *throughout the preliminary engineering and final design phases* to document the locations of all utilities within proximity to the guideway and station foundations of the guideway and station foundations, and other project elements that may affect utilities. Based on the information from the field investigations, *the final designer will develop layouts of pipe separations based on coordination* ~~the construction contractor will be responsible for coordinating~~ with the appropriate utility owners/operators to determine specific setback requirements for each utility line and the need for any stabilization for protection in place or

[1] A pipeline casing is a large-diameter steel pipe that encases the utility line, which takes the load from the trains above and protects it from damage.

relocation measures. *During the construction and prior to digging, the contractor will conduct additional field verifications, which include requirements such as contacting a utility location service to verify the position of existing pipes, and conducting additional potholing so that the final design layouts can be confirmed or adjusted as needed.*

Page 3.11-13 – The text under Section 3.11-3.2 Wastewater is revised as follows:

Wastewater includes stormwater runoff, sewage, and other non-potable water. Stormwater runoff means surface water runoff and drainage related to precipitation events, or water emanating from on-site sources that may drain on- or off-site, such as water for landscaping purposes. Stormwater runoff is generally collected via on-street drainages as well as stormwater sumps. Sewage is defined as liquid and water-carried industrial and/or domestic wastes generated from facilities, including, but not limited to, dwellings, commercial buildings, industrial facilities, agricultural activities, hospitals, medical facilities, and other institutions. Both stormwater runoff and sewage are collected and transported through underground municipal sewage systems and are then processed and treated through municipal wastewater treatment facilities. *Metro recognizes that stormwater discharge is typically directed to storm drains and not in the Sanitation Districts of Los Angeles County (LACSD) sewage system. Determination of such discharges will be coordinated with LACSD.* This section addresses wastewater both in the form of stormwater runoff and sewage.

Page 3.11-16 – The text under the Wastewater Treatment heading is revised as follows:

The Sanitation Districts of Los Angeles County (LACSD) is the regional agency responsible for the collection and treatment of wastewater in Los Angeles County. The RSA lies within the Los Angeles County Sanitation District #5. Wastewater from the RSA is treated at the JWPCP, which is operated and maintained by the LACSD. It is located in the City of Carson, approximately four miles southeast of the RSA. This plant serves communities throughout the entire South Bay, as well as communities located as far east as ~~Downey~~ *Pomona* and as far north as ~~Inglewood~~ *La Cañada Flintridge.* According to LACSD, JWPCP treats an average of 260 million gallons of wastewater per day and is capable of processing 400 million gallons per day (LACSD, 2022).

Page 3.11-18 – The text under Section 3.11-3.6 Natural Gas and Oil Facilities is revised as follows:

In 2020, SoCal Gas customers consumed approximately 5,231 million therms of natural gas energy according to the CEC database (CEC, 2022c). In 2018, vehicle fuel consumption represented 80% of Metro's energy footprint, including a mix of compressed natural gas (CNG) that powers its fleet (Metro, 2018). There are numerous privately-owned oil pipelines located within the RSA. Owners of the oil pipelines are Crimson Pipeline, Chevron, Shell, and Plains All American. *Oil and gas pipelines, including a 10-inch Shell crude oil, 8-inch ExxonMobil jet fuel, and 20-inch Chevron gas lines, are located within the Metro ROW.* There are no publicly owned oil pipeline utility infrastructures in the RSA.

Page 3.11-28 – The text under Section 3.11-4.3.1 Construction Impacts is revised as follows:

Less than Significant Impact. The Proposed Project would generate wastewater during construction through the use of temporary worker restrooms and limited construction uses. Any wastewater generated during construction would be transported to wastewater facilities via vacuum service trucks. LACSD operates the JWPCP that serves the entire South Bay community as *well as communities located as far east as Pomona and as far north as La Cañada Flintridge* for wastewater treatment. The JWPCP currently treats 260 million gallons of wastewater per day and is capable of processing 400 million gallons per day (~~Los Angeles County Sewer Districts~~ *Los*

Angeles County Sanitation Districts (LACSD), 2022). Wastewater generated by temporary worker restrooms for construction of the Proposed Project would represent a negligible proportion of the daily wastewater processed by the JWPCP, and the facility is anticipated to have adequate capacity to serve the Proposed Project. Therefore, construction of the Proposed Project would result in a less than significant impact related to wastewater treatment capacity.

Page 3.11-33 – The first paragraph under the Wastewater heading is revised as follows:

The LACSD is the regional agency responsible for the collection and treatment of wastewater in Los Angeles County. Wastewater from the RSA is treated at the JWPCP, which is operated and maintained by the LACSD. This plant serves communities throughout the entire South Bay, as well as communities located as far east as ~~Downey~~ *Pomona* and as far north as ~~Inglewood~~ *La Cañada Flintridge*. According to LACSD, JWPCP treats an average of 260 million gallons of wastewater per day and is capable of processing 400 million gallons per day. While LACSD has not identified an existing cumulative impact at JWPCP, development of past, present, and probable future projects could cumulatively increase demands on the existing wastewater infrastructure system.

4.16 CHAPTER 3.12 - ENERGY RESOURCES

Page 3.12-8 – The last paragraph under the Southern California Association of Governments (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) heading is revised as follows:

As part of the 2020-2045 RTP/SCS, SCAG continues to work towards reducing regional energy use and consumption. Strategies to implement this include, but are not limited to, working with local jurisdictions and energy providers, through its Energy and Environment Committee, and administration of the Clean Cities program, Sustainability Planning grants program, and other SCAG energy-related planning activities, to encourage energy efficient building development. Additional measures include, pursuing partnerships with SCE, municipal utilities, and the CPUC to promote energy efficient development in the SCAG region, through coordinated planning, data and information sharing activities. *Since the release of the Draft EIR, SCAG has released and adopted its 2024-2050 RTP/SCS, Connect SoCal 2024. See Section 4.4 of this Final EIR for more information on how the information in Connect SoCal 2024 relates to this environmental review process.*

Page 3.12-26 – Table 3.12-12 Operational Energy Consumption is revised with a footnote as follows:

Table 3.12-12. Operational Energy Consumption

Energy Resource	Units	Proposed Project	Trench Option	Hawthorne Option
Rail Propulsion Electricity	MWh/year	6,947	6,947	6,947
Station & Lighting Electricity	MWh/year	882	882	882
Total Operational Electricity	**MWH/year**	**7,829**	**7,829**	**7,829**
Unit Conversion	*MJ/MWh*	*3,600*	*3,600*	*3,600*
Electricity Energy	***MJ/year***	***28,182,841***	***28,182,841***	***28,182,841***
Vehicle Trip Displacement[1]	VMT/year	(17,083,851)	(17,083,851)	(17,207,383)
Annual Fuel Savings	Gasoline-Gallon Equivalents (GGE)/year	(492,654)	(492,654)	(496,216)
Unit Conversion	*MJ/GGE*	131.2	131.2	131.2
Petroleum Fuels Energy	***MJ/year***	***(64,625,706)***	***(64,625,706)***	***(65,093,010)***
Net Total Operational Energy	**MJ/year**	**(36,442,865)**	**(36,442,865)**	**(36,910,169)**

Source: TAHA, 2022

[1]*Calculated using the potential operating pattern that results in the least forecasted VMT displacement.*

4.17 CHAPTER 3.13 - CULTURAL RESOURCES

Page 3.13-42 – The fourth paragraph under Section 3.13-4.2.1 Construction Impacts is revised as follows:

> The Proposed Project has the potential to disturb or destroy a significant unknown archaeological resource, and therefore there would be a significant impact. Mitigation measure MM-CUL-1 (Cultural Resources Identification Training) would be implemented, which would require construction personnel to be trained in the identification of archaeological resources. Mitigation measure MM-CUL-2 (~~Archaeologist Consultation~~ *Cultural Resources Monitoring and Mitigation Plan*) would also be implemented, which would establish procedures to *follow* ~~stop work~~ in the event of an ~~archaeological~~ *unanticipated* discovery, and to ensure that discovered resources would be avoided or treated in accordance with a treatment plan developed in consultation with Metro. With the implementation of mitigation measures MM-CUL-1 and MM-CUL-2 the impact would be reduced to **less than significant.**

Page 3.13-43 – The third paragraph under Section 3.13-4.2.1 Construction Impacts – Trench Option is revised as follows:

The Trench Option has the potential to disturb or destroy a significant unknown archaeological resource, and therefore there would be a significant impact. Mitigation measure MM-CUL-1 would be implemented, which would require construction personnel to be trained in the identification of archaeological resources. Mitigation measure MM-CUL-2 would also be implemented, would also be implemented, which would establish procedures to *follow*~~stop work~~ in the event of an ~~archaeological~~ *unanticipated* discovery, and to ensure that discovered resources would be avoided or treated in accordance with a treatment plan developed in consultation with Metro. With implementation of mitigation measures MM-CUL-1 and MM-CUL-2 the impact would be reduced to **less than significant**.

Page 3.13-43 – The third paragraph under Section 3.13-4.2.1 Construction Impacts – Hawthorne Option is revised as follows:

Although the Hawthorne Option is elevated, certain construction activities (e.g., the construction of retaining walls and drainage) still have the potential to disturb or destroy a significant unknown archaeological resource, and therefore cause a significant impact. Mitigation measure MM-CUL-1 would be implemented, which would require construction personnel to be trained in the identification of archaeological resources. Mitigation measure MM-CUL-2 would also be implemented, which would establish procedures to *follow* ~~stop work~~ in the event of an ~~archaeological~~ *unanticipated* discovery and ensure that discovered resources would be avoided or treated in accordance with a treatment plan developed in consultation with Metro. With implementation of mitigation measures MM-CUL-1 and MM-CUL-2, the impact would be reduced to **less than significant**.

Page 3.13-45 – The third paragraph under Section 3.13-4.3.1 is revised as follows:

The Proposed Project has moderate sensitivity for encountering historic remains near El Nido Park and a low sensitivity for buried Native American archaeological deposits, which could include human remains. However, human remains can be encountered in fill, re-deposited, or disturbed soils, as well as intact soils. Disturbance of significant unknown human remains would result in a significant impact. Mitigation measure*s* MM-CUL-3 (Unanticipated Discovery of Human Remains ~~Associated with Known Cemeteries~~) would be implemented *for construction near El Nido Park and Pacific Crest Cemetery*, which would ~~establish a~~ require monitoring *in accordance with the CRMMP* ~~program~~ as well as *establish* treatment measures and avoidance strategies for any remains that are identified. In addition, if Native American remains are encountered, these remains would be treated with appropriate deference through compliance with legal requirements pursuant to Health and Safety Code Section 7050.5 and PRC Section 5097.98. Therefore, with implementation of mitigation measure MM-CUL-3, construction of the Proposed Project would result in a **less than significant impact** related to disturbance of human remains.

Page 3.13-45 – The second paragraph under Section 3.13-4.3.1 is revised as follows:

Due to the depth and extent of the ground disturbance associated with the Trench Option, the likelihood of encountering buried Native American archaeological deposits, including human remains is slightly higher than the Proposed Project. Additionally, human remains can be encountered in fill, redeposited, or disturbed soils, as well as intact soils. Disturbance of significant unknown human remains would result in a significant impact. Mitigation measure MM-CUL-3 would be implemented *for construction near El Nido Park and Pacific Crest Cemetery*, which would ~~establish a~~ require monitoring *in accordance with the CRMMP* ~~program~~ as well as *establish* treatment measures and avoidance strategies for any remains that are identified. In

addition, if Native American remains are encountered, these remains would be treated with appropriate deference through compliance with legal requirements pursuant to Health and Safety Code Section 7050.5 and PRC Section 5097.98.

Therefore, with implementation of mitigation measure MM-CUL-3, construction of the Trench Option would result in a **less than significant impact** related to disturbance of human remains.

Page 3.13-46 – The text under Section 3.13-5 Mitigation Measures is revised as follows to respond to feedback received during Assembly Bill 52 consultation with the Gabrieleno Band of Mission Indians - Kizh Nation:

MM-CUL-1. Cultural Resources Identification Training

~~Prior to any ground-disturbing activities~~ *Prior to the issuance of notice to proceed with construction*, all construction personnel involved in ground-disturbing activities shall be provided with appropriate cultural resources training. The training shall instruct the personnel regarding the legal framework protecting cultural resources, typical kinds of cultural resources that may be found during construction, artifacts that would be considered potentially significant, and proper procedures and notifications if cultural resources and/or are inadvertently discovered. The training shall be ~~presented~~ *prepared* by a Secretary of the Interior professionally qualified archaeologist*, in consultation with interested Native American tribes consulting under AB 52, who shall provide information on resources of interest to Native American tribes* ~~who shall review types of~~ *and include* cultural resources *and* artifacts that would be considered potentially significant to ensure operator recognition of these materials during construction.

MM-CUL-2.~~ Archaeologist Consultation~~ Cultural Resources Monitoring and Mitigation Plan
~~If buried cultural resources are uncovered during construction, all work shall be halted in the vicinity of the archaeological discovery until a Secretary of the Interior professionally qualified archaeologist can visit the site of discovery and assess the significance of the archaeological resource.~~

~~If an archaeological deposit is identified, the construction contractor shall stop construction within 50 feet of the exposed resource until a Secretary of Interior professionally qualified archaeologist can evaluate the find (see 36 CFR 800.11.1 and California Code of Regulations, Title 14, Section 15064.5[f]). Examples of such cultural materials might include ground stone tools such as mortars, bowls, pestles, and manos; chipped stone tools such as projectile points or choppers; flakes of stone not consistent with the immediate geology such as obsidian or fused shale; historic trash pits containing bottles and/or ceramics; or structural remains. If the professional qualified archaeologist finds that the resources are significant, further impacts will be avoided if Metro determines that avoidance is feasible in light of factors such as the nature of the find, Proposed Project design, costs, and other considerations. If avoidance is not feasible, a treatment plan shall be developed and implemented by the construction contractor in consultation with a Secretary of Interior professional qualified archaeologist and Metro to reduce adverse impacts to below a level of significance. The treatment plan shall prioritize data recovery through implementation of an excavation and analysis program. The treatment plan shall include, at a minimum, the following: (a) a statement of why data recovery is appropriate as a mitigation measure; (b) a research plan that sets forth the research questions that can reasonably be expected to be addressed by excavation and analysis of the site; (c) a statement of the types and kinds of data that can reasonably be expected to exist at the site and how these~~

~~data will be used to answer important research questions; (d) a step-by-step discussion of field and laboratory methods to be employed; and (e) provisions for curation and storage of the artifacts, notes, and photographs.~~

~~If a resource is encountered that is prehistoric or otherwise of potentially Native American origin, regardless of any significance evaluation determined by Metro based on the input of a Secretary of the Interior professionally qualified archaeologist, interested Native American tribes consulting under AB 52 shall be contacted and their input sought as to the tribal significance of the resource. Based on this tribal input, Metro shall make a determination as to whether the resource constitutes a tribal cultural resource. The consulting Native American parties shall also be consulted as to the treatment and final disposition of the resource.~~

~~If determined appropriate during tribal consultation, a Native American monitor would be retained involving work at a prehistoric site, or at other suitable locations determined during tribal consultation. Treatment measures for tribal cultural resources may include development of avoidance strategies, capping with fill material, or mitigation of impacts through data recovery programs such as excavation or detailed documentation.~~

~~Ground disturbing activities within the affected area may resume once the site has been fully evaluated and impacts mitigated to the satisfaction of Metro based on input from a Secretary of Interior qualified archaeologist and, if applicable (e.g., if the affected area was determined to contain tribal cultural resources), a Native American monitor.~~

~~If during cultural resources monitoring the qualified archaeologist determines that the sediments being excavated are previously disturbed or unlikely to contain significant cultural materials, the qualified archaeologist can specify that monitoring be reduced or eliminated.~~

Prior to the issuance of notice to proceed with construction, the construction contractor shall prepare, and Metro shall review and approve, a Cultural Resources Monitoring and Mitigation Plan (CRMMP). The CRMMP shall be prepared in consultation with a Secretary of the Interior-qualified archaeologist and interested Native American tribes consulting under AB 52.
At a minimum, the CRMMP shall:

- *Identify the areas where archaeological and Native American monitoring will occur, consistent with MM-CUL-3, and describe monitoring methods and reporting requirements.*
- *Establish the protocol to follow in the event of an unanticipated discovery, requiring that, if an archaeological deposit is identified, the construction contractor shall stop construction within 50 feet of the exposed resource until a Secretary of Interior professionally qualified archaeologist can evaluate the find (see 36 CFR 800.11.1 and California Code of Regulations, Title 14, Section 15064.5[f]). If the resource is determined to be a historical resource (as defined in Public Resources Code Section 21084.1) or a unique archaeological resource (as defined in Public Resources Code Section 21083.2[g]), the CRMMP shall require:*
  - *Avoidance of the resource, where feasible, through project redesign, preservation in place, capping or other methods consistent with Title 14, Section 15126.4(b)(3).*
  - *Where avoidance is not feasible, as determined by Metro, in light of factors such as the nature of the find, Proposed Project design, costs, and other considerations, data recovery shall be implemented through excavation and documentation consistent with*

the Secretary of Interior's Standards for Archaeology and Historic Preservation (48 Fed. Res. 44716) and the State Office of Historic Preservation Standards.

- *Define performance standards requiring all data recovery efforts to obtain information necessary to address important research questions, that all recovered be cleaned, catalogued, and curated at a qualified repository that meets federal and state curation standards, and that a comprehensive technical report be prepared and filed with the South Central Coastal Information Center of the California Historical Resources Information System (CHRIS).*
- *Incorporate tribal consultation with Native American tribes consulting under AB52.*
- *Provide documentation and reporting protocols for submitting monitoring logs during construction and a final report documenting all findings to be submitted to Metro, consulting tribes, and CHRIS.*

The CRMMP shall be implemented throughout all ground-disturbing activities in previously undisturbed areas or areas of deep excavation below the depth of prior disturbance (generally assumed to be 5 feet unless site-specific studies show a greater or lesser depth of prior disturbance), or as otherwise required by MM-CUL-3.

MM-CUL-3. Unanticipated Discovery of Human Remains ~~Associated with Known Cemeteries~~

~~To mitigate potential impacts to human remains at El Nido Park (located between the Kingsdale Avenue and 186th Street cross section to 182nd Street) and the Pacific Crest Cemetery (2701 182nd Street), a location-specific Cultural Resources Monitoring and Mitigation Plan (CRMMP) shall be developed and implemented by the construction contractor in consultation with a Secretary of the Interior-qualified archaeologist and Metro for these locations. The CRMMP shall outline methodology for monitoring and the protocol to follow in the event of an unanticipated discovery at these locations. Should human remains and/or associated funerary objects be identified during earth-moving activities, the CRMMP shall address methods for data recovery, anticipated artifact types, artifact analysis, report writing, repatriation of human remains and associated grave goods, and curation. The CRMMP shall also require that an archaeologist qualified in prehistoric and historical archaeology, be retained prior to ground-disturbing activities. Archaeological monitoring during all ground disturbance adjacent to El Nido Park and the Pacific Crest Cemetery shall be conducted in accordance with the Project CRMMP. If there is an unanticipated discovery of human remains and/or associated funerary objects, then work shall be halted within 50 feet of the find and a qualified archaeologist shall assess the significance of the find and, if necessary, develop appropriate treatment measures, per the CRMMP. Treatment measures typically include development of avoidance strategies, capping with fill material, or mitigation of impacts through data recovery programs such as excavation or detailed documentation.~~

Archaeological and Native American monitoring (see MM-CUL-1 and MM-TCR-1) shall be required during all ground- disturbing activities in areas of excavation extending below the depth of prior disturbances, as defined in MM-CUL-2, and in areas adjacent to known cemeteries or other locations where the potential for encountering human remains is elevated, including El Nido Park (located between the Kingsdale Avenue and 186th Street cross section to 182nd Street) and the Pacific Crest Cemetery (2701 182nd Street). Archaeological monitoring shall be conducted in accordance with the Project CRMMP required by MM-CUL-2, which establishes monitoring methods, evaluation procedures, treatment, standards, and reporting requirements. If human remains and/or associated funerary objects are encountered, then work shall be halted within 50 feet of the find and California Health and Safety Code Section 5097.98 and Public

Resources Code Section 5097.98 shall be followed, including immediate notification of the County Coroner and consultation with the Most Likely Descendant identified by the Native American Heritage Commissions.

4.18 CHAPTER 3.14 - TRIBAL CULTURAL RESOURCES

Page 3.14-15 – The second paragraph under 3.14-3.7 Assembly Bill 52 is revised as follows:

On March 5, 2021, one individual responded, Adrian Morales on behalf of the Gabrieleno Tongva San Gabriel Band of Mission Indians under the leadership of Chairman/Chief Anthony Morales. Adrian Morales said that the Gabrieleno Tongva San Gabriel Band of Mission Indians would like to participate in the consultation process, and there will be a follow-up correspondence letter with formal recommendations to address potential adverse effects to tribal cultural resources. Metro responded on May 10, 2021, with additional cultural resource information based on the archival research and survey. Follow-up emails were sent by Metro to Adrian Morales on May 25, July 12, July 29, and October 27, 2021, each requesting additional follow-up. There ~~have~~ *had* been no responses ~~since~~ between the initial communication and this Draft EIR, ~~which~~ was ~~will be~~ transmitted to a representative of the Gabrieleno Tongva San Gabriel Band of Mission Indians to close consultation. *In February 2023, after the release of the Draft EIR, the Gabrieleno Band of Mission Indians - Kizh Nation requested an update on the project from Metro. Metro's project team met virtually with Andrew Salas (Chairman of the Tribe) and Matthew Teutimez (Tribal Biologist) of the Gabrieleno Band of Mission Indians - Kizh Nation on April 26, 2023, and received feedback, particularly on mitigation measures, to incorporate into the Final EIR.*

Page 3.14-16 – The third paragraph under Section 3.14-4.1.1 Construction Impacts is revised as follows:

Despite prior disturbances, the excavations associated with the Proposed Project have the potential to adversely impact a significant tribal cultural resource. This would result in a significant impact. Mitigation measure ~~MM-CUL-1 (Cultural Resources Identification Training) would be implemented, which would require construction personnel to be trained in the identification of archaeological resources and tribal cultural resources. Mitigation measure MM-CUL-2 (Archaeologist Consultation) which would establish procedures to stop work in the event of an archaeological discovery of potentially Native American origin, require tribal consultation, and ensure that discovered resources would be avoided or treated in accordance with a treatment plan developed in consultation with Metro and consulting Native American parties. Mitigation measures MM-CUL-3 (Unanticipated Discovery of Human Remains Associated with Known Cemeteries) would be implemented, which would establish a require monitoring program as well as treatment measures and avoidance strategies for any remains that are identified. In addition, if Native American human remains are encountered, these would be treated with appropriate deference through compliance with legal requirements pursuant to Health and Safety Code Section 7050.5 and Public Resource Code Section 5097.98.~~ *MM-TCR-1 (Native American Monitoring) would establish consultation with tribes under AB 52. Mitigation measure MM-TCR-2 [Unanticipated Discovery of Tribal Cultural Resource Objects (Non-Funerary/Non-Ceremonial)] would establish procedures to stop work and determine treatment in consultation with the Native American monitor in the event of the discovery of non-funerary/non-ceremonial objects of Native American origin. Mitigation measure MM-TCR-3 [Unanticipated Discovery of Tribal Cultural Resource Objects (Funerary/ Ceremonial)] would establish procedures to stop work and determine treatment in consultation with the Native American monitor in the event of the discovery of funerary/ceremonial objects of Native*

American Origin. Therefore, with implementation of mitigation measures MM-~~CUL~~*TCR*-1, MM-~~CUL~~*TCR*-2, and MM-~~CUL~~*TCR*-3 the impact would be reduced to **less than significant**. ~~Refer Section 3.13, Cultural Resources, for additional detail of these mitigation measures.~~

Page 3.14-16 – The third paragraph under Section 3.14-4.1.1 Construction Impacts – Trench Option is revised as follows:

Excavation associated with the Trench Option has the potential to adversely impact a significant tribal cultural resource which would result in a significant impact. Mitigation measure M~~M-CUL-1 would be implemented, which would require construction personnel to be trained in the identification of archaeological resources and tribal cultural resources. Mitigation measure MM-CUL-2 would also be implemented, which would establish procedures to stop work in the event of an archaeological discovery of potentially Native American origin, require tribal consultation, and ensure that discovered resources would be avoided or treated in accordance with a treatment plan developed in consultation with Metro and consulting Native American parties. Refer to Section 3.13, Cultural Resources for additional detail of these mitigation measures. Mitigation measures~~ MM-CUL-3 (Unanticipated Discovery of Human Remains Associated with Known Cemeteries would be implemented which would establish a require monitoring program as well as treatment measures and avoidance strategies for any remains that are identified. In addition, if Native American human remains are encountered, these would be treated with appropriate deference through compliance with legal requirements pursuant to Health and Safety Code Section 7050.5 and Public Resource Code Section 5097.98. *MM-TCR-1 (Native American Monitoring) would establish consultation with tribes under AB 52. Mitigation measure MM-TCR-2 [Unanticipated Discovery of Tribal Cultural Resource Objects (Non-Funerary/Non-Ceremonial)] would establish procedures to stop work and determine treatment in consultation with the Native American monitor in the event of the discovery of non-funerary/non-ceremonial objects of Native American origin. Mitigation measure MM-TCR-3 [Unanticipated Discovery of Tribal Cultural Resource Objects (Funerary/ Ceremonial)] would establish procedures to stop work and determine treatment in consultation with the Native American monitor in the event of the discovery of funerary/ceremonial objects of Native American Origin.* Therefore, with implementation of mitigation measures MM-~~CUL~~*TCR*-1, MM-~~CUL~~*TCR*-2, and MM-~~CUL~~*TCR*-3 the impact would be reduced to **less than significant**.

Page 3.14-17 – The second paragraph under Section 3.14-4.1.1 Construction Impacts – Hawthorne Option is revised as follows:

Nevertheless, excavations associated with the Hawthorne Option have the potential to adversely impact a significant tribal cultural resource which would result in a significant impact. Mitigation measure ~~MM-CUL-1 would be implemented, which would require construction personnel to be trained in the identification of archaeological resources and tribal cultural resources. Mitigation measure MM-CUL-2 would also be implemented, which would establish procedures to stop work in the event of an archaeological discovery, of potentially Native American origin, require tribal consultation, and ensure that discovered resources would be avoided or treated in accordance with a treatment plan developed in consultation with Metro and consulting Native American parties. Refer to Section 3.13, Cultural Resources for additional detail of these mitigation measures. Finally, if Native American human remains are encountered, these would be treated with appropriate deference through compliance with legal requirements pursuant to Health and Safety Code Section 7050.5 and Public Resource Code Section 5097.98. *MM-TCR-1 (Native American Monitoring) would establish consultation with tribes under AB 52. Mitigation measure MM-TCR-2 [Unanticipated Discovery of Tribal Cultural Resource Objects*

(Non-Funerary/Non-Ceremonial)] would establish procedures to stop work and determine treatment in consultation with the Native American monitor in the event of the discovery of non-funerary/non-ceremonial objects of Native American origin. Mitigation measure MM-TCR-3 [Unanticipated Discovery of Tribal Cultural Resource Objects (Funerary/ Ceremonial)] would establish procedures to stop work and determine treatment in consultation with the Native American monitor in the event of the discovery of funerary/ceremonial objects of Native American Origin. Therefore, with implementation of mitigation measures MM-~~CUL~~*TCR*-1, MM-~~CUL~~*TCR*-2, and MM-~~CUL~~*TCR*-3 the impact would be reduced to **less than significant**.

Page 3.14-18 – The text under Section 3.14-4.2.1 Construction Impacts is revised as follows:

Less than Significant with Mitigation. No resources have been determined by Metro, in its discretion and supported by substantial evidence, to be significant tribal cultural resources within the RSA. However, excavations associated with construction have the potential to disturb and destroy an unknown significant tribal cultural resource. This disturbance of significant tribal cultural resources would result in a significant impact. Mitigation measure ~~MM-CUL-1 would be implemented, which would require construction personnel to be trained in the identification of archaeological resources and tribal cultural resources. Mitigation measure MM-CUL-2 would also be implemented, which would establish procedures in the event of an archaeological discovery of potentially Native American origin, require tribal consultation, and ensure that discovered resources would be avoided or treated in accordance with a treatment plan developed in consultation with Metro and consulting Native American parties. Mitigation measure MM-CUL-3 would be implemented, which would establish a monitoring program as well as treatment measures and avoidance strategies for any remains that are identified. Refer to Section 3.13, Cultural Resources for discussion of these mitigation measures~~ *MM-TCR-1 (Native American Monitoring) would establish consultation with tribes under AB 52. Mitigation measure MM-TCR-2 [Unanticipated Discovery of Tribal Cultural Resource Objects (Non-Funerary/Non-Ceremonial)] would establish procedures to stop work and determine treatment in consultation with the Native American monitor in the event of the discovery of non-funerary/non-ceremonial objects of Native American origin. Mitigation measure MM-TCR-3 [Unanticipated Discovery of Tribal Cultural Resource Objects (Funerary/ Ceremonial)] would establish procedures to stop work and determine treatment in consultation with the Native American monitor in the event of the discovery of funerary/ceremonial objects of Native American Origin.* Therefore, with implementation of mitigation measures MM-~~CUL~~*TCR*-1, MM-~~CUL~~*TCR*-2, and MM-~~CUL~~*TCR*-3 the impacts would **less than significant**.

TRENCH OPTION

Less than Significant with Mitigation. Similar to the Proposed Project, there are no identified tribal cultural resources in the Trench Option RSA. However, construction of the Trench Option has the potential to disturb and destroy an unknown significant tribal cultural resource, and this would be a significant impact. Mitigation measures MM-~~CUL~~*TCR*-1, MM-~~CUL~~*TCR*-2, and MM-~~CUL~~*TCR*-3, would be implemented, which would require construction personnel to be trained in the identification of archaeological resources and tribal cultural resources, ~~and~~ establish procedures ~~to stop work~~ in the event of a*n* ~~resource~~ *unanticipated* discovery of potentially Native American origin, require tribal consultation, and ensure that discovered resources would be avoided or treated in accordance with a treatment plan developed in consultation with Metro and consulting Native American parties. Therefore, with implementation of mitigation measures MM-~~CUL~~*TCR*-1, MM-~~CUL~~*TCR*-2, and MM-~~CUL~~*TCR*-3 impacts would be **less than significant.**

HAWTHORNE OPTION

Less than Significant with Mitigation. Similar to the Proposed Project, there are no identified tribal cultural resources in the Hawthorne Option RSA. However, construction of the Hawthorne Option has the potential to disturb and destroy an unknown significant tribal cultural resource, and this would be a significant impact. Mitigation measures MM-~~CUL~~*TCR*-1, MM-~~-CUL~~*TCR*-2, and MM-~~-CUL~~*TCR*-3 would be implemented, which would require construction personnel to be trained in the identification of archaeological resources and tribal cultural resources, ~~and~~ establish procedures to *follow* ~~stop work~~ in the event of a*n* ~~resource~~ *unanticipated* discovery of potentially Native American origin, require tribal consultation, and ensure that discovered resources would be avoided or treated in accordance with a treatment plan developed in consultation with Metro and consulting Native American parties. Therefore, with implementation of mitigation measures MM-~~CUL~~*TCR*-1, MM-~~-CUL~~*TCR*-2, and MM-~~-CUL~~*TCR*-3 the impacts would be **less than significant.**

Page 3.14-19 – The text under Section 3.14-5 Mitigation Measures is revised as follows:

~~Mitigation measures MM-CUL-1, MM-CUL-2, and MM-CUL-3 outlined in Section 3.13, Cultural Resources address the potentially significant impacts during construction.~~

MM-TCR-1: Native American Monitoring

Prior to the issuance of notice to proceed with construction, Metro shall document retention of a Native American Monitor from, or approved by, consulting tribes under AB 52.

Native American monitoring shall be required during all excavation that extends below the depth of prior disturbance, as defined in MM-CUL-2, and in any areas identified through the cultural resources search or tribal consultation as having higher potential for intact tribal cultural resources. Native American monitoring shall be conducted in coordination with archaeological monitoring required under MM-CUL-3 and consistent with the CRMMP prepared under MM-CUL-2.

If, after a good-faith effort, a qualified Native American monitor is not available at the time ground-disturbing activities are scheduled, construction may proceed with archaeological monitoring in accordance with MM-CUL-3, provided that consultation with the tribes continues regarding treatment of any tribal cultural resources identified. For the purposes of this measure, a good-faith effort shall consist of documented outreach to consulting tribes regarding the construction schedule, made at least 15 working days in advance of the ground-disturbance start date, with at least one follow-up attempt by phone or email if no response is received.

The Native American Monitor shall prepare monitoring documentation describing the relevant ground-disturbing activities, the type of construction activities performed, locations of ground-disturbing activities, locations of monitoring, soil types, and any cultural or tribal resources identified, including but not necessarily limited to, Native American cultural and historical artifacts, remains, places of significance, etc., as well as any discovered Native American (ancestral) human remains and burial goods. The documentation shall be prepared in accordance with the CRMMP and provided to Metro. Metro shall make the documentation available to consulting tribes upon request.

Native American monitoring may conclude when Metro determines, in consultation with the project archaeologist and consulting tribes, that all ground-disturbing activities with the potential to affect tribal cultural resources have been completed.

MM-TCR-2: Unanticipated Discovery of Tribal Cultural Resource Objects (Non-Funerary/Non-Ceremonial)

In the event that potential cultural material is discovered during ground-disturbing activities, all construction activities in the immediate vicinity of the discovery shall cease (i.e., not less than the surrounding 50 feet). The discovery shall be evaluated promptly by the archaeological and Native American monitors in accordance with the CRMMP required by MM-CUL-2. If the find is determined to be a tribal cultural resource under Public Resources Code Section 21074, Metro, in consultation with the monitors and consulting tribes under AB 52, shall determine appropriate treatment consistent with the protocols and performance standards set forth in MM-CUL-2. Preservation in place, including avoidance or protective measures such as capping, shall be the preferred treatment. If preservation in place is not feasible, mitigation shall be implemented through data recovery and documentation in accordance with the Secretary of the Interior's Standards and CEQA Guidelines Section 15126.4(b), with tribal consultation to ensure culturally appropriate treatment.

MM-TCR-3: Unanticipated Discovery of Human Remains and Associated Funerary or Ceremonial Objects

Native American human remains are defined in PRC 5097.98 (d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in Public Resources Code Section 5097.98, are also to be treated according to this statute.

In the event that human remains or associated funerary objects are encountered during ground-disturbing activities, construction shall halt within 50 feet of the find. The discovery shall be addressed in accordance with the CRMMP required by MM-CUL-2 and the protocols set forth in MM-CUL-3. Consistent with California Health and Safety Code Section 7050.5, the County Coroner shall be notified immediately. If the remains are determined to be Native American, the Native American Heritage Commission shall be contacted, and consultation shall occur with the Most Likely Descendant identified by the Commission, pursuant to Public Resources Code Section 5097.98.

Native American human remains and associated funerary or ceremonial objects shall be treated together as a single burial unit under Public Resources Code Section 5097.98(d), with preservation in place as the preferred treatment. If preservation in place is not feasible, the Most Likely Descendant, in consultation with Metro, shall determine culturally appropriate treatment in accordance with Public Resources Code Section 5097.98(d)(2). Any discovery of human remains/burial goods shall be kept confidential to prevent further disturbance.

Page 3.14-19 – The text under Section 3.14-6 Project Impacts Remaining After Mitigation is revised as follows:

3.14-~~1~~6.1 Proposed Project

With the incorporation of mitigation measures MM-~~CUL~~*TCR*-1, MM-~~CUL~~*TCR*-2, and MM-~~CUL~~*TCR*-3~~, as outlined in Section 3.13, Cultural Resources~~, the Proposed Project would not result in new or additional significant impacts related to tribal cultural resources. Therefore, impacts of the Proposed Project would be less than significant.

3.14-6.2 Trench Option

With the incorporation of mitigation measures MM-~~CUL~~*TCR*-1, MM-~~CUL~~*TCR*-2, and MM-~~CUL~~*TCR*-3 ~~as outlined in Section 3.13, Cultural Resources~~, the Trench Option would not result in new or additional significant impacts related to tribal cultural resources. Therefore, impacts of the Trench Option would be less than significant.

3.14-6.3 Hawthorne Option

With the incorporation of mitigation measures MM-~~CUL~~*TCR*-1, MM-~~CUL~~*TCR*-2, and MM-~~CUL~~*TCR*-3 ~~outlined in Section 3.13, Cultural Resources,~~ the Hawthorne Option modifications would not result in new or additional significant impacts related to tribal cultural resources. Therefore, impacts of the Hawthorne Option would be less than significant.

Page 3.14-20 – The text under Section 3.14-7.1.1 Proposed Project is revised as follows:

The development of the Proposed Project in combination with other projects located in the adjacent area would increase the potential for impacts to tribal cultural resources and could contribute to the loss of such resources in the region. The potential that development consistent with local plans would impact tribal cultural resources during development is determined by a variety of factors, including the type of development that is proposed. No tribal cultural resources have been identified within the Proposed Project RSA. However, the Proposed Project would have the potential to disturb unknown tribal cultural resources during construction. Should tribal cultural resources be discovered, Metro would comply with applicable federal, state, and local guidelines, including PRC Sections 2108.3.2 and 5097.98 and Health and Safety Code Section 7050.5. Mitigation measures MM-~~CUL~~*TCR*-1, MM-~~CUL~~*TCR*-2, and MM-~~CUL~~*TCR*-3 would be implemented, which would reduce the impact to less than significant. Probable future projects would be expected to comply with applicable federal, state, and local regulations to protect tribal cultural resources, and would implement project-specific mitigation measures during construction. Therefore, the Proposed Project in combination with past, present, and probable future projects would not result in a significant cumulative impact on tribal cultural resources during construction. Operation of the Proposed Project would not cause subsurface ground disturbance that would impact a tribal cultural resource. Therefore, the Proposed Project in combination with past, present, and probable future projects would not result in a significant cumulative impact on tribal cultural resources during operation.

Page 3.14-20 – The text under Section 3.14-7.1.2 Trench Option is revised as follows:

No tribal cultural resources have been identified within the Trench Option RSA. The potential for cumulative impacts on unknown tribal cultural resources from the Trench Option would be similar to the analysis presented above for the Proposed Project, and the impact would be less than significant with implementation of mitigation measures MM-~~CUL~~*TCR*-1, MM-~~CUL~~*TCR*-2, and MM-~~CUL~~*TCR*-3. The Trench Option in combination with past, present, and probable future projects would not result in a significant cumulative impact on tribal cultural resources during construction or operation.

Page 3.14-20 – The text under Section 3.14-7.1.3 Hawthorne Option is revised as follows:

No tribal cultural resources have been identified within the Hawthorne Option RSA. The potential for cumulative impacts on unknown tribal cultural resources from the Hawthorne Option would be similar to the analysis presented above for the Proposed Project, and the impact would be less than significant with implementation of mitigation measures MM-~~CUL~~*TCR*-1, MM-~~CUL~~*TCR*-2, and MM-~~CUL~~*TCR*-3. The Hawthorne Option in combination with past,

present, and probable future projects would not result in a significant cumulative impact on tribal cultural resources during construction or operation.

4.19 CHAPTER 3.15 - PUBLIC SERVICES

Page 3.15-5 – The discussion under the Southern California Association of Governments (SCAG) Regional Transportation Plan/Sustainable Communities Strategy heading is revised as follows:

SCAG is the Metropolitan Planning Organization for Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura Counties and 191 cities. SCAG is required to prepare an RTP/SCS every four years that provides a comprehensive framework and outlook for guiding growth in population, housing, and employment. The most recent iteration of the SCAG RTP/SCS that has been formally adopted is the Connect SoCal 2020–2045 RTP/SCS (Connect SoCal), which was officially adopted in September 2020. The 2020-2045 RTP/SCS forecasts regional and local population, household, and employment growth projections through the horizon year of 2045. *Since the release of the Draft EIR, SCAG has released and adopted its 2024-2050 RTP/SCS, Connect SoCal 2024. See Section 4.4 of this Final EIR for more information on how the information in Connect SoCal 2024 relates to this environmental review process.*

Page 3.15-11 – The discussion under Section 3.15-2.3 Project Features is revised as follows:

As described in Chapter 2, Project Description, a number of features have been incorporated into the Proposed Project in order to ensure compliances with the laws, guidelines, and best practices of regulatory agencies. ~~While project features were not developed specifically for public services,~~ Project Feature (PF)-T-1, Construction Traffic Management Plan, as described in Section 3.1, Transportation, is relevant to public services in the RSA.

The following project features have been developed for public services.

PF-PS-1. Coordination with Torrance Refining Company and Emergency Responders

Before construction of the project and during the advanced design stages, Metro would work with the Torrance Refining Company and Torrance Logistics Company, BNSF Railway, the City of Torrance, and other City entities responsible for emergency response to coordinate emergency communication systems so that, in the event of an emergency relating to flaring or other refinery operations-related hazards, Metro could hold or detour trains to avoid traveling near the refinery.

Page 3.15-17 – The first paragraph under the Police Services heading is revised as follows:

There are no police stations located within the RSA. The Hawthorne Police Department (PD) provides police services to the City of Hawthorne. The Los Angeles Sheriff's Department (LASD) provides professional public safety services to the City*y*~~ies~~ of Lawndale ~~and Inglewood~~. The Redondo Beach PD provides police protection services to the City of Redondo Beach. The Torrance PD provides police protection services to the City of Torrance. Police services are provided to the RSA by the station(s) noted in Table 3.15-8 and displayed in Figure 3.15-3. Table 3.15-8 includes the approximate distances of the police stations servicing the RSA to the Metro ROW and Hawthorne Boulevard.

Page 3.15-17 – The text under the Los Angeles Sheriff Department heading is revised as follows:

The LASD provides police services to the City of Lawndale from the South Los Angeles Station. *The City of Torrance is served by the Torrance Police Department.* ~~The City of Torrance and Redondo Beach~~ *The Torrance Transit C*~~c~~enter~~s plan to~~ include*s* space for transit security/police.

~~LASD~~ ~~substations~~. *The Redondo Beach Transit Center was completed without a dedicated police substation, but includes an office space to be used by the Redondo Beach Police Department on an as-needed basis.* Approximately 18,300 sworn and non-sworn personnel were budgeted in Fiscal Year 2019-2020, (which included more than 10,000 sworn deputies and over 8,000 non-sworn personnel [LASD, 2020]). In calendar year (CY) 2018, the South Los Angeles Station responded to a total of 2,355 reported incidents (LASD, 2018). ~~LASD did not respond to public outreach requests for information regarding average emergency response times for the South Los Angeles Station.~~ *LASD response times for emergency, priority, and routine calls for service are approximately 4.5, 10, and 55 minutes, respectively, for the South Los Angeles Station.*

4.20 CHAPTER 3.16 - OTHER CEQA CONSIDERATIONS

Page 3.16-1 – The last paragraph on the page is revised as follows:

Construction of the Proposed Project would create temporary construction-related jobs. However, the work requirements of most transportation construction projects are highly specialized such that construction workers remain at a job site only for the time in which their specific skills are needed to complete a particular phase of the construction process. The Proposed Project would draw from the existing regional pool of construction workers who typically move from project to project as work is available. The Construction Careers Policy and the Project Labor Agreement were approved by the Metro Board on January 26, 2012, subsequently renewed on January 26, 2017, to encourage construction employment and training opportunities to those who reside in economically disadvantaged areas on Metro construction projects. In addition, the Proposed Project-related construction workers would not be anticipated to relocate their households; permanent places of residence as a consequence of working on the Proposed Project and, therefore, no new permanent residents are expected to be generated during construction of the Proposed Project. Additionally, the number of jobs created by the Proposed Project is anticipated in the planned growth within the Southern California Association of Government's (SCAG) 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). Accordingly, construction of the Proposed Project and Options would not induce substantial population growth or result in substantial use of existing community service facilities. *Since the release of the Draft EIR, SCAG has released and adopted its 2024-2050 RTP/SCS, Connect SoCal 2024. See Section 4.4 of this Final EIR for more information on how the information in Connect SoCal 2024 relates to this environmental review process.*

4.21 CHAPTER 4.0 - EVALUATION OF ALTERNATIVES

Page 4-25 – The following information was added to the text under the High-Frequency Bus Alternative:

The High-Frequency Bus (HFB) Alternative would implement a rapid bus service instead of a light rail extension. The bus line would be a local express service with some bus rapid transit (BRT) characteristics. The service may be as frequent as that proposed for light rail, though its ability to attract as much ridership would be less due to less travel time savings and amenities. The buses would operate in mixed-flow traffic with transit signal priority systems, which give priority to transit vehicles at signalized intersections by giving an early green signal or holding a green signal. There would be a total of four bus stops between the existing Redondo Beach (Marine) Station and Torrance TC, compared to two light rail stations in the Proposed Project (not including the existing Redondo Beach (Marine) Station and Torrance TC Station). *The HFB Alternative would also require a transfer at the Redondo Beach (Marine) Station in order for riders to continue further, increasing travel time and potential delays.* Travel times from end to

end would be about 25 minutes, which is faster than local bus service (approximately one hour, with a transfer), but slower than the travel times expected from the Proposed Project (approximately seven minutes). *The HFB Alternative would create a duplication of service for Torrance Line 8.* Stops would be located at existing bus stops or improved relocated stops. Physical improvements would be limited to new signs at bus stops, shelters as well with solar lighting, benches, and trash receptacles, as a minimum level of bus stop amenities. Where practical, the HFB Alternative may include curb extensions, elimination of street parking, or other improvements to the sidewalk area near new bus stops. Construction of the HFB Alternative would be limited to existing roadways and sidewalks, to implement potential minor improvements such as restriping, curb extensions, or bus stop amenities. Like the Proposed Project, this Alternative would not require a maintenance facility, as buses would be maintained at existing Metro facilities. Buses would have low-floor design to allow for faster and easier boarding and alighting.

Page 4-42 – The text under Section 4.5-3.4.1 Construction under the 170th/182nd Grade-Separated Light Rail Transit Alternative (LPA) is revised as follows:

Less than Significant Impact. Construction of the trench alignment under 170th and 182nd Streets would involve approximately 0.7 miles of excavation and would ~~increase~~ *lengthen* the duration of construction ~~compared~~ *relative* to the Proposed Project. Maximum daily emissions *during construction of the 170th/182nd Grade-Separated Light Rail Transit Alternative* would be slightly higher than *those of* the Proposed Project, though lower than the Trench Option, *and would remain below applicable SCAQMD mass daily thresholds despite the* ~~but emissions would remain below the applicable SCAQMD mass daily thresholds~~ *additional haul truck trips associated with the excavation activities.*

The maximum daily truck trips required to haul excavated material would be considerably fewer than those of the Trench Option, and the resulting maximum daily emissions would remain below the SCAQMD regional mass daily thresholds screening levels. This assessment used a scaling approach, applying a conservative estimate that the Trench Option would require up to 243 daily truckloads (486 one-way truck trips, generating approximately 89.4 pounds per day of NO_X emissions), while the 170th/182nd Alternative would require up to 172 daily truckloads (344 one-way truck trips, generating approximately 63.3 pounds per day of NO_X emissions) based on the volume of excavation and the forecasted schedule. When combined with other concurrent construction activities, the maximum daily NO_X emissions for the 170th/182nd Alternative would be approximately 84.2 pounds per day—compared to 110.3 pounds per day for the Trench Option—which remains below the SCAQMD threshold of 100 pounds per day. All other emissions would also remain below the corresponding SCAQQMD screening thresholds, consistent with the Trench Option analysis. Therefore, the 170th/182nd Grade-Separated Light Rail Transit Alternative would have a **less than significant impact** during construction related to air quality.

Page 4-42 – The text under Section 4.5-3.4.2 Operation under the 170th/182nd Grade-Separated Light Rail Transit Alternative (LPA) is revised as follows:

Less than Significant Impact. Operation of the trench alignment under 170th and 182nd Streets would not result in any differences in impacts, compared to the Proposed Project*, as it would have the same operational characteristics, including amount of VMT reduced*. The 170th/182nd Grade-Separated Light Rail Transit Alternative would have a less than significant impact during operation related to air quality.

Page 4-42 – The following language was revised within the text under Section 4.5-3.5.1 (Greenhouse Gas Emissions – Construction) under the 170th/182nd Grade-Separated Light Rail Transit Alternative (LPA):

> **Less than Significant Impact.** Construction of the trench alignment under 170th and 182nd Streets would take longer and generate more GHG emissions than the Proposed Project, though not as much as the Trench Option. However, the difference in *construction-related* GHG emissions would ***not*** be substantial and ~~there would not be conflicts with GHG plans~~ *would be offset over time through operational benefits, including reductions in regional on-road vehicle miles traveled (VMT). As disclosed in the Draft EIR, construction of the Proposed Project would require approximately 556,100 cubic yards of bulk material hauling, the Trench Option approximately 813,100 cubic yards, and the 170th/182nd Grade-Separated Light Rail Transit Alternative approximately 771,650 cubic yards. Because bulk material hauling is roughly proportional to HG emissions from haul truck trips, the 170th/182nd Grade-Separated Light Rail Transit Alternative would generate approximately 95 percent as much hauling-related GHG emissions as the Trench Option. Similar to the Proposed Project and Trench Option, construction-related GHG emissions under the 170th/182nd Grade-Separated Light Rail Transit Alternative would be offset by the reductions in regional vehicle travel emissions within less than 10 years of operations. The magnitude of temporary construction-phase GHG emissions would not be sufficient to impede or delay the region's effort. Therefore, construction of* the 170th/182nd Grade-Separated Light Rail Transit Alternative *would not conflict with any relevant plan for reducing GHG emissions* and would ~~have~~ *result in* a **less than significant impact** during construction related to GHG emissions.

Page 4-43 – In Section 4.5-3.6.2 Operation the following text was revised under the 170th/182nd Grade-Separated Light Rail Transit Alternative (LPA):

> **Less than Significant Impact with Mitigation/Significant and Unavoidable without MM-NOI-4.** Operation of the trench alignment under 170th and 182nd Streets would result in similar impacts as the Trench Option, as discussed in Section 4.3-2.6.2. The light rail trains would travel under 170th and 182nd Streets in a trench, and there would not be a need for light rail-grade crossing bells and gates. Implementation of mitigation measures MM-NOI-2 and MM-NOI-3 would install soundwalls and low impact frogs, reducing the light rail noise impacts in these areas to less than significant. However, the freight trains would generate noise impacts from warning horns at the at-grade crossings, and the combined light rail and freight noise would result in significant impacts to sensitive receivers. Like the Proposed Project, pursuant to PF-NV-1, the at-grade freight crossings for the 170th/182nd Grade-Separated Light Rail Transit Alternative would be designed and constructed to include all the safety infrastructure and improvements needed to allow the local jurisdictions to establish a quiet zone(s). Further, mitigation measure MM-NOI-4 would require Metro to support the cities of Redondo Beach, Lawndale, and Torrance in establishing a quiet zone(s) and for the cities to comply with FRA requirements for doing so. *As shown in Table 4.5-1, operational noise levels would be reduced to below the FTA noise criteria after implementation of mitigation.* Therefore, with implementation of mitigation measure MM-NOI-4, the 170th/182nd Grade-Separated Light Rail Transit Alternative would have a **less than significant impact with mitigation** during operation related to noise. If the local jurisdictions do not establish a quiet zone(s) to reduce freight horn noise, the 170th/182nd Grade-Separated Light Rail Transit Alternative would have a **significant and unavoidable impact without MM-NOI-4** during operation.

Table 4.5-1. LPA – Combined Light Rail and Freight Relocation Mitigated Noise Impacts

Cluster No.	Land Use Category	Noise Level (Cat 2 dBA, L_{dn} or Cat 3 dBA, L_{eq})				Impact After Mitigation
		Existing	Unmitigated Freight and LRT Combined	Mitigated Freight and LRT Combined	Impact Threshold[1]	
A1	2	67.0	63.0	54.0	62	Less Than Significant With Mitigation
A2	2	67.0	63.0	55.0	62	Less Than Significant With Mitigation
A3	2	67.0	59.0	59.0	62	Less than Significant
A4	2	70.0	62.0	57.0	64	Less than Significant
A5	2	70.0	62.0	57.0	64	Less than Significant
A6	2	70.0	63.0	57.0	64	Less than Significant
A7	2	70.0	63.0	58.0	64	Less than Significant
B1	3	71.0	73.0	61.0	70	Less Than Significant With Mitigation
B2	2	66.0	67.0	60.0	61	Less Than Significant With Mitigation
B3	2	65.0	64.0	59.0	61	Less Than Significant With Mitigation
B4	2	65.0	62.0	57.0	61	Less Than Significant With Mitigation
B5	2	67.0	70.0	61.0	62	Less Than Significant With Mitigation
B6	2	66.0	65.0	59.0	61	Less Than Significant With Mitigation
B7	2	65.0	63.0	57.0	61	Less Than Significant With Mitigation
B8	2	71.0	70.0	62.0	65	Less Than Significant With Mitigation
B9	2	70.0	65.0	60.0	65	Less Than Significant With Mitigation
B10	2	70.0	63.0	57.0	64	Less than Significant
B11	2	71.0	70.0	62.0	65	Less Than Significant With Mitigation
B12	2	70.0	65.0	60.0	65	Less Than Significant With Mitigation
B13	2	70.0	63.0	57.0	64	Less than Significant
B14	2	71.0	70.0	59.0	65	Less Than Significant With Mitigation
B15	2	70.0	65.0	55.0	65	Less Than Significant With Mitigation
B16	2	70.0	63.0	53.0	64	Less than Significant
B17	2	61.0	65.0	55.0	58	Less Than Significant With Mitigation
B18	2	58.0	62.0	52.0	57	Less Than Significant With Mitigation
B19	2	57.0	60.0	49.0	56	Less Than Significant With Mitigation

Cluster No.	Land Use Category	Noise Level (Cat 2 dBA, L_{dn} or Cat 3 dBA, L_{eq})				Impact After Mitigation
		Existing	Unmitigated Freight and LRT Combined	Mitigated Freight and LRT Combined	Impact Threshold[1]	
B20	2	61.0	65.0	55.0	58	Less Than Significant With Mitigation
B21	2	58.0	62.0	52.0	57	Less Than Significant With Mitigation
B22	2	57.0	60.0	49.0	56	Less Than Significant With Mitigation
B23	2	61.0	65.0	56.0	58	Less Than Significant With Mitigation
B24	2	58.0	63.0	53.0	57	Less Than Significant With Mitigation
B25	2	57.0	60.0	50.0	56	Less Than Significant With Mitigation
B26	2	61.0	65.0	56.0	58	Less Than Significant With Mitigation
B27	2	58.0	63.0	53.0	57	Less Than Significant With Mitigation
B28	2	57.0	60.0	51.0	56	Less Than Significant With Mitigation
B29	2	61.0	65.0	54.0	58	Less Than Significant With Mitigation
B30	2	58.0	63.0	51.0	57	Less Than Significant With Mitigation
B31	2	57.0	60.0	49.0	56	Less Than Significant With Mitigation
B32	2	61.0	65.0	55.0	58	Less Than Significant With Mitigation
B33	2	58.0	63.0	52.0	57	Less Than Significant With Mitigation
B34	2	57.0	60.0	49.0	56	Less Than Significant With Mitigation
B35	2	71.0	71.0	60.0	65	Less Than Significant With Mitigation
B36	2	66.0	67.0	57.0	61	Less Than Significant With Mitigation
B37	2	65.0	64.0	55.0	61	Less Than Significant With Mitigation
B38	2	67.0	74.0	61.0	62	Less Than Significant With Mitigation
B39	2	66.0	67.0	57.0	61	Less Than Significant With Mitigation
B40	2	65.0	64.0	55.0	61	Less Than Significant With Mitigation
B41	2	71.0	72.0	60.0	65	Less Than Significant With Mitigation
B42	2	70.0	68.0	58.0	65	Less Than Significant With Mitigation

Cluster No.	Land Use Category	Noise Level (Cat 2 dBA, L_{dn} or Cat 3 dBA, L_{eq})				Impact After Mitigation
		Existing	Unmitigated Freight and LRT Combined	Mitigated Freight and LRT Combined	Impact Threshold[1]	
B43	2	70.0	64.0	55.0	64	Less Than Significant With Mitigation
B44	2	71.0	72.0	61.0	65	Less Than Significant With Mitigation
B45	2	70.0	68.0	57.0	65	Less Than Significant With Mitigation
B46	2	70.0	64.0	54.0	64	Less Than Significant With Mitigation
B47	2	62.0	68.0	55.0	59	Less Than Significant With Mitigation
B48	2	59.0	64.0	52.0	57	Less Than Significant With Mitigation
B49	2	58.0	60.0	48.0	56	Less Than Significant With Mitigation
B50	2	62.0	68.0	54.0	59	Less Than Significant With Mitigation
B51	2	59.0	64.0	52.0	57	Less Than Significant With Mitigation
B52	2	58.0	60.0	48.0	56	Less Than Significant With Mitigation
B53	2	62.0	68.0	55.0	59	Less Than Significant With Mitigation
B54	2	59.0	64.0	52.0	57	Less Than Significant With Mitigation
B55	2	58.0	60.0	48.0	56	Less Than Significant With Mitigation
B56	2	62.0	68.0	55.0	59	Less Than Significant With Mitigation
B57	2	59.0	64.0	52.0	57	Less Than Significant With Mitigation
B58	2	58.0	60.0	48.0	56	Less Than Significant With Mitigation
B59	2	62.0	68.0	54.0	59	Less Than Significant With Mitigation
B60	2	59.0	64.0	51.0	57	Less Than Significant With Mitigation
B61	2	58.0	60.0	47.0	56	Less Than Significant With Mitigation
B62	2	62.0	68.0	55.0	59	Less Than Significant With Mitigation
B63	2	59.0	64.0	51.0	57	Less Than Significant With Mitigation
B64	2	58.0	60.0	48.0	56	Less Than Significant With Mitigation
C1	2	61.0	65.0	54.0	58	Less Than Significant With Mitigation

Cluster No.	Land Use Category	Noise Level (Cat 2 dBA, L_{dn} or Cat 3 dBA, L_{eq})				Impact After Mitigation
		Existing	Unmitigated Freight and LRT Combined	Mitigated Freight and LRT Combined	Impact Threshold[1]	
C2	2	59.0	63.0	52.0	57	Less Than Significant With Mitigation
C3	2	57.0	60.0	49.0	56	Less Than Significant With Mitigation
C4	2	61.0	65.0	54.0	58	Less Than Significant With Mitigation
C5	2	59.0	63.0	52.0	57	Less Than Significant With Mitigation
C6	2	57.0	60.0	49.0	56	Less Than Significant With Mitigation
C7	2	61.0	65.0	55.0	58	Less Than Significant With Mitigation
C8	2	59.0	63.0	52.0	57	Less Than Significant With Mitigation
C9	2	57.0	60.0	49.0	56	Less Than Significant With Mitigation
C10	2	61.0	65.0	55.0	58	Less Than Significant With Mitigation
C11	2	59.0	63.0	52.0	57	Less Than Significant With Mitigation
C12	2	57.0	60.0	49.0	56	Less Than Significant With Mitigation
C13	2	61.0	65.0	55.0	58	Less Than Significant With Mitigation
C14	2	59.0	63.0	52.0	57	Less Than Significant With Mitigation
C15	2	57.0	60.0	49.0	56	Less Than Significant With Mitigation
C16	2	61.0	61.0	53.0	58	Less Than Significant With Mitigation
C17	2	59.0	59.0	51.0	57	Less Than Significant With Mitigation
C18	2	57.0	55.0	47.0	56	Less than Significant
C19	2	61.0	61.0	52.0	58	Less Than Significant With Mitigation
C20	2	59.0	58.0	50.0	57	Less Than Significant With Mitigation
C21	2	57.0	54.0	46.0	56	Less than Significant
C22	2	62.0	68.0	54.0	59	Less Than Significant With Mitigation
C23	2	59.0	64.0	50.0	57	Less Than Significant With Mitigation
C24	2	58.0	60.0	47.0	56	Less Than Significant With Mitigation
C25	2	61.0	68.0	55.0	58	Less Than Significant With Mitigation

Cluster No.	Land Use Category	Noise Level (Cat 2 dBA, L_{dn} or Cat 3 dBA, L_{eq})				Impact After Mitigation
		Existing	Unmitigated Freight and LRT Combined	Mitigated Freight and LRT Combined	Impact Threshold[1]	
C26	2	59.0	64.0	50.0	57	Less Than Significant With Mitigation
C27	2	57.0	60.0	47.0	56	Less Than Significant With Mitigation
C28	2	61.0	68.0	55.0	58	Less Than Significant With Mitigation
C29	2	59.0	64.0	50.0	57	Less Than Significant With Mitigation
C30	2	57.0	60.0	47.0	56	Less Than Significant With Mitigation
C31	2	61.0	68.0	55.0	58	Less Than Significant With Mitigation
C32	2	59.0	64.0	50.0	57	Less Than Significant With Mitigation
C33	2	57.0	60.0	47.0	56	Less Than Significant With Mitigation
C34	2	61.0	68.0	55.0	58	Less Than Significant With Mitigation
C35	2	59.0	64.0	50.0	57	Less Than Significant With Mitigation
C36	2	57.0	60.0	47.0	56	Less Than Significant With Mitigation
C37	2	61.0	63.0	55.0	59	Less Than Significant With Mitigation
C38	2	59.0	60.0	51.0	57	Less Than Significant With Mitigation
C39	2	57.0	57.0	47.0	56	Less Than Significant With Mitigation
C40	2	61.0	62.0	55.0	59	Less Than Significant With Mitigation
C41	2	59.0	58.0	50.0	57	Less Than Significant With Mitigation
C42	2	57.0	55.0	47.0	56	Less than Significant
D1	2	61.0	60.0	54.0	58	Less Than Significant With Mitigation
D2	2	59.0	58.0	51.0	57	Less Than Significant With Mitigation
D3	2	58.0	55.0	48.0	57	Less than Significant
D4	2	61.0	60.0	54.0	58	Less Than Significant With Mitigation
D5	2	59.0	57.0	51.0	57	Less Than Significant With Mitigation
D6	2	58.0	55.0	49.0	57	Less than Significant
D7	2	57.0	54.0	47.0	56	Less than Significant
D8	2	65.0	65.0	57.0	61	Less Than Significant With Mitigation

Cluster No.	Land Use Category	Noise Level (Cat 2 dBA, L_{dn} or Cat 3 dBA, L_{eq})				Impact After Mitigation
		Existing	Unmitigated Freight and LRT Combined	Mitigated Freight and LRT Combined	Impact Threshold[1]	
D9	2	65.0	65.0	57.0	61	Less Than Significant With Mitigation
D10	2	65.0	65.0	57.0	61	Less Than Significant With Mitigation
D11	2	65.0	65.0	57.0	61	Less Than Significant With Mitigation
D12	2	65.0	65.0	57.0	61	Less Than Significant With Mitigation
D13	2	66.0	65.0	57.0	62	Less Than Significant With Mitigation
D14	2	66.0	65.0	58.0	62	Less Than Significant With Mitigation
D15	2	61.0	56.0	55.0	58	Less than Significant
D16	2	61.0	66.0	56.0	58	Less Than Significant With Mitigation
D17	2	59.0	57.0	50.0	57	Less Than Significant With Mitigation
D18	2	58.0	55.0	49.0	57	Less than Significant
D19	2	57.0	54.0	48.0	56	Less than Significant
D20	2	59.0	57.0	50.0	57	Less Than Significant With Mitigation
D21	2	59.0	57.0	50.0	57	Less Than Significant With Mitigation
D22	2	59.0	57.0	51.0	57	Less Than Significant With Mitigation
D23	2	62.0	57.0	51.0	59	Less than Significant
D24	2	61.0	61.0	51.0	58	Less Than Significant With Mitigation
D25	2	61.0	59.0	49.0	58	Less Than Significant With Mitigation
D26	2	61.0	62.0	55.0	59	Less Than Significant With Mitigation
D27	2	59.0	58.0	51.0	57	Less Than Significant With Mitigation
D28	2	57.0	55.0	47.0	56	Less than Significant
D29	2	61.0	62.0	55.0	59	Less Than Significant With Mitigation
D30	2	59.0	58.0	51.0	57	Less Than Significant With Mitigation
D31	2	57.0	55.0	47.0	56	Less than Significant
D32	2	62.0	62.0	55.0	59	Less Than Significant With Mitigation
D33	2	59.0	59.0	51.0	57	Less Than Significant With Mitigation
D34	2	57.0	54.0	47.0	56	Less than Significant

Cluster No.	Land Use Category	Noise Level (Cat 2 dBA, L_{dn} or Cat 3 dBA, L_{eq})				Impact After Mitigation
		Existing	Unmitigated Freight and LRT Combined	Mitigated Freight and LRT Combined	Impact Threshold[1]	
D35	2	62.0	63.0	55.0	59	Less Than Significant With Mitigation
D36	2	59.0	59.0	51.0	57	Less Than Significant With Mitigation
D37	2	57.0	55.0	47.0	56	Less than Significant
D38	2	62.0	63.0	55.0	59	Less Than Significant With Mitigation
D39	2	59.0	59.0	51.0	57	Less Than Significant With Mitigation
D40	2	57.0	55.0	47.0	56	Less than Significant
D41	2	63.0	63.0	56.0	60	Less Than Significant With Mitigation
D42	2	61.0	58.0	50.0	59	Less than Significant
D43	2	61.0	54.0	45.0	58	Less than Significant
D44	2	63.0	68.0	58.0	60	Less Than Significant With Mitigation
D45	2	61.0	59.0	50.0	59	Less Than Significant With Mitigation
D46	2	61.0	54.0	45.0	58	Less than Significant
D47	2	61.0	68.0	57.0	58	Less Than Significant With Mitigation
D48	2	61.0	59.0	53.0	58	Less Than Significant With Mitigation
D49	2	61.0	54.0	48.0	58	Less than Significant
D50	2	61.0	68.0	57.0	58	Less Than Significant With Mitigation
D51	2	61.0	64.0	54.0	58	Less Than Significant With Mitigation
D52	2	61.0	59.0	49.0	58	Less Than Significant With Mitigation
E1	2	75.0	65.0	60.0	65	Less Than Significant With Mitigation
E2	2	58.0	69.0	53.0	57	Less Than Significant With Mitigation
E3	2	57.0	60.0	43.0	56	Less Than Significant With Mitigation
E4	2	58.0	74.0	54.0	57	Less Than Significant With Mitigation
E5	2	57.0	66.0	48.0	56	Less Than Significant With Mitigation
E6	2	57.0	65.0	47.0	56	Less Than Significant With Mitigation
E7	2	57.0	57.0	45.0	56	Less Than Significant With Mitigation
E8	2	57.0	61.0	48.0	56	Less Than Significant With Mitigation

Cluster No.	Land Use Category	Noise Level (Cat 2 dBA, L_{dn} or Cat 3 dBA, L_{eq})				Impact After Mitigation
		Existing	Unmitigated Freight and LRT Combined	Mitigated Freight and LRT Combined	Impact Threshold[1]	
E9	2	57.0	58.0	45.0	56	Less Than Significant With Mitigation
F1	3	60.0	73.0	55.0	63	Less Than Significant With Mitigation
F2	2	64.0	64.0	57.0	60	Less Than Significant With Mitigation
F3	2	64.0	64.0	56.0	60	Less Than Significant With Mitigation
F4	2	64.0	64.0	56.0	60	Less Than Significant With Mitigation
F5	2	57.0	56.0	47.0	56	Less Than Significant With Mitigation
F6	2	57.0	54.0	48.0	56	Less than Significant
F7	2	63.0	63.0	56.0	60	Less Than Significant With Mitigation
F8	2	57.0	55.0	47.0	56	Less than Significant
F9	2	57.0	53.0	45.0	56	Less than Significant
F10	2	61.0	61.0	54.0	58	Less Than Significant With Mitigation
F11	2	61.0	60.0	54.0	58	Less Than Significant With Mitigation
F12	2	59.0	57.0	51.0	57	Less Than Significant With Mitigation
F13	2	57.0	54.0	46.0	56	Less than Significant
F14	2	61.0	61.0	54.0	58	Less Than Significant With Mitigation
F15	2	59.0	58.0	52.0	57	Less Than Significant With Mitigation
F16	2	57.0	54.0	46.0	56	Less than Significant
F17	2	61.0	61.0	54.0	58	Less Than Significant With Mitigation
F18	2	57.0	55.0	47.0	56	Less than Significant
F19	2	56.0	53.0	43.0	56	Less than Significant
F20	3	60.0	71.0	53.0	63	Less Than Significant With Mitigation
G1	2	60.0	60.0	53.0	58	Less Than Significant With Mitigation
G2	2	57.0	54.0	48.0	56	Less than Significant
G3	2	57.0	54.0	47.0	56	Less than Significant
G4	2	56.0	47.0	47.0	56	Less than Significant
G5	2	56.0	58.0	53.0	56	Less Than Significant With Mitigation
G6	2	56.0	56.0	51.0	56	Less Than Significant With Mitigation
G7	2	57.0	62.0	55.0	56	Less Than Significant With Mitigation

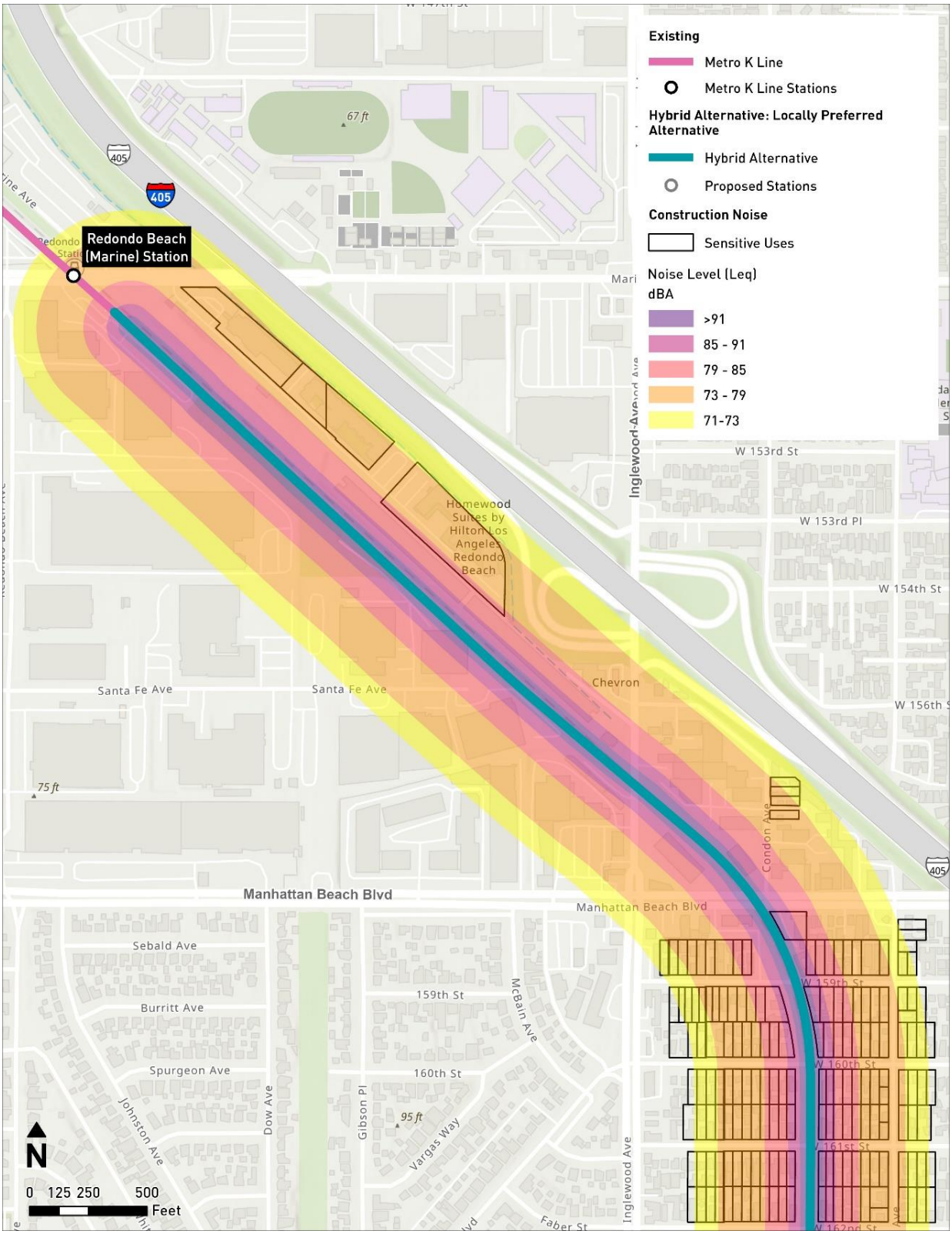
Cluster No.	Land Use Category	Noise Level (Cat 2 dBA, L_{dn} or Cat 3 dBA, L_{eq})				Impact After Mitigation
		Existing	Unmitigated Freight and LRT Combined	Mitigated Freight and LRT Combined	Impact Threshold[1]	
G8	2	56.0	54.0	49.0	56	Less than Significant
G9	2	56.0	54.0	47.0	56	Less than Significant
G10	2	56.0	48.0	46.0	56	Less than Significant
G11	2	56.0	56.0	53.0	56	Less Than Significant With Mitigation
G12	2	57.0	58.0	55.0	56	Less Than Significant With Mitigation
G13	2	56.0	54.0	51.0	56	Less than Significant
G14	2	56.0	53.0	50.0	56	Less than Significant
G15	2	75.0	56.0	52.0	65	Less than Significant
G16	2	61.0	60.0	55.0	59	Less Than Significant With Mitigation
G17	2	61.0	61.0	56.0	59	Less Than Significant With Mitigation
G18	2	61.0	63.0	58.0	59	Less Than Significant With Mitigation
G19	2	61.0	60.0	56.0	59	Less Than Significant With Mitigation
G20	2	62.0	71.0	54.0	59	Less Than Significant With Mitigation
G21	2	61.0	68.0	51.0	59	Less Than Significant With Mitigation
G22	2	61.0	66.0	49.0	59	Less Than Significant With Mitigation
G23	2	61.0	66.0	49.0	59	Less Than Significant With Mitigation
G24	2	61.0	59.0	48.0	59	Less Than Significant With Mitigation
G25	2	61.0	59.0	48.0	59	Less Than Significant With Mitigation
G26	2	61.0	59.0	47.0	59	Less Than Significant With Mitigation
G27	2	62.0	70.0	57.0	59	Less Than Significant With Mitigation
G28	2	62.0	69.0	53.0	59	Less Than Significant With Mitigation
G29	2	61.0	69.0	52.0	59	Less Than Significant With Mitigation
G30	2	61.0	66.0	49.0	59	Less Than Significant With Mitigation
G31	2	75.0	64.0	59.0	65	Less than Significant
H1	2	70.0	57.0	57.0	64	Less than Significant
H2	2	70.0	54.0	54.0	64	Less than Significant

Source: TAHA, 2025

[1]The impact threshold is compared to (unmitigated freight and LRT combined) and (mitigated freight and LRT combined) noise level to determine impact after mitigation.

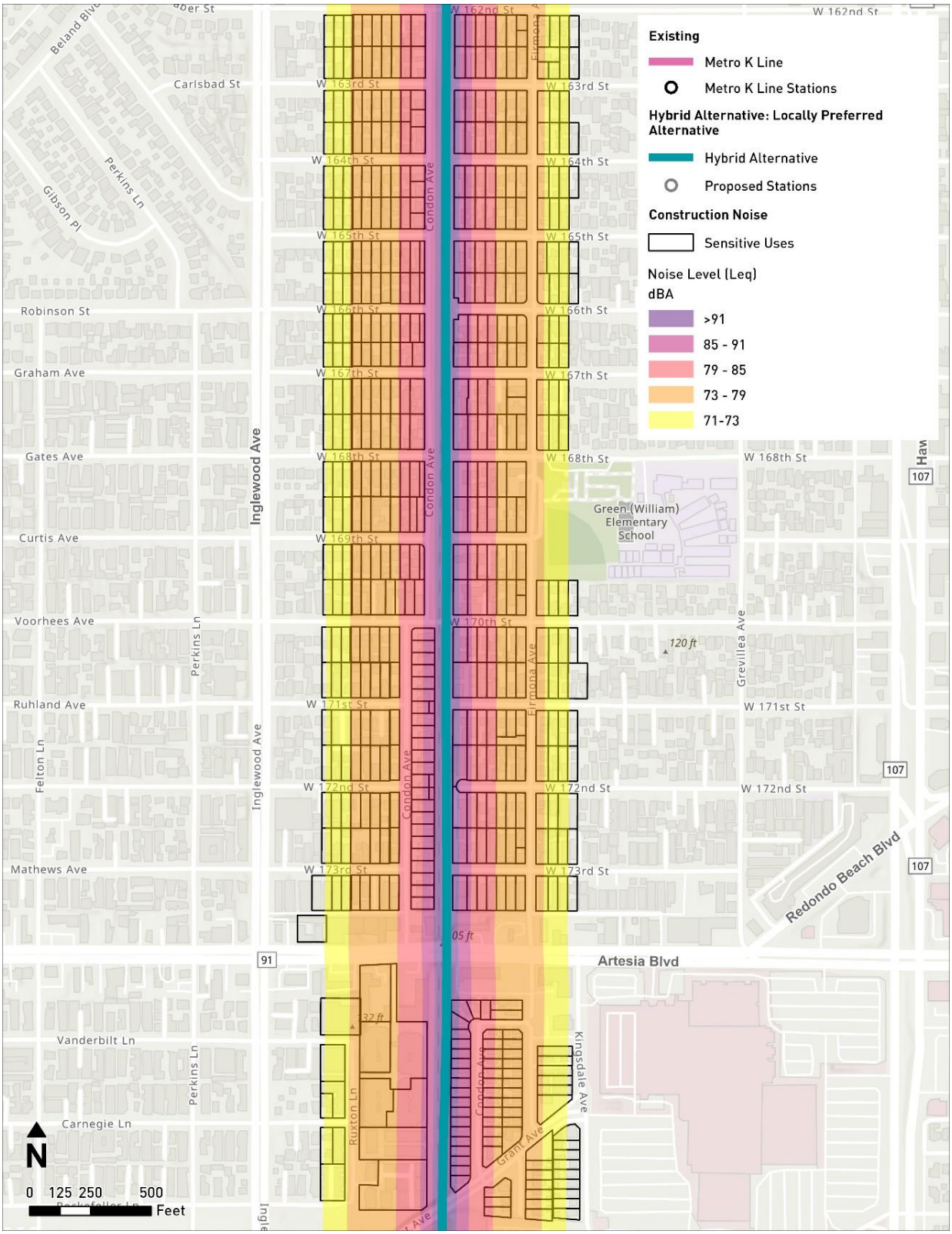
Page 4-43 – The following figures were added to accompany the noise analysis showing where construction and operational noise impacts described in the text would occur under the 170th/182nd Grade-Separated Light Rail Transit Alternative (LPA):

Figure 4-1. LPA Construction Noise Impacts (1 of 4)



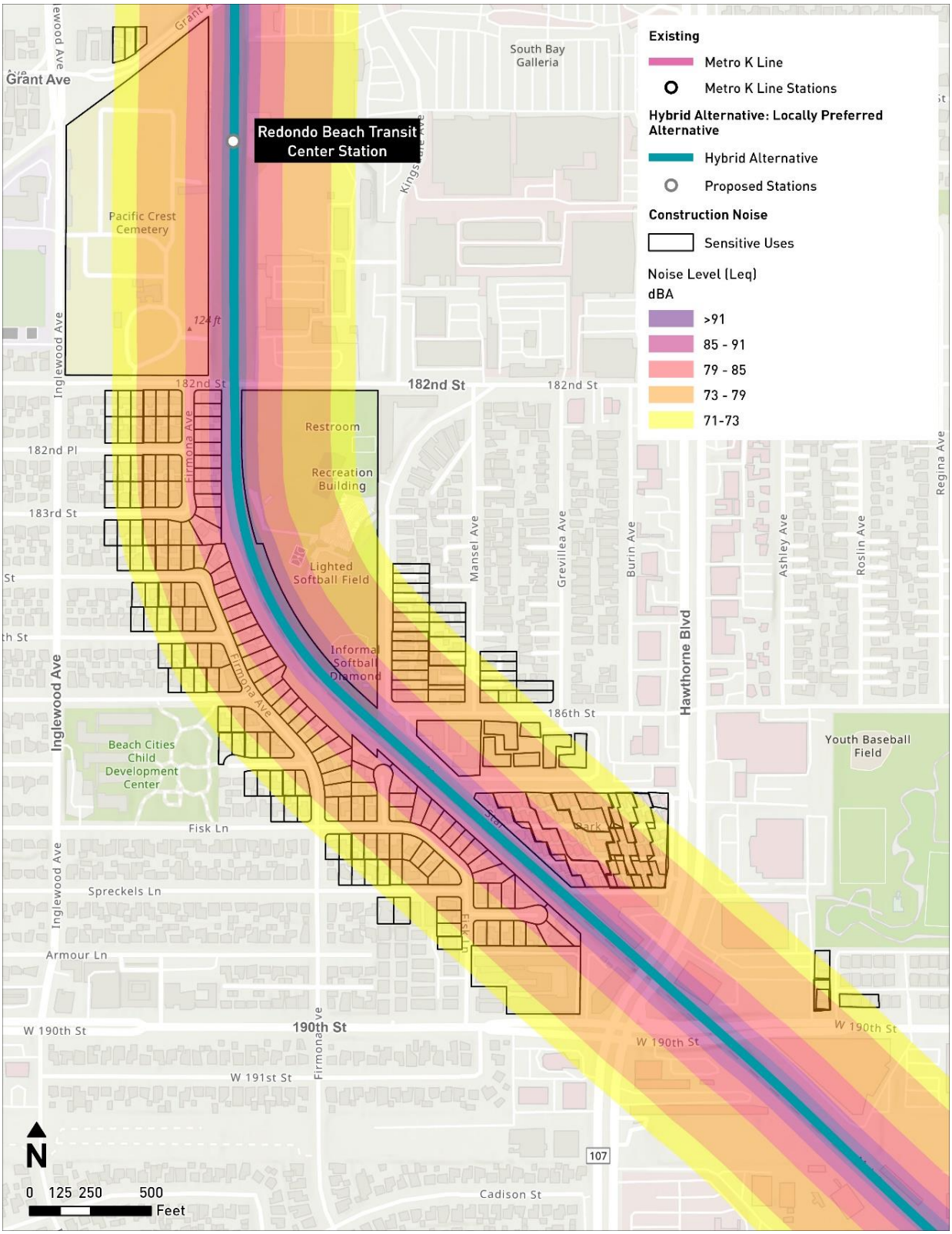
Source: TAHA, 2025

Figure 4-2. LPA Construction Noise Impacts (2 of 4)



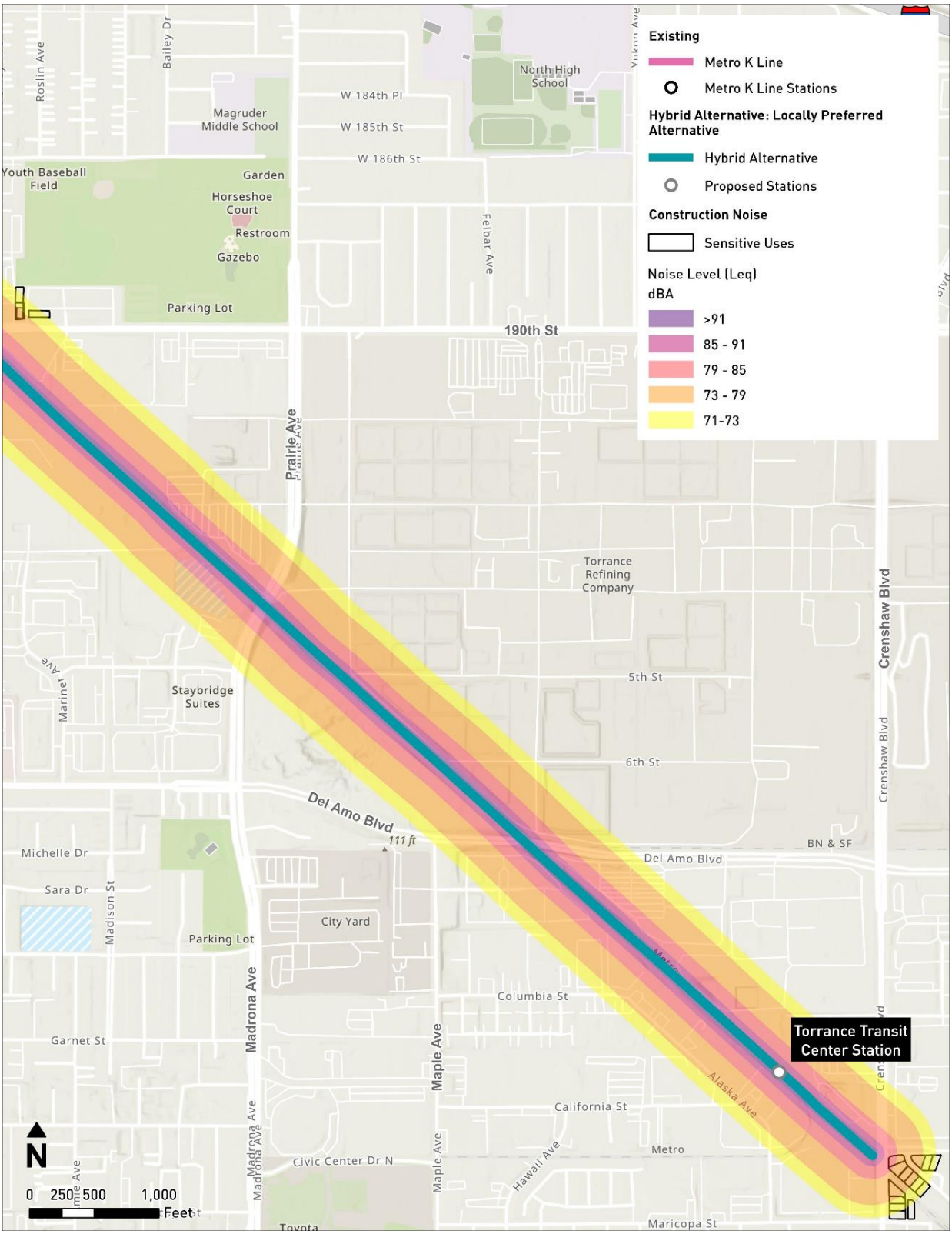
Source: TAHA, 2025

Figure 4-3. LPA Construction Noise Impacts (3 of 4)



Source: TAHA, 2025

Figure 4-4. LPA Construction Noise Impacts (4 of 4)

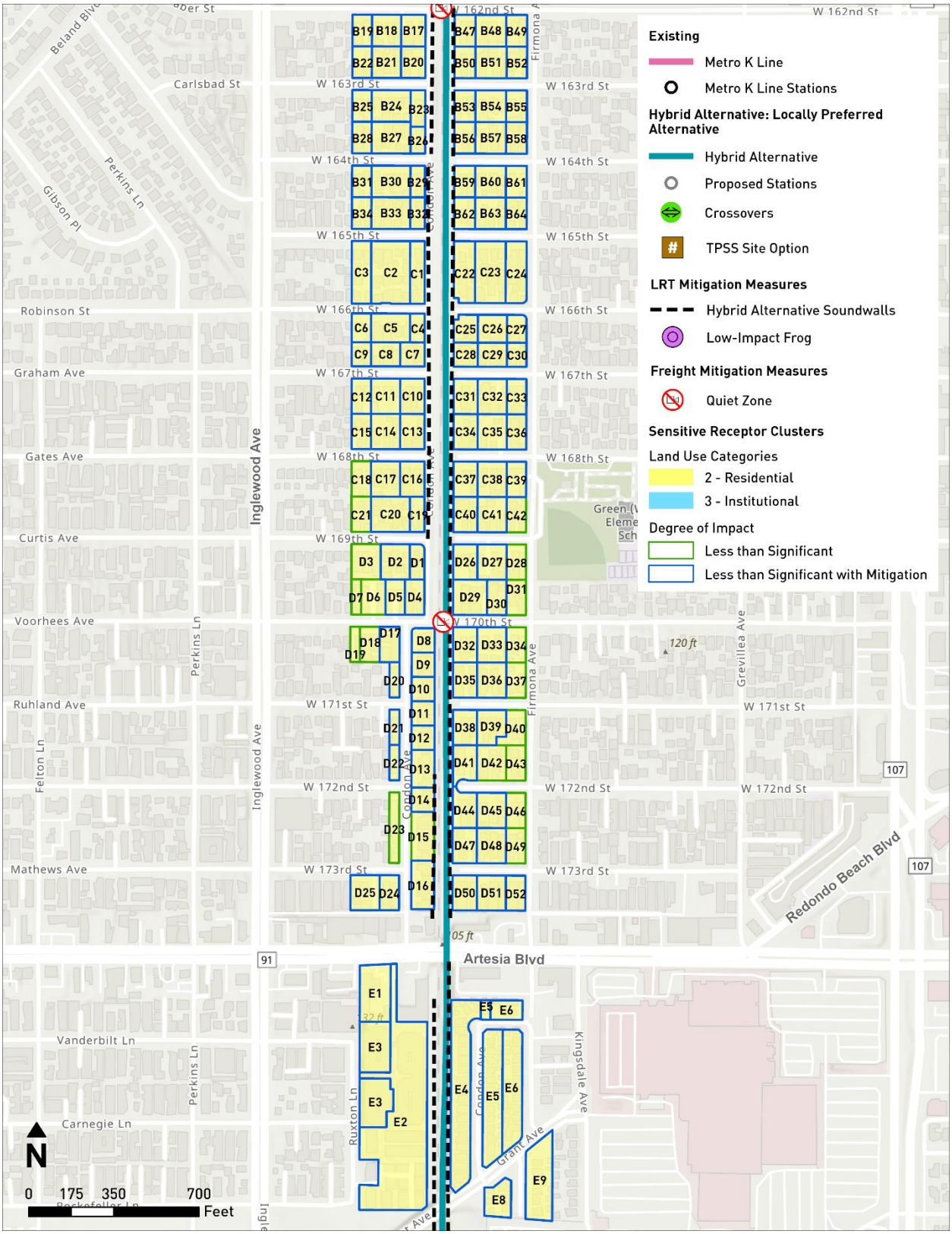


Source: TAHA, 2025

Figure 4-5. LPA - Mitigated Operational Noise Impacts (1 of 5)

Source: TAHA, 2025

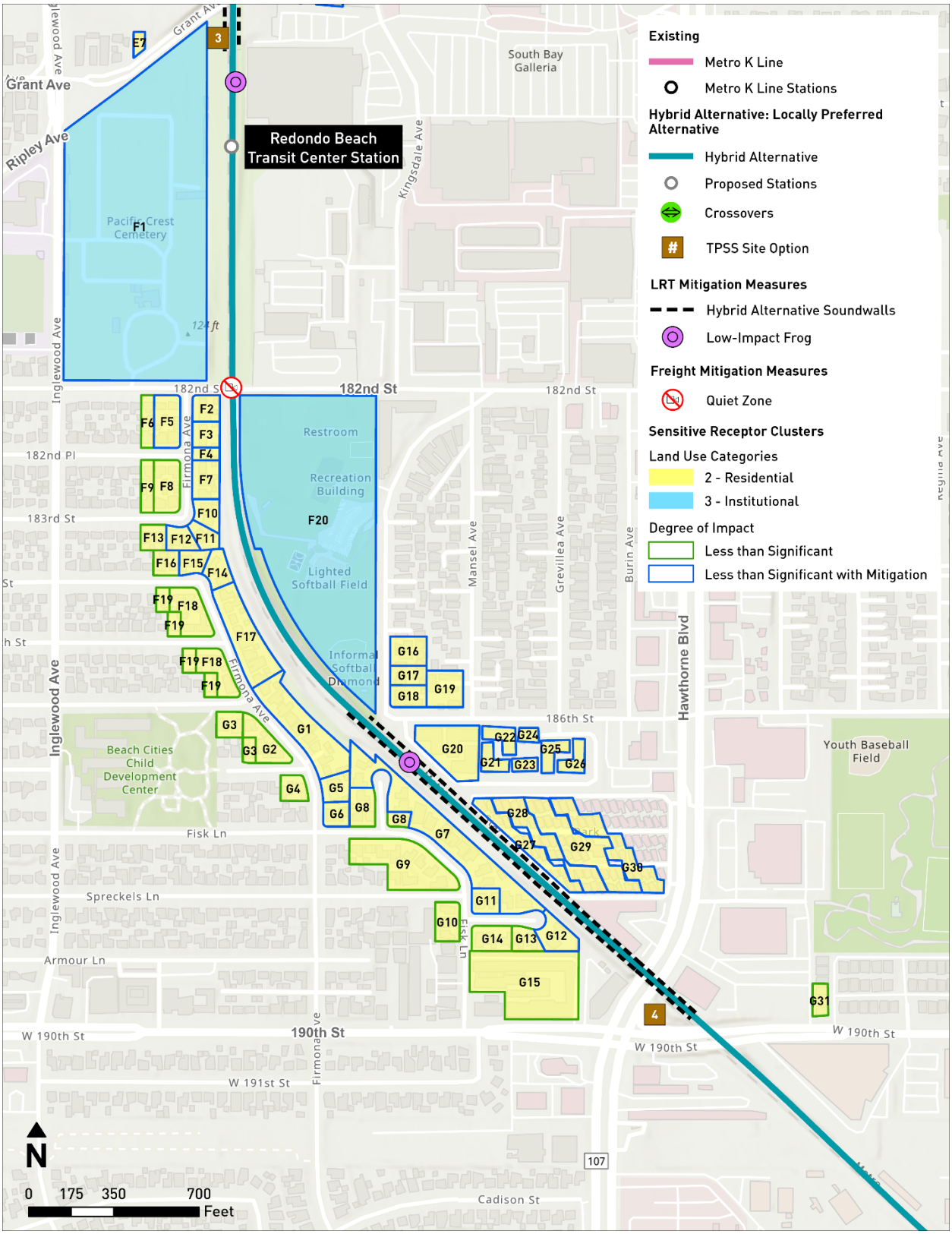
Figure 4-6. LPA – Mitigated Operational Noise Impacts (2 of 5)



Source: TAHA, 2025

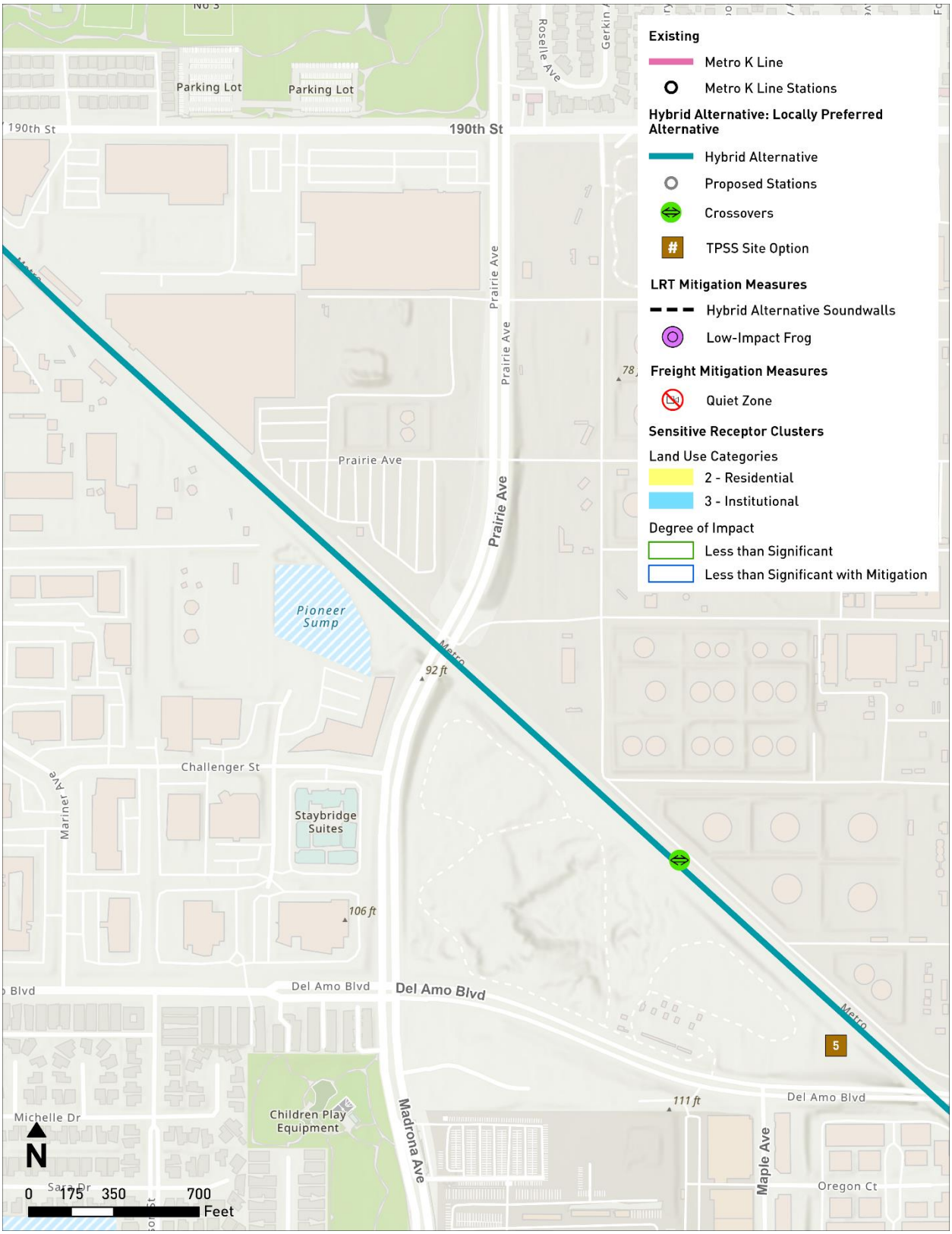
Metro

Figure 4-7. LPA – Mitigated Operational Noise Impacts (3 of 5)



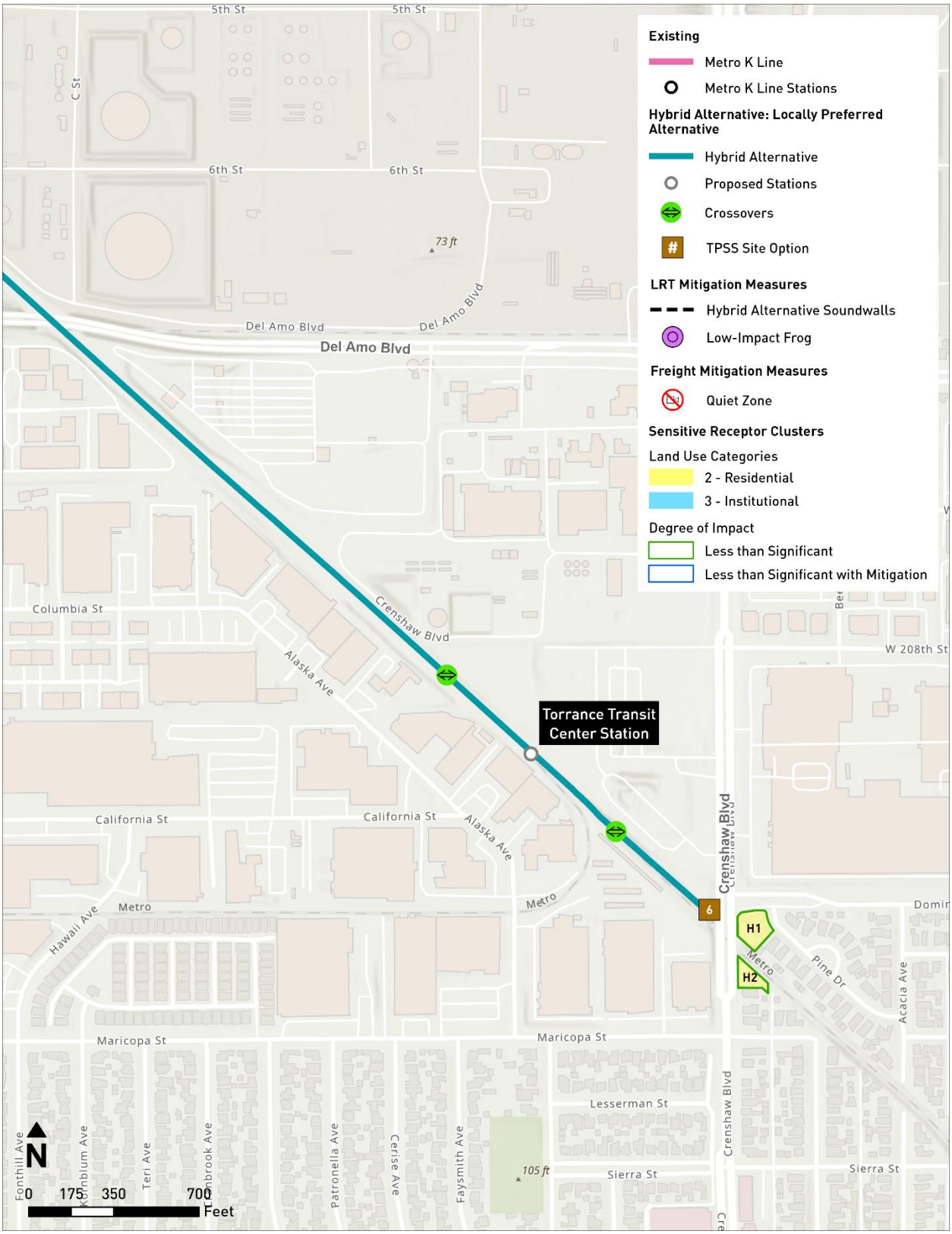
Source: TAHA, 2025

Figure 4-8. LPA – Mitigated Operational Noise Impacts (4 of 5)



Source: TAHA, 2025

Figure 4-9. LPA – Mitigated Operational Noise Impacts (5 of 5)



Source: TAHA, 2025

Page 4-44 – The following figures and table were added to accompany the vibration analysis showing where construction and operational vibration impacts described in the text would occur under the 170th/182nd Grade-Separated Light Rail Transit Alternative (LPA):

Table 4.5-2. Summary of LPA Operational Ground-borne Vibration Annoyance Impacts

From	To	LRT			Freight		
		Number of Residences Impacted[1]		Worst-Case Vibration Level (VdB)	Number of Residences Impacted[1]		Worst-Case Vibration Level (VdB)
		West of ROW	East of ROW		West of ROW	East of ROW	
Existing Redondo Beach Station	Santa Fe Ave	0	0	-	0	0	-
Santa Fe Ave	Manhattan Beach Blvd	0	0	-	0	0	-
Manhattan Beach Blvd	160th St	0	0	-	3	0	88
160th St	Artesia Blvd	23	42	80	0	0	0
Artesia Blvd	Grant Ave	5	31	82	0	0	-
Grant Ave	182nd St	0	0	-	0	0	-
182nd St	190th St	61	70	93	36	11	87
190th St	Torrance TC Station	0	0	-	0	0	-

Source: AECOM, 2022

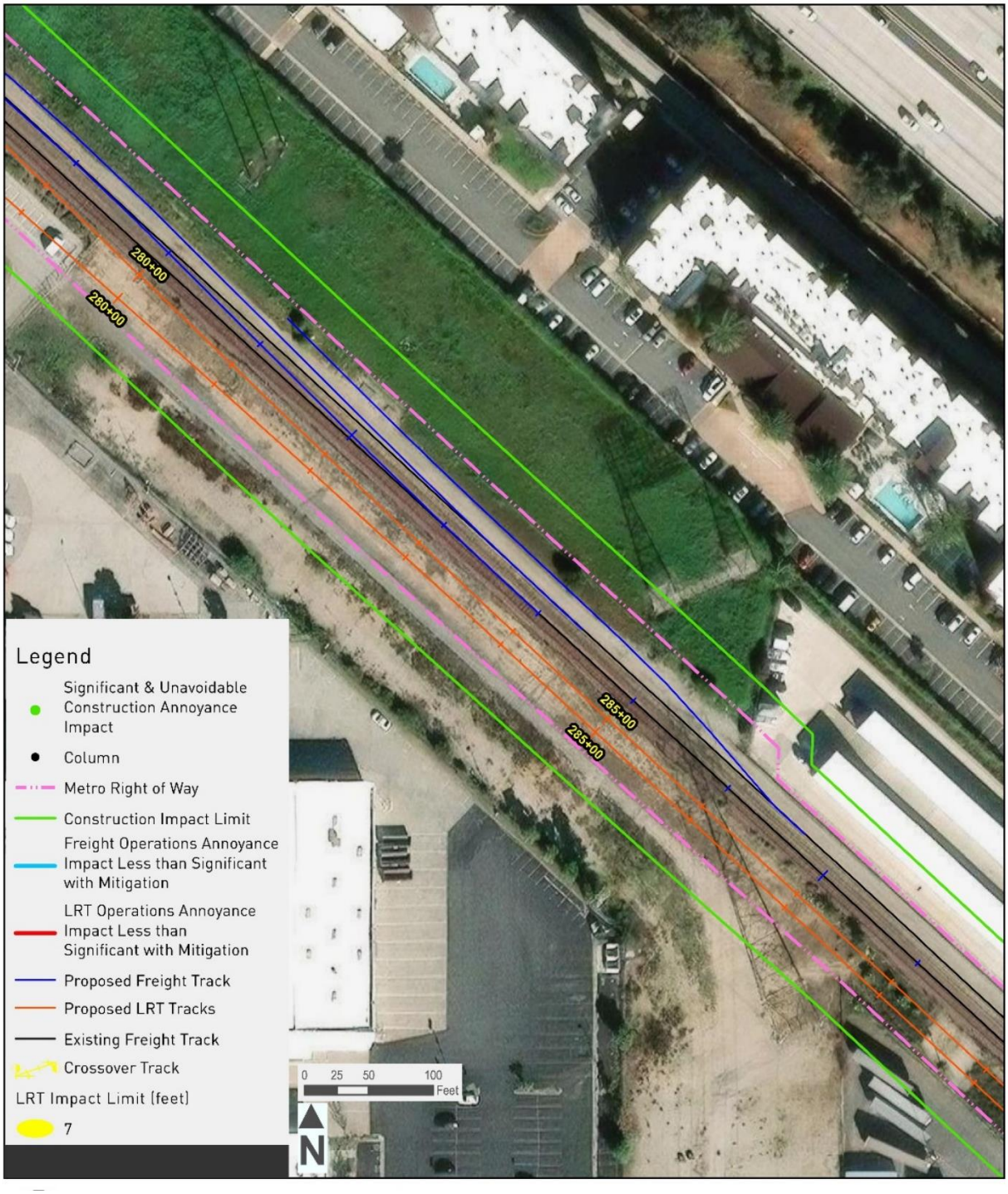
LRT = light rail transit; VdB = decibel notation; ROW = right-of-way; TC = Transit Center

[1] All operational vibration impacts would be reduced to less than significant with mitigation with MM-VIB-5 and MM-VIB-6

Figure 4-10. LPA Construction & Operation Vibration Impacts 1 of 33

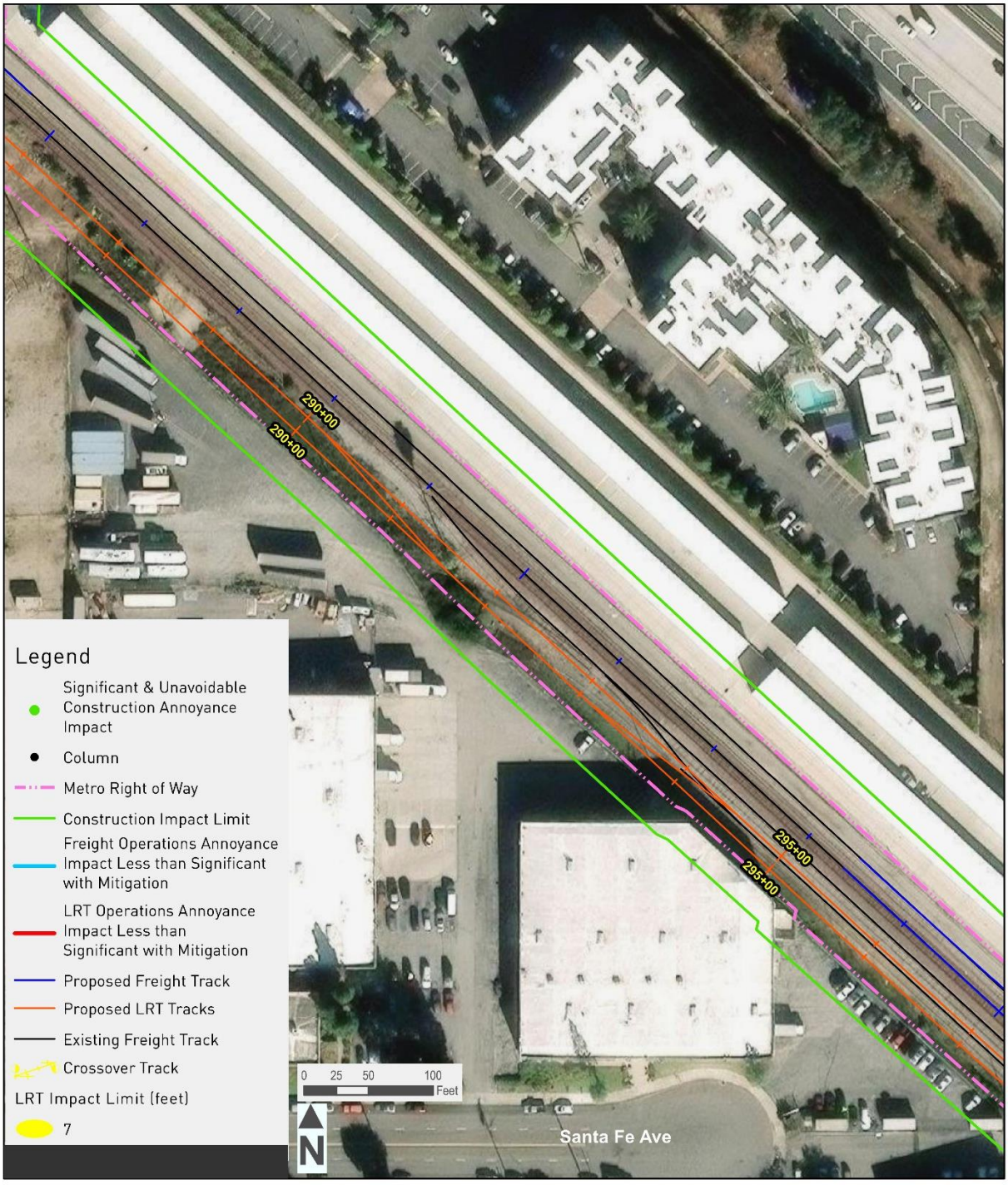
Source: AECOM, 2025
Note: The LPA would not result in vibration damage impacts after mitigation.

Figure 4-11. LPA Construction & Operation Vibration Impacts 2 of 33



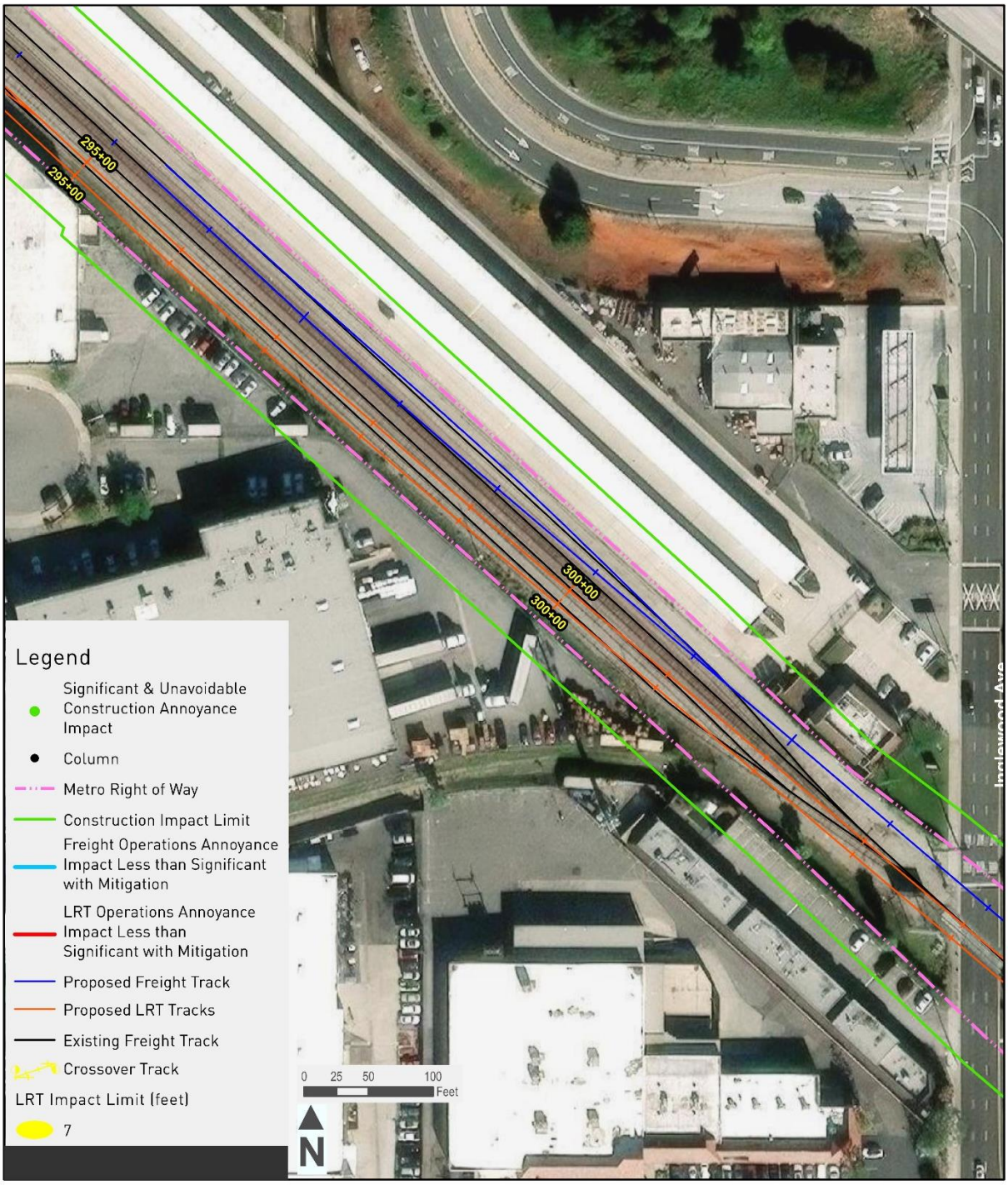
Source: AECOM, 2025
Note: The LPA would not result in vibration damage impacts after mitigation.

Figure 4-12. LPA Construction & Operation Vibration Impacts 3 of 33



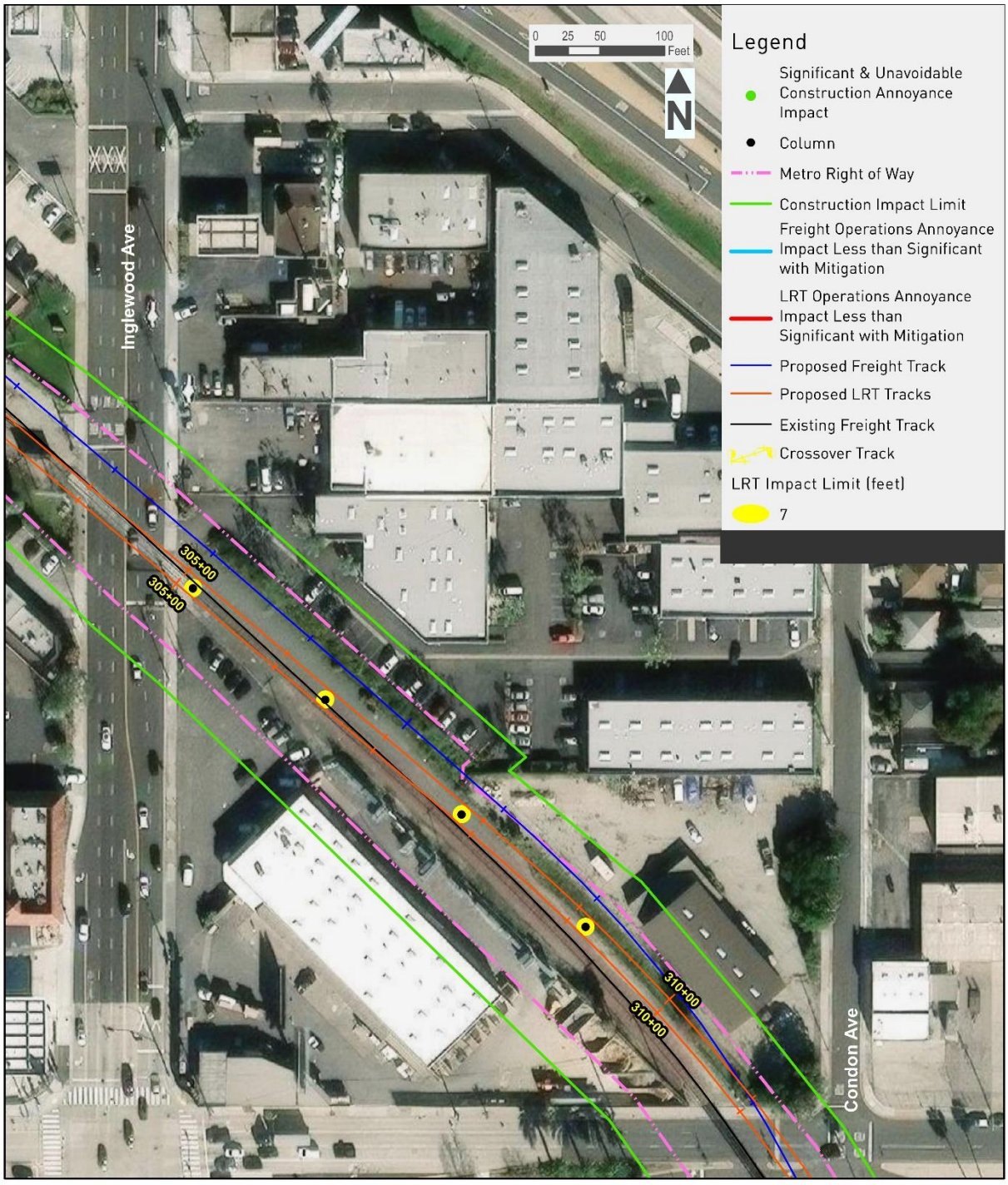
Source: AECOM, 2025
Note: The LPA would not result in vibration damage impacts after mitigation.

Figure 4-13. LPA Construction & Operation Vibration Impacts 4 of 33



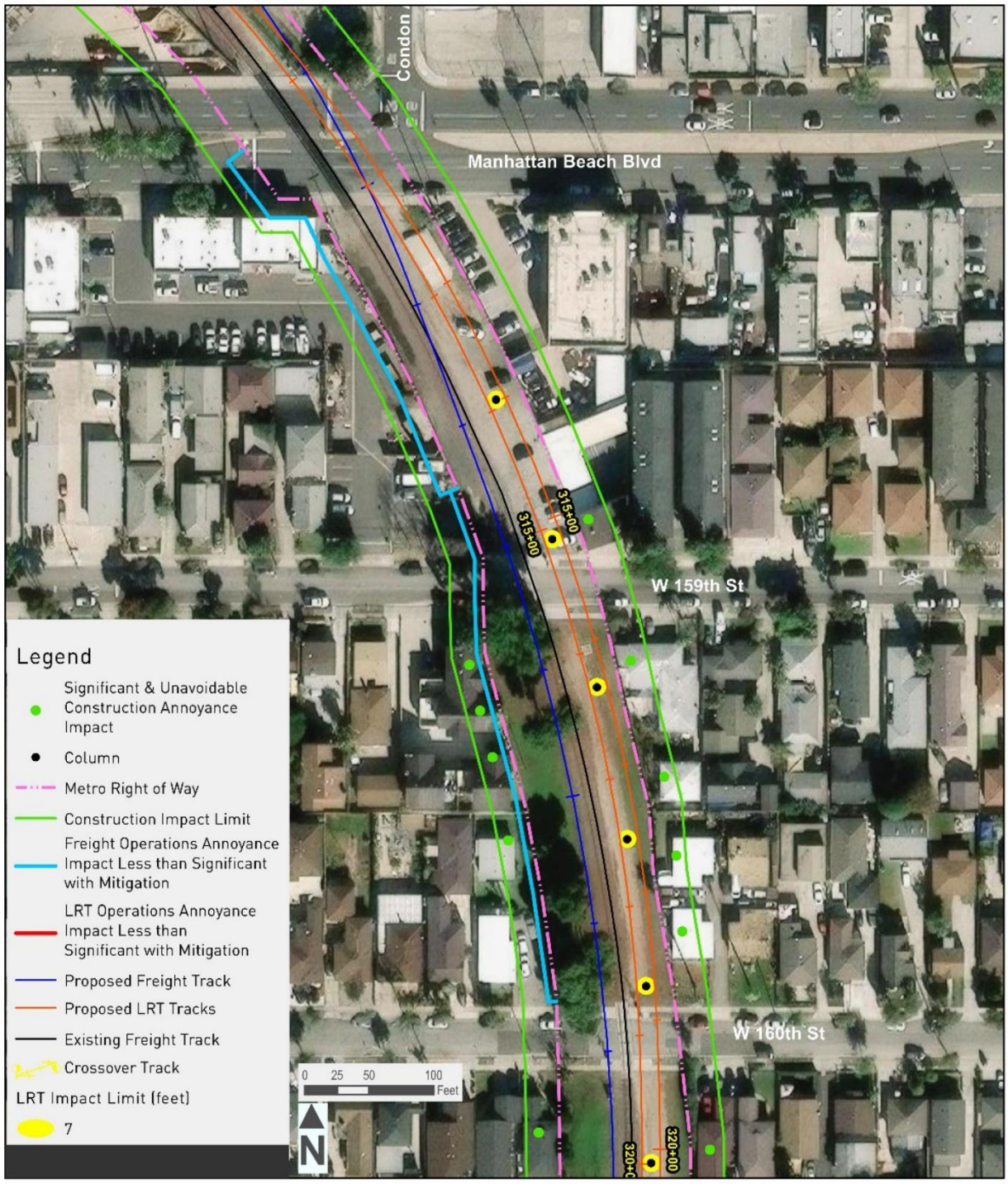
Source: AECOM, 2025
Note: The LPA would not result in vibration damage impacts after mitigation.

Figure 4-14. LPA Construction & Operation Vibration Impacts 5 of 33



Source: AECOM, 2025
Note: The LPA would not result in vibration damage impacts after mitigation.

Figure 4-15. LPA Construction & Operation Vibration Impacts 6 of 33



Source: AECOM, 2025
Note: The LPA would not result in vibration damage impacts after mitigation.

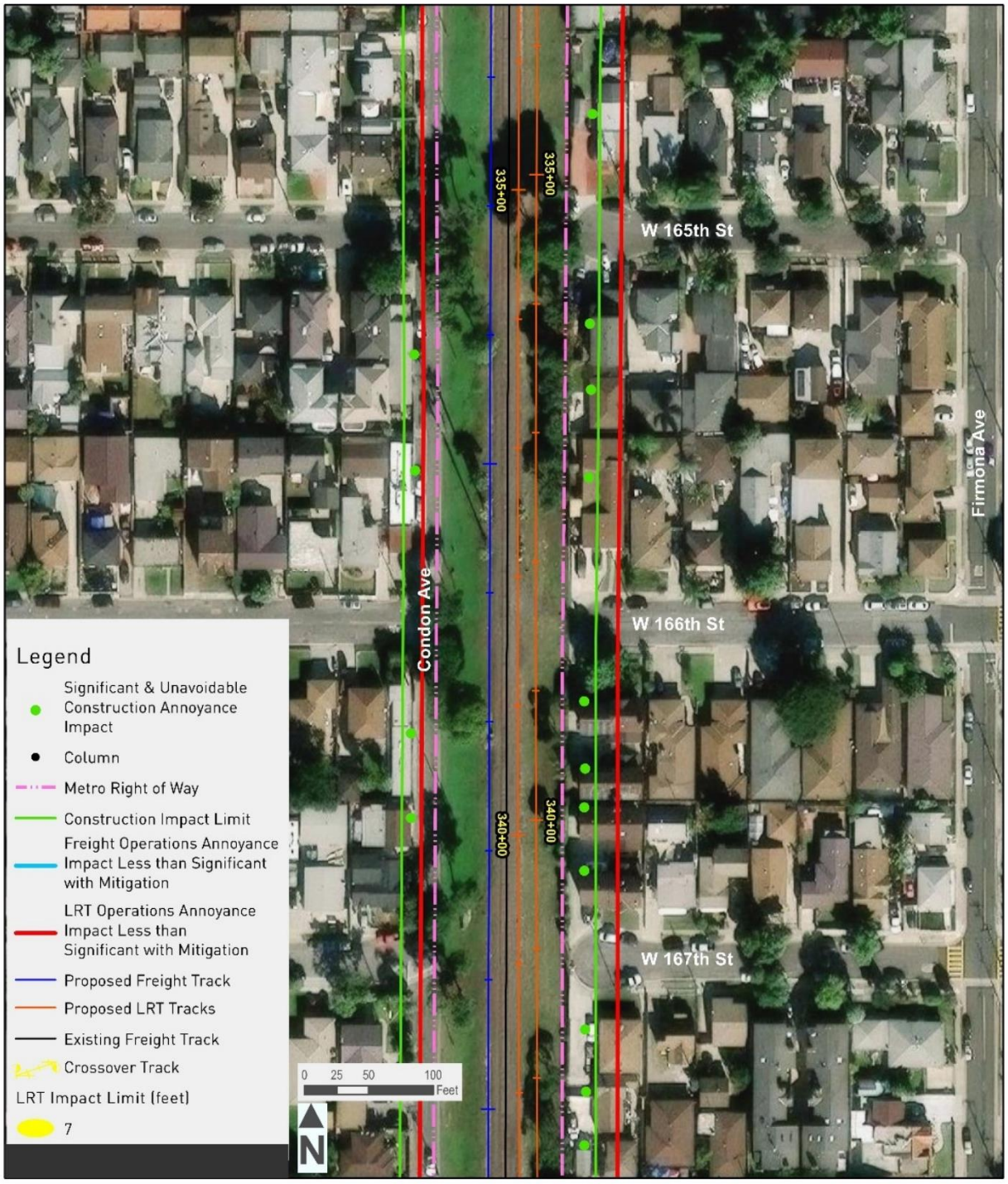
Figure 4-16. LPA Construction & Operation Vibration Impacts 7 of 33

Source: AECOM, 2025
Note: The LPA would not result in vibration damage impacts after mitigation.

Figure 4-17. LPA Construction & Operation Vibration Impacts 8 of 33

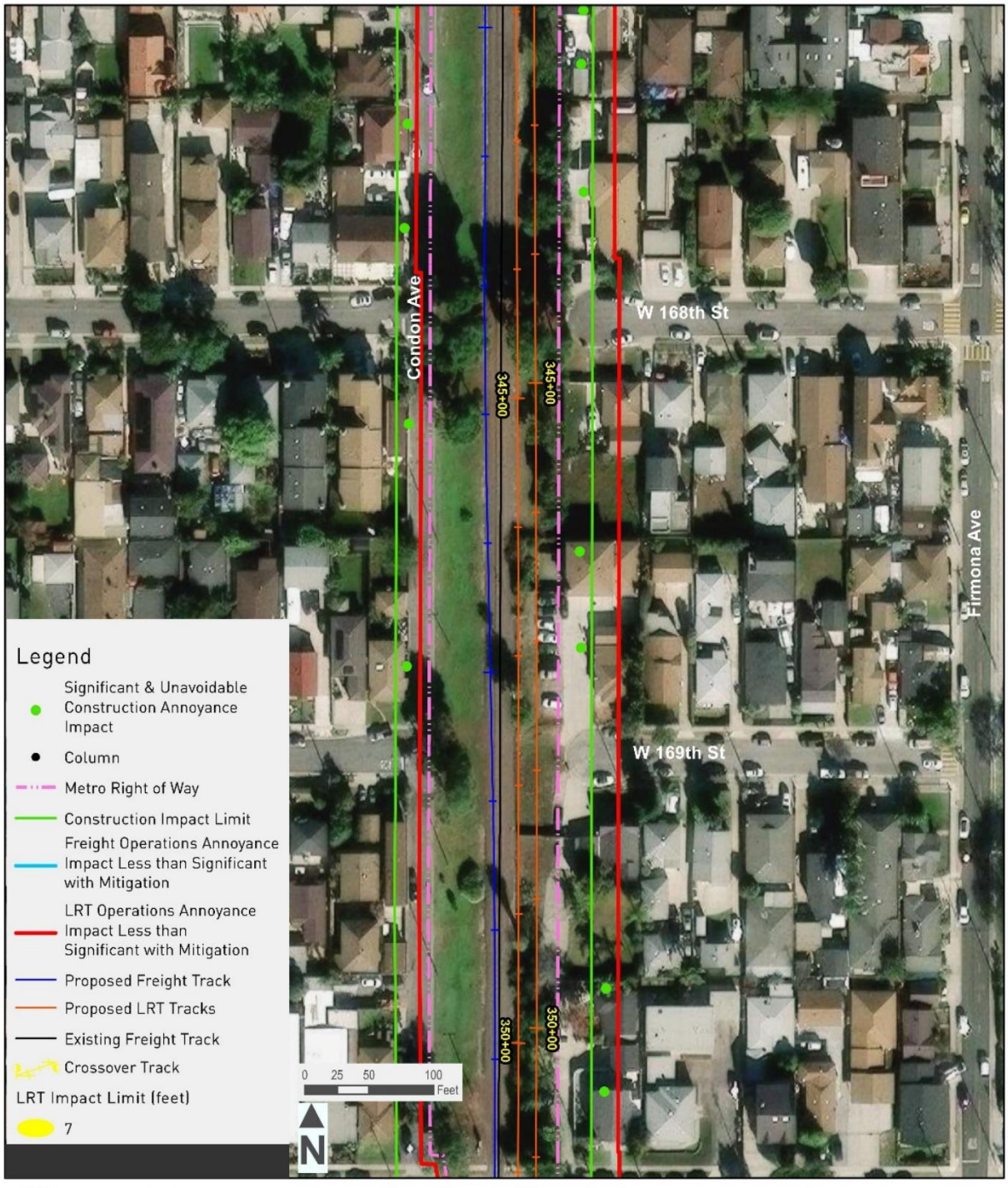
Source: AECOM, 2025
Note: The LPA would not result in vibration damage impacts after mitigation.

Figure 4-18. LPA Construction & Operation Vibration Impacts 9 of 33



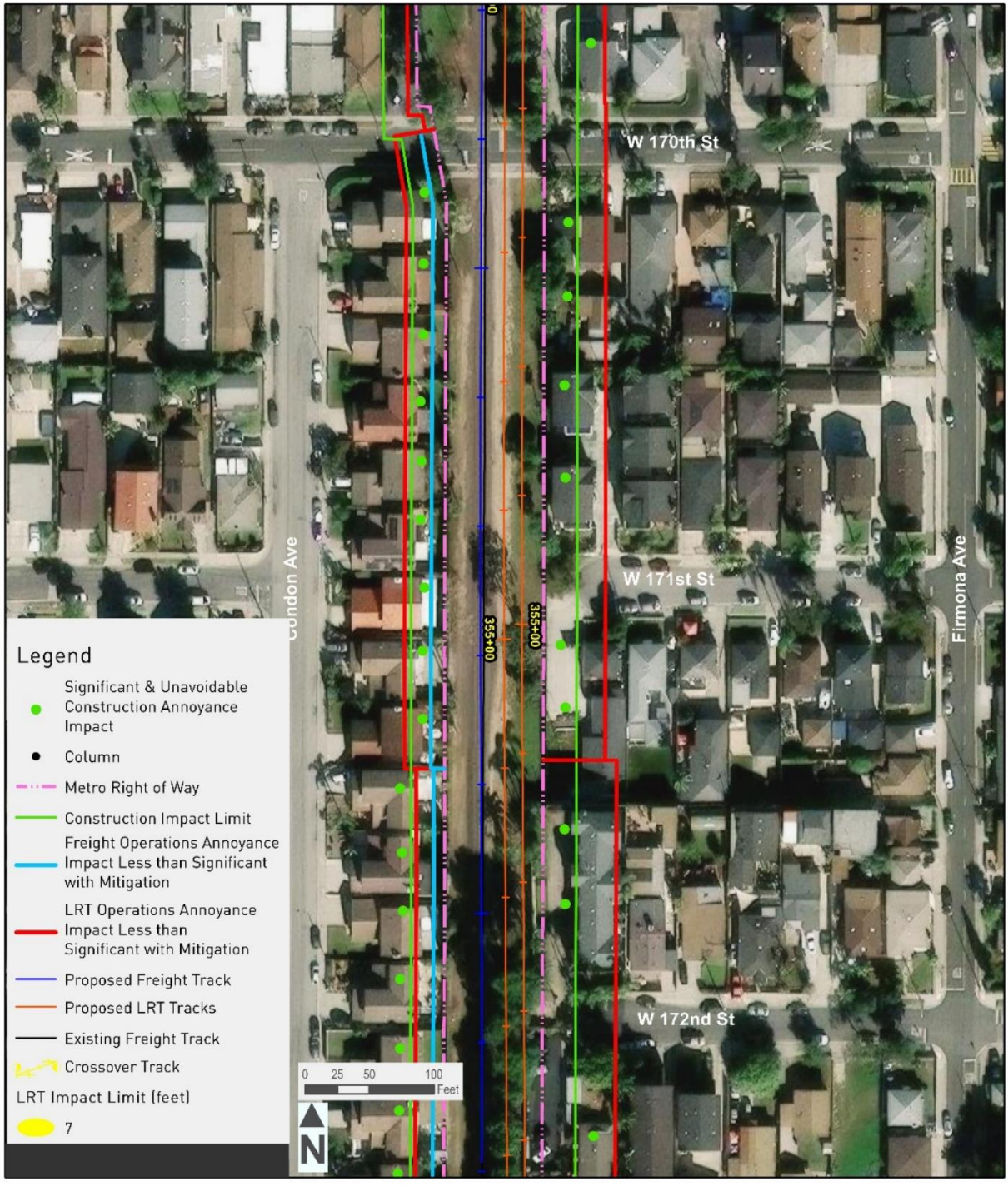
Source: AECOM, 2025
Note: The LPA would not result in vibration damage impacts after mitigation.

Figure 4-19. LPA Construction & Operation Vibration Impacts 10 of 33



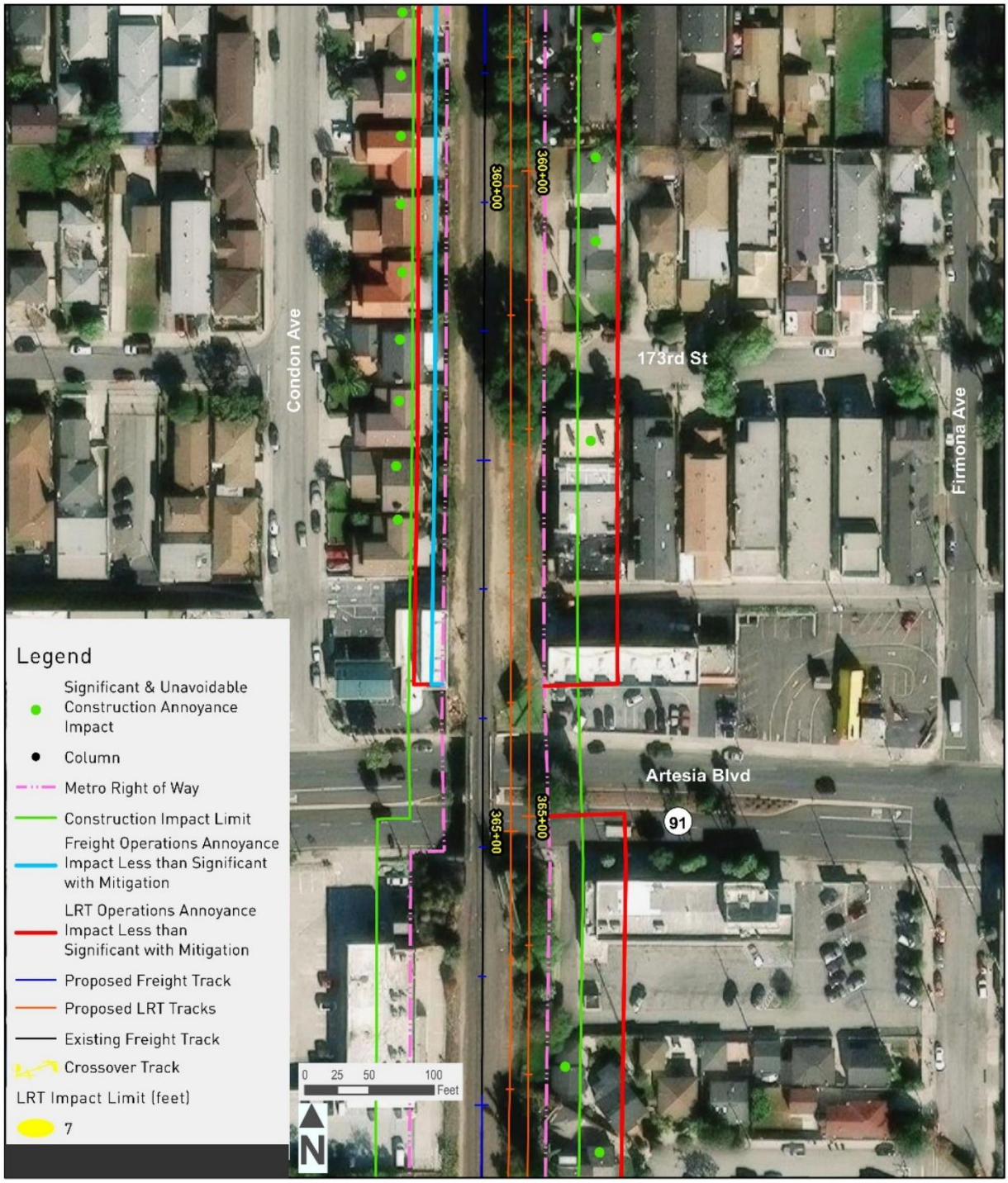
Source: AECOM, 2025
Note: The LPA would not result in vibration damage impacts after mitigation.

Figure 4-20. LPA Construction & Operation Vibration Impacts 11 of 33



Source: AECOM, 2025
Note: The LPA would not result in vibration damage impacts after mitigation.

Figure 4-21. LPA Construction & Operation Vibration Impacts 12 of 33

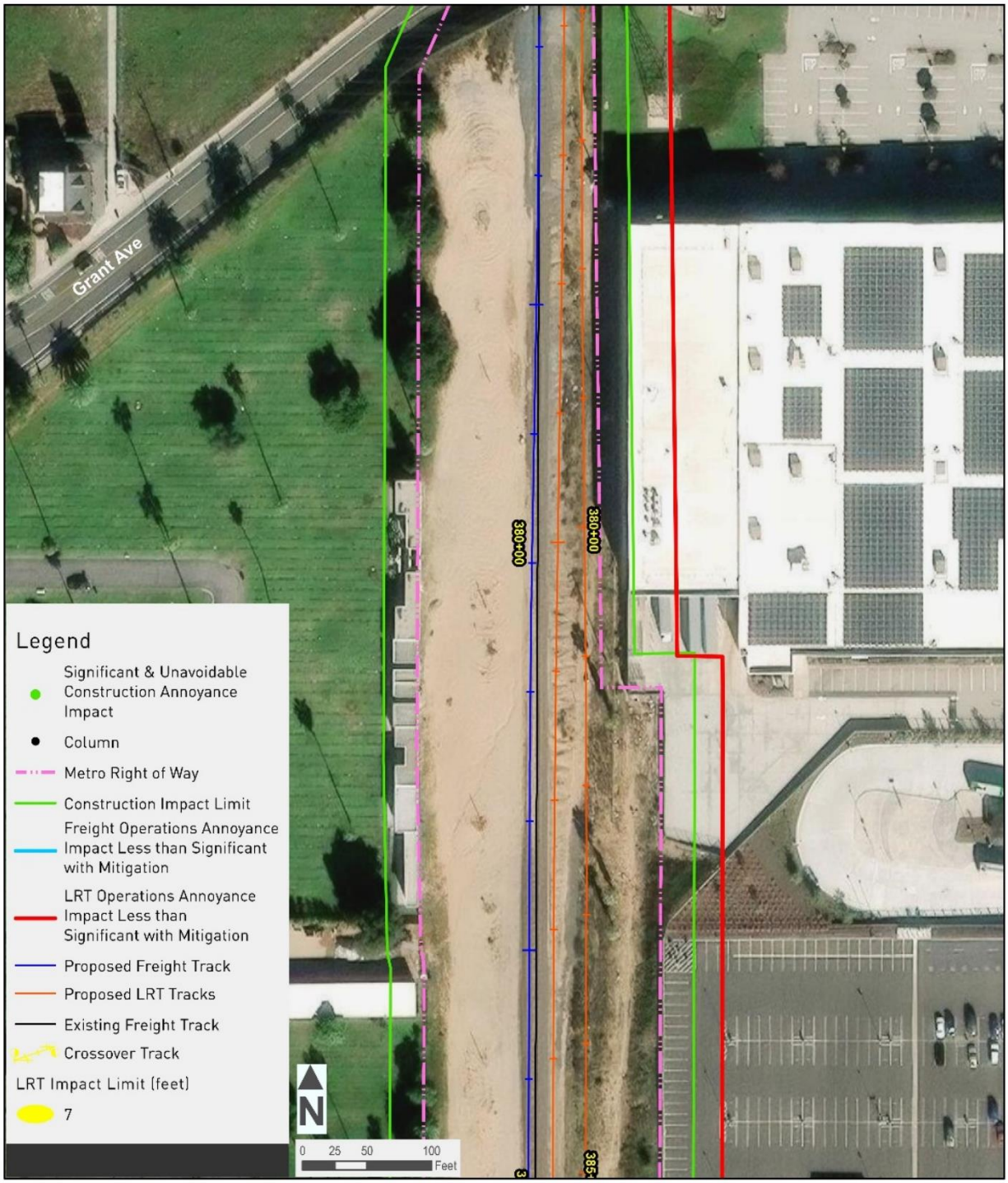


Source: AECOM, 2025
Note: The LPA would not result in vibration damage impacts after mitigation.

Figure 4-22. LPA Construction & Operation Vibration Impacts 13 of 33

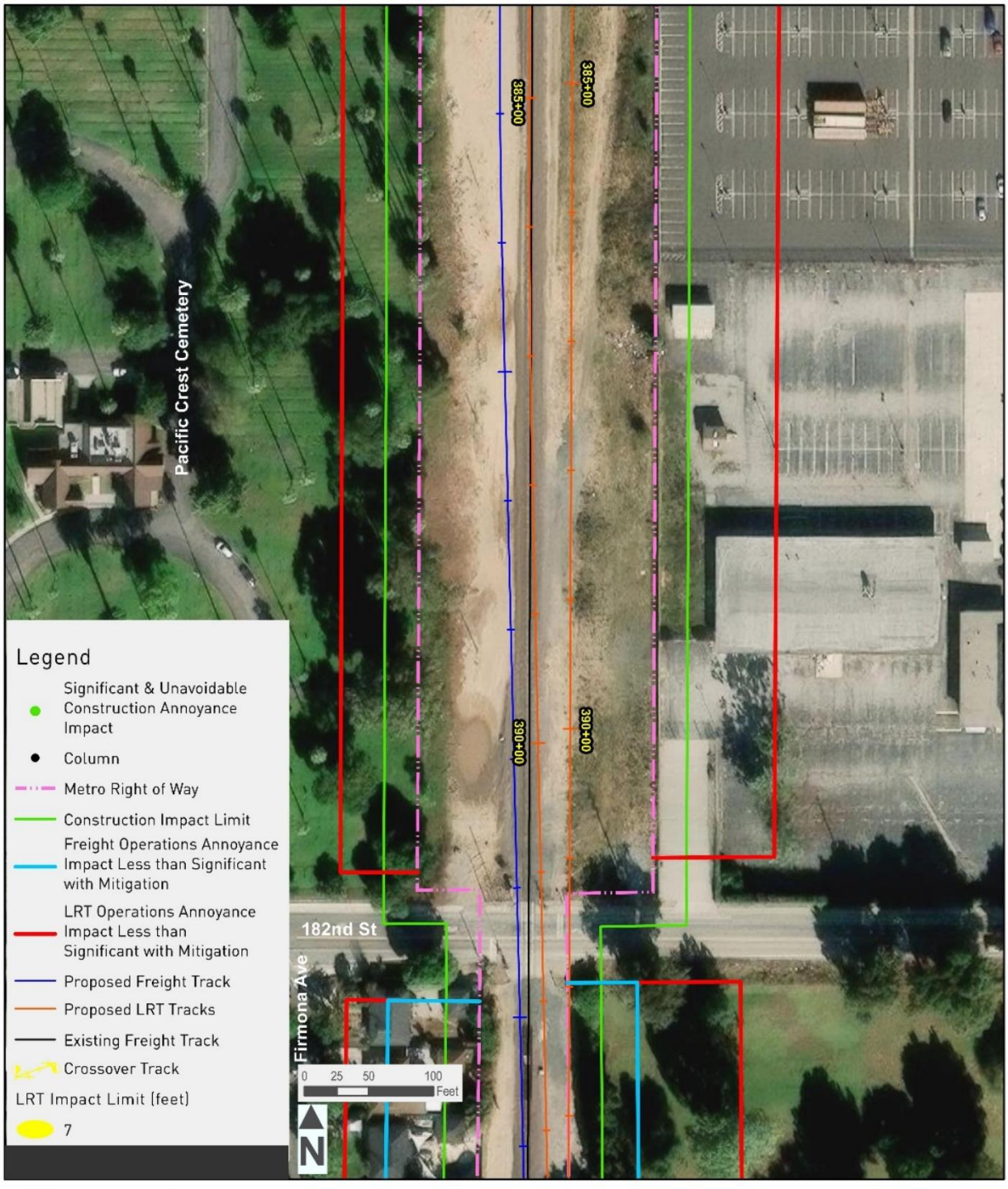
Source: AECOM, 2025
Note: The LPA would not result in vibration damage impacts after mitigation.

Figure 4-23. LPA Construction & Operation Vibration Impacts 14 of 33



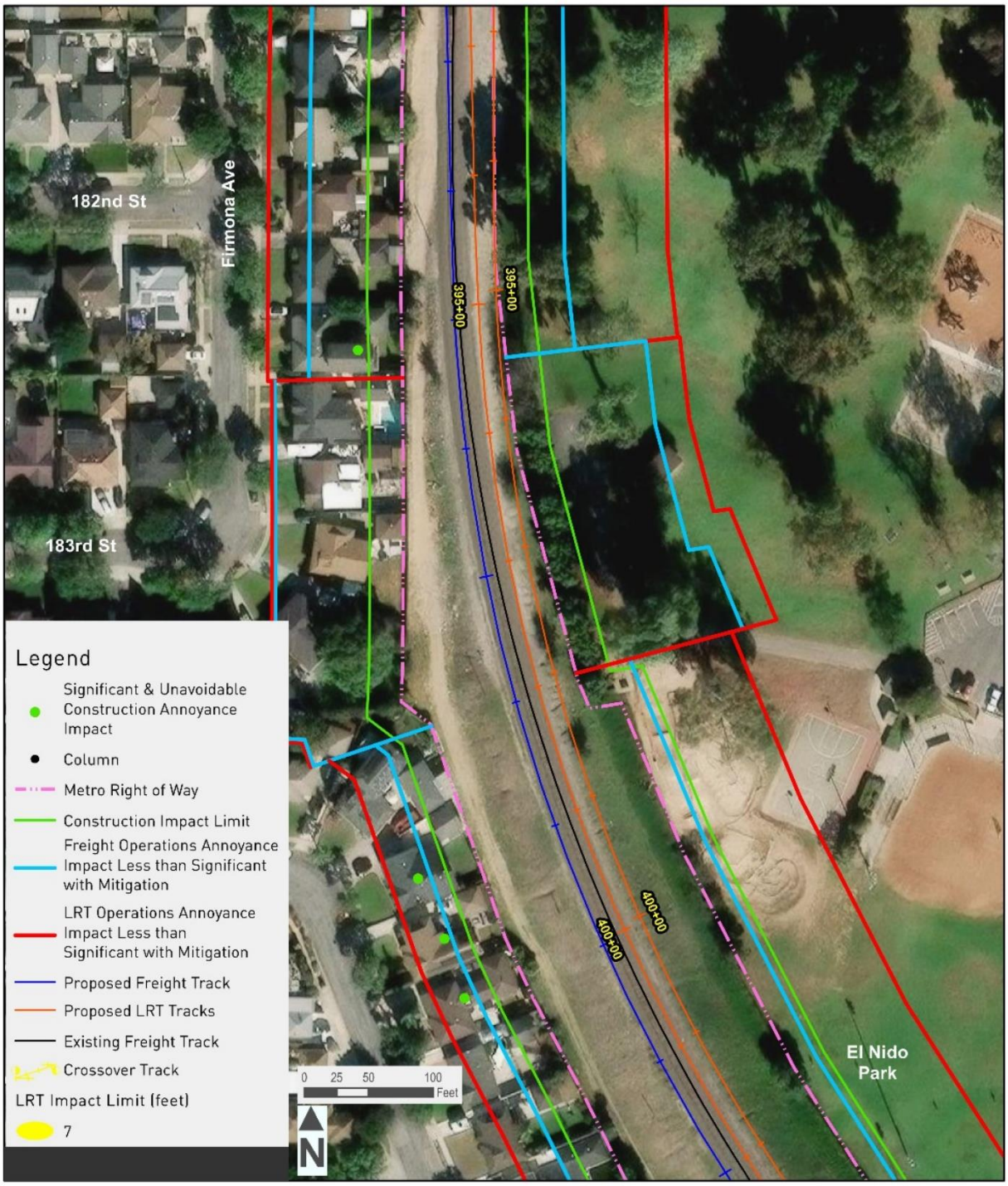
Source: AECOM, 2025
Note: The LPA would not result in vibration damage impacts after mitigation.

Figure 4-24. LPA Construction & Operation Vibration Impacts 15 of 33



Source: AECOM, 2025
Note: The LPA would not result in vibration damage impacts after mitigation.

Figure 4-25. LPA Construction & Operation Vibration Impacts 16 of 33



Source: AECOM, 2025
Note: The LPA would not result in vibration damage impacts after mitigation.

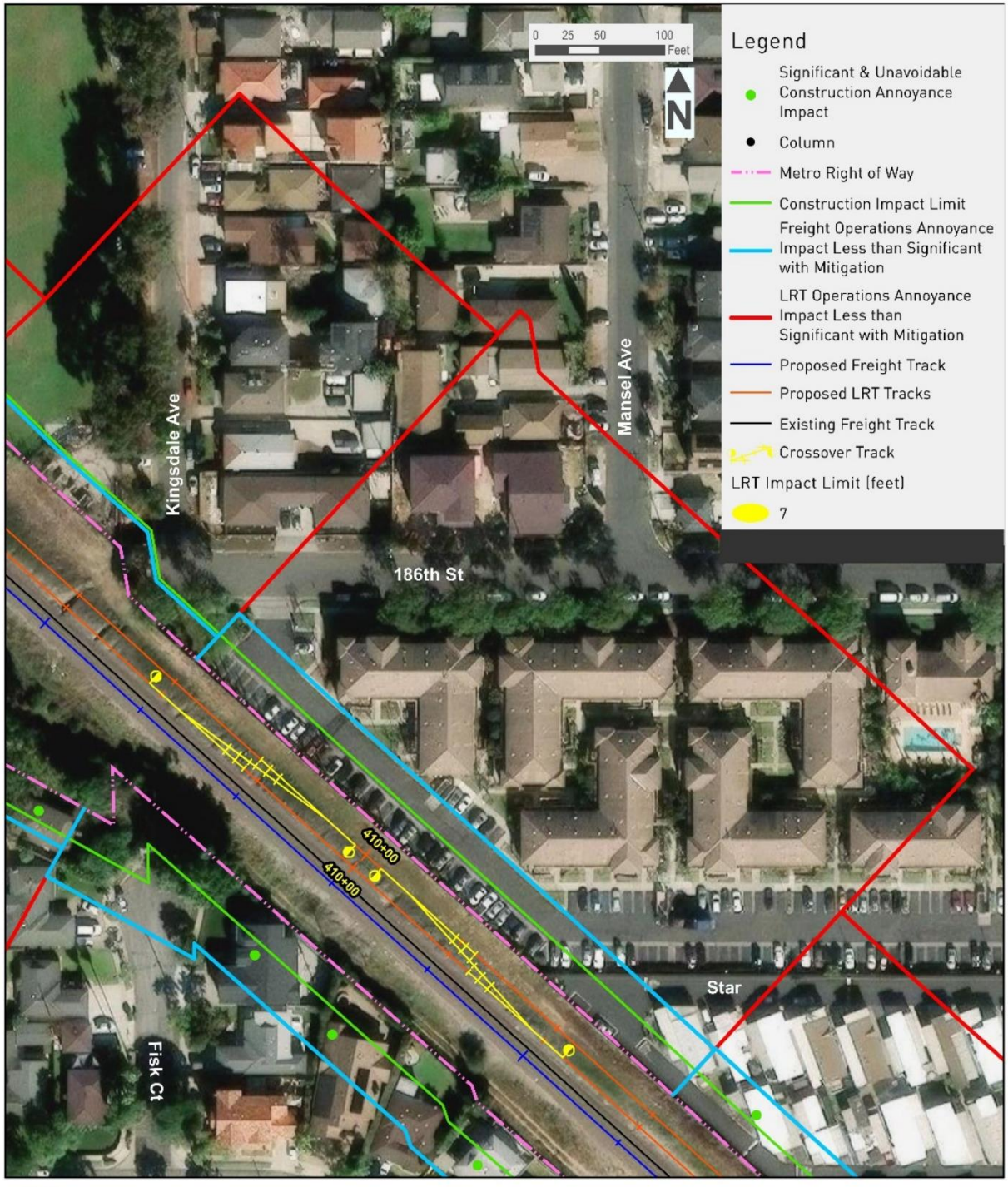
Figure 4-26. LPA Construction & Operation Vibration Impacts 17 of 33

Source: AECOM, 2025
Note: The LPA would not result in vibration damage impacts after mitigation.

Figure 4-27. LPA Construction & Operation Vibration Impacts 18 of 33

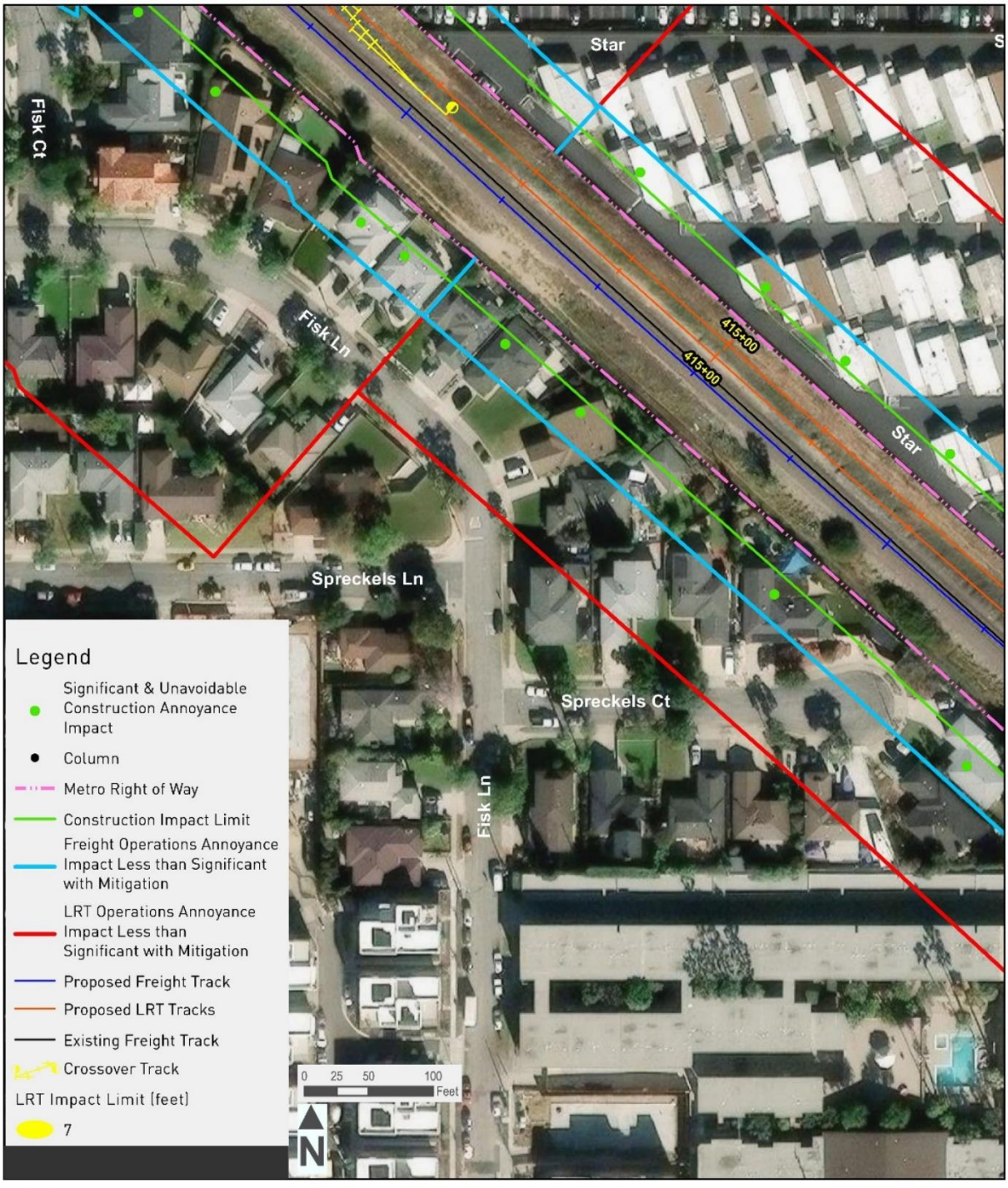
Source: AECOM, 2025
Note: The LPA would not result in vibration damage impacts after mitigation.

Figure 4-28. LPA Construction & Operation Vibration Impacts 19 of 33



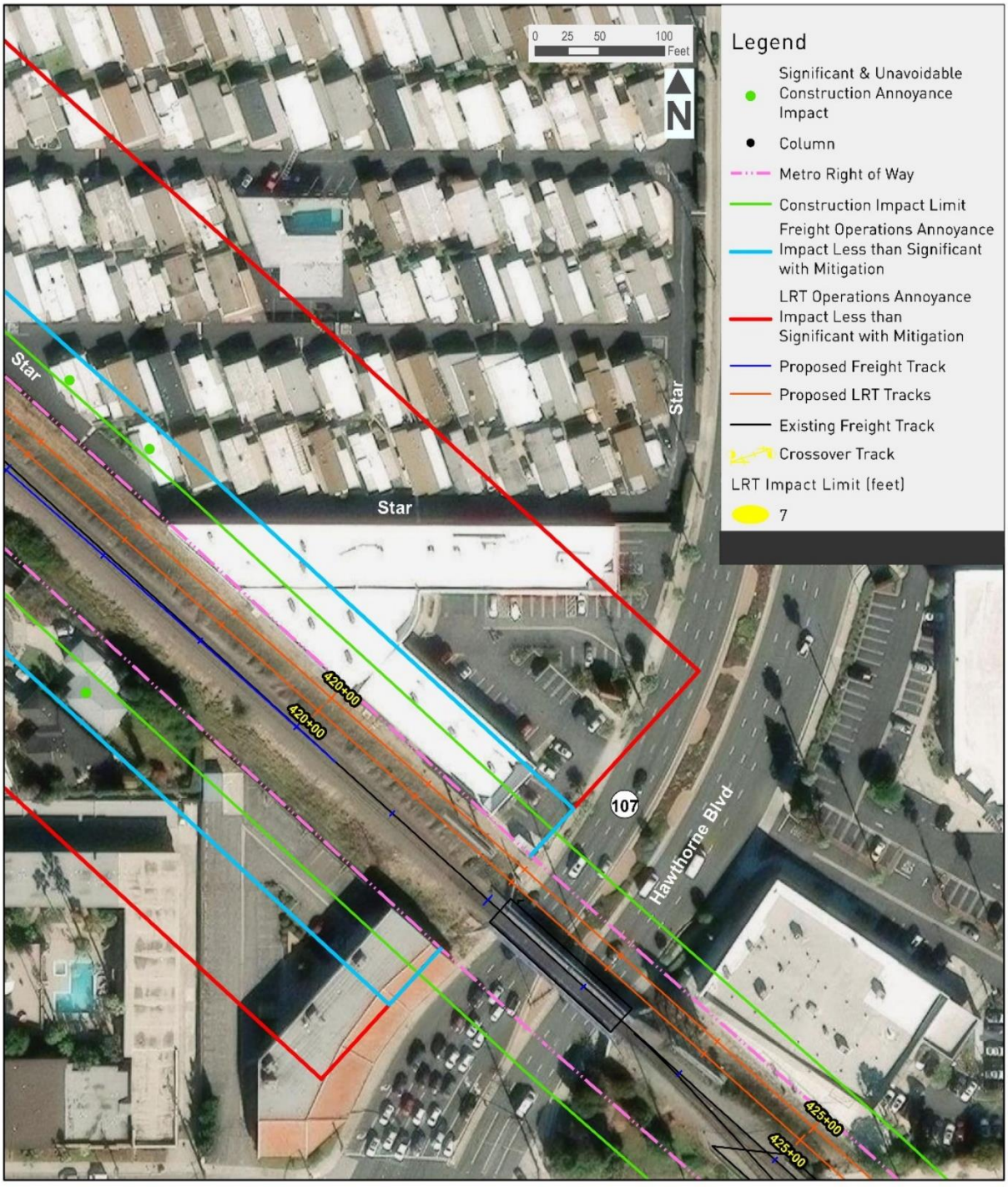
Source: AECOM, 2025
Note: The LPA would not result in vibration damage impacts after mitigation.

Figure 4-29. LPA Construction & Operation Vibration Impacts 20 of 33



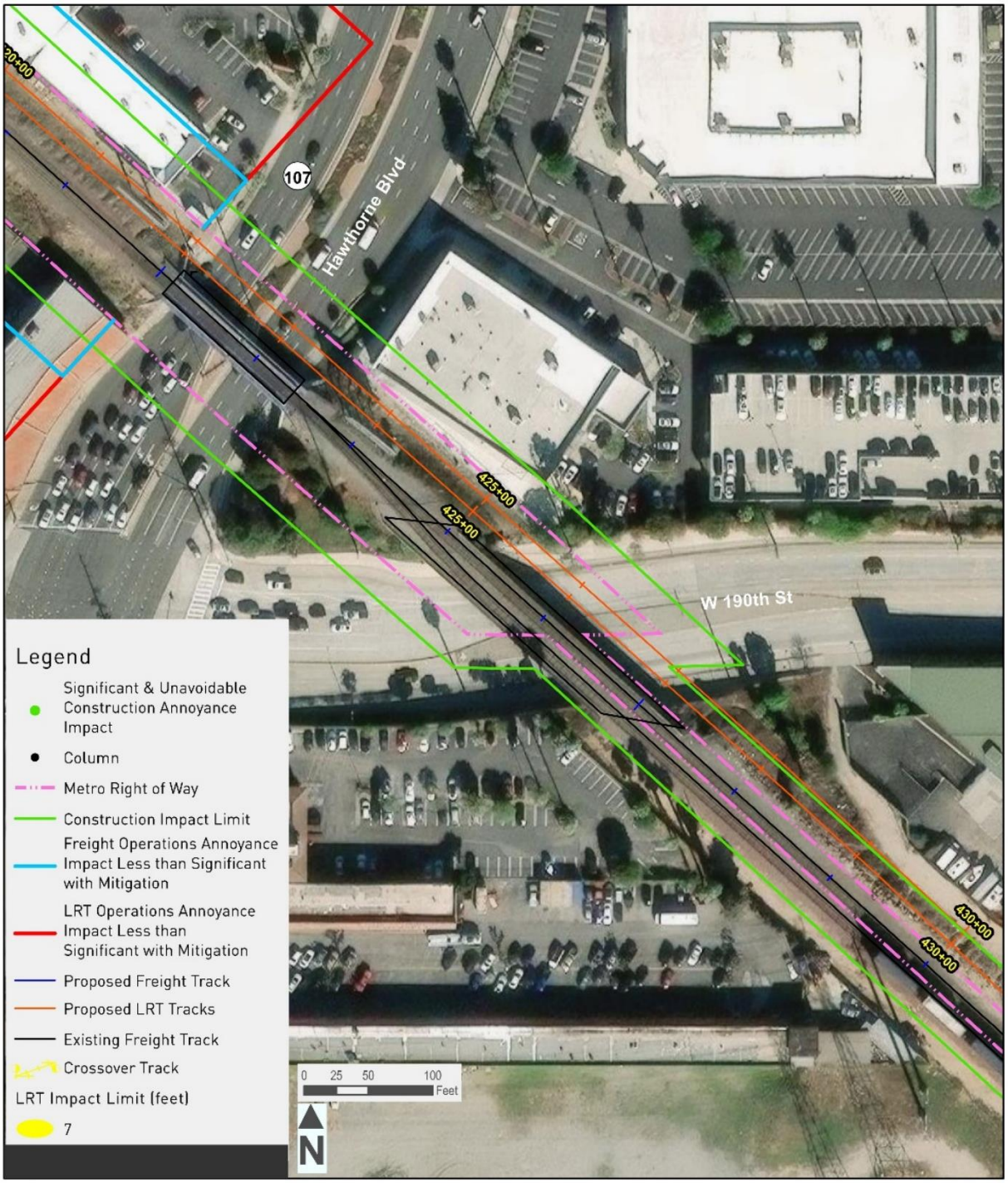
Source: AECOM, 2025
Note: The LPA would not result in vibration damage impacts after mitigation.

Figure 4-30. LPA Construction & Operation Vibration Impacts 21 of 33



Source: AECOM, 2025
Note: The LPA would not result in vibration damage impacts after mitigation.

Figure 4-31. LPA Construction & Operation Vibration Impacts 22 of 33



Source: AECOM, 2025
Note: The LPA would not result in vibration damage impacts after mitigation.

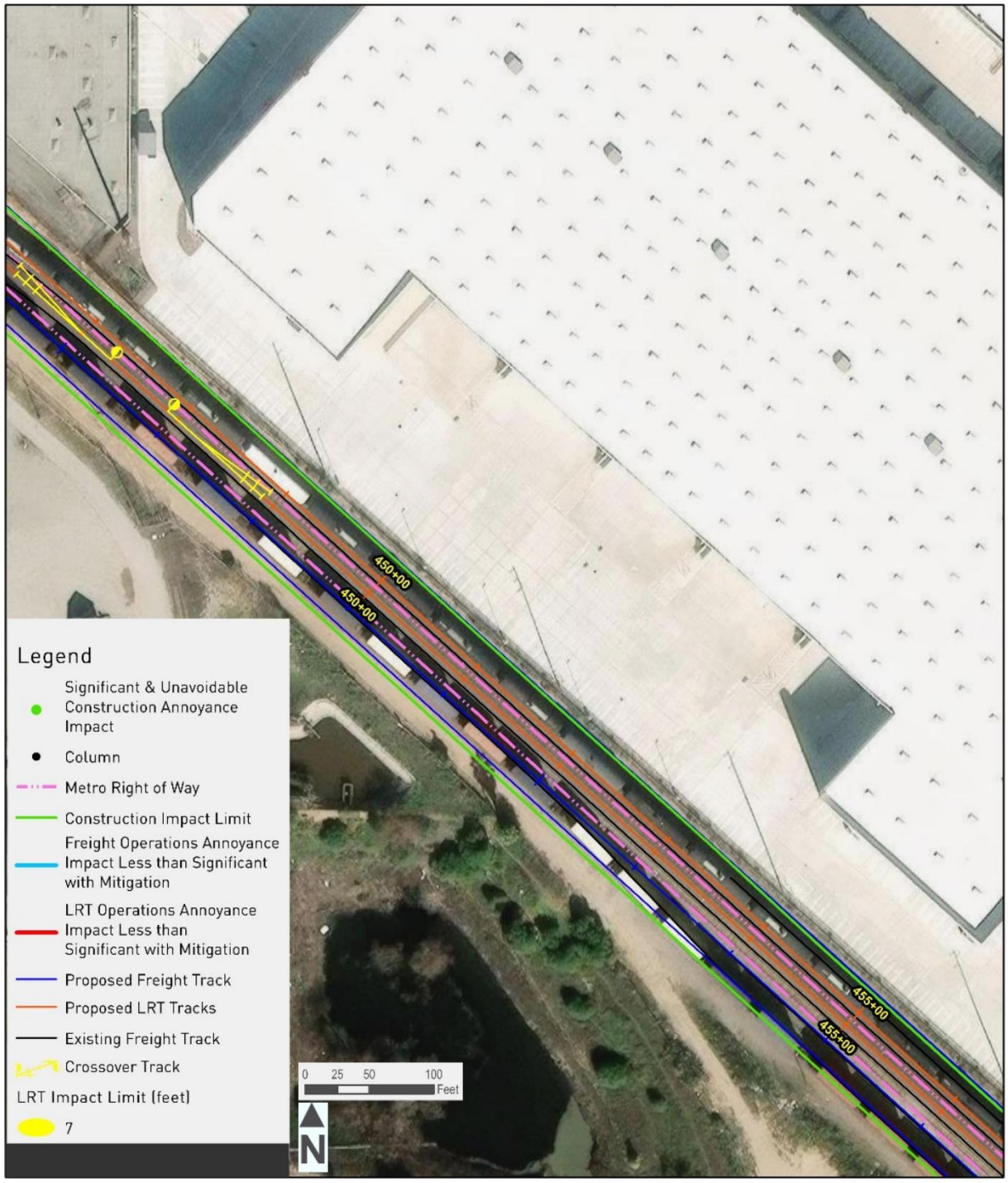
Figure 4-32. LPA Construction & Operation Vibration Impacts 23 of 33

Source: AECOM, 2025
Note: The LPA would not result in vibration damage impacts after mitigation.

Figure 4-33. LPA Construction & Operation Vibration Impacts 24 of 33

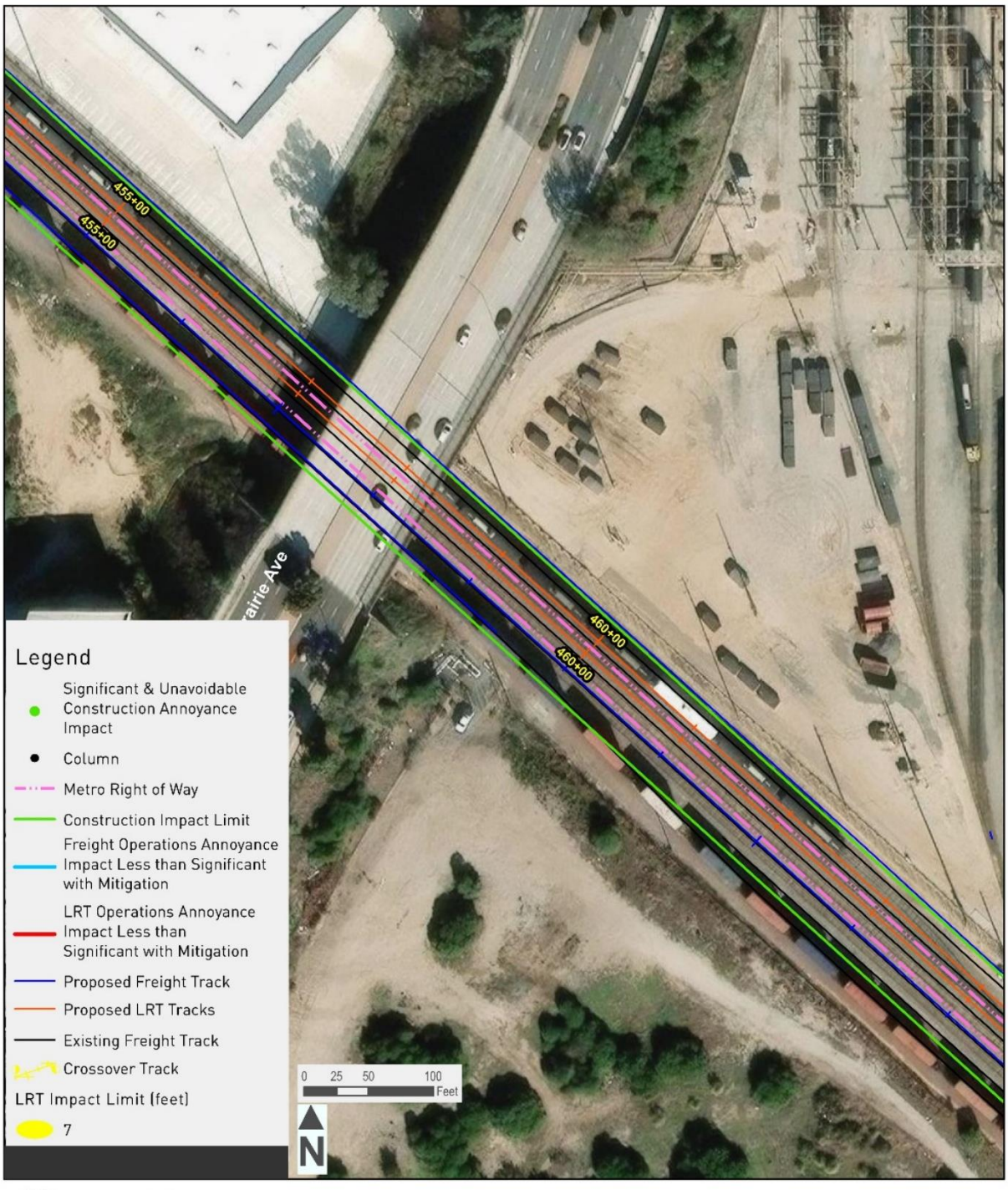
Source: AECOM, 2025
Note: The LPA would not result in vibration damage impacts after mitigation.

Figure 4-34. LPA Construction & Operation Vibration Impacts 25 of 33



Source: AECOM, 2025
Note: The LPA would not result in vibration damage impacts after mitigation.

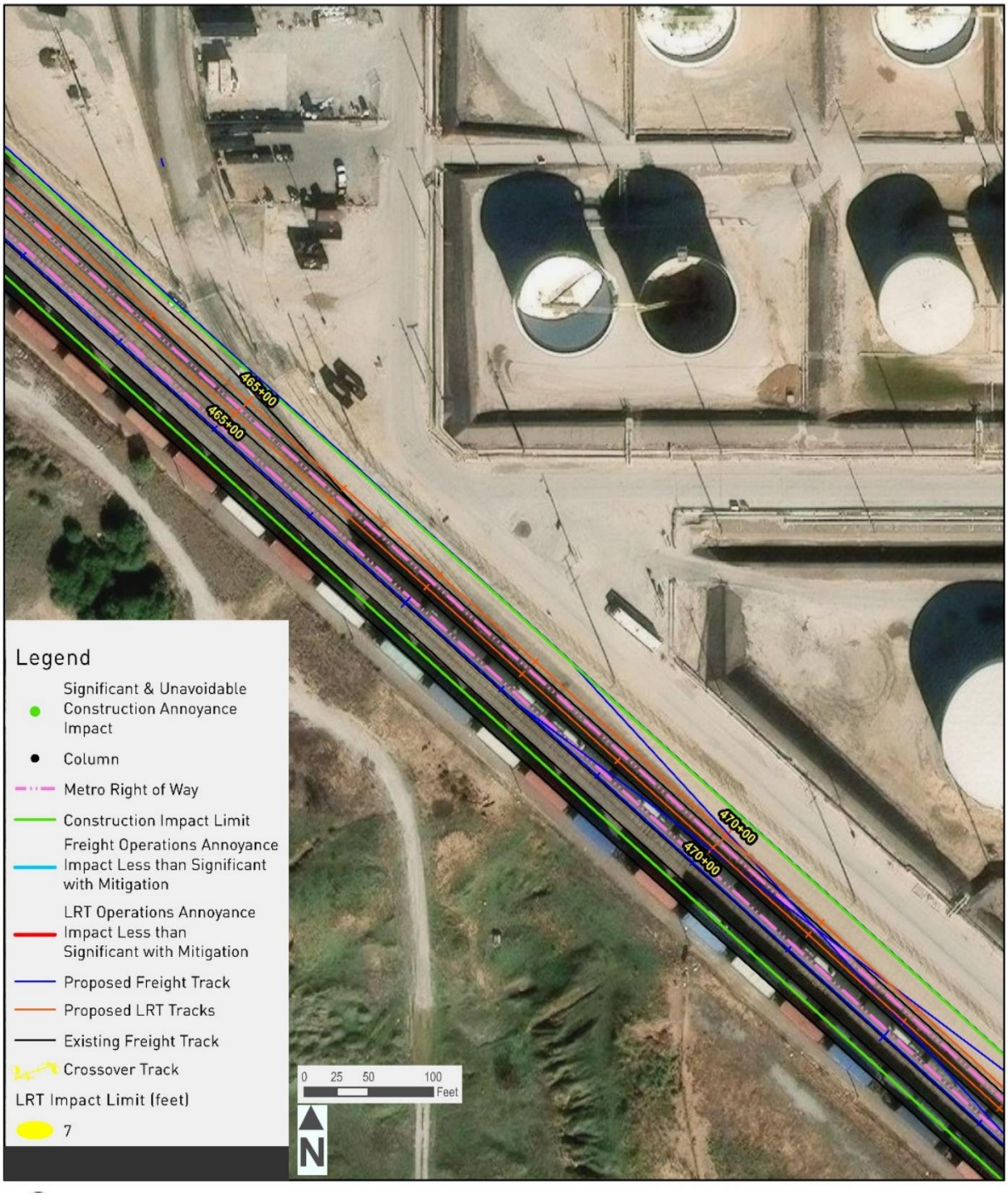
Figure 4-35. LPA Construction & Operation Vibration Impacts 26 of 33



Source: AECOM, 2025

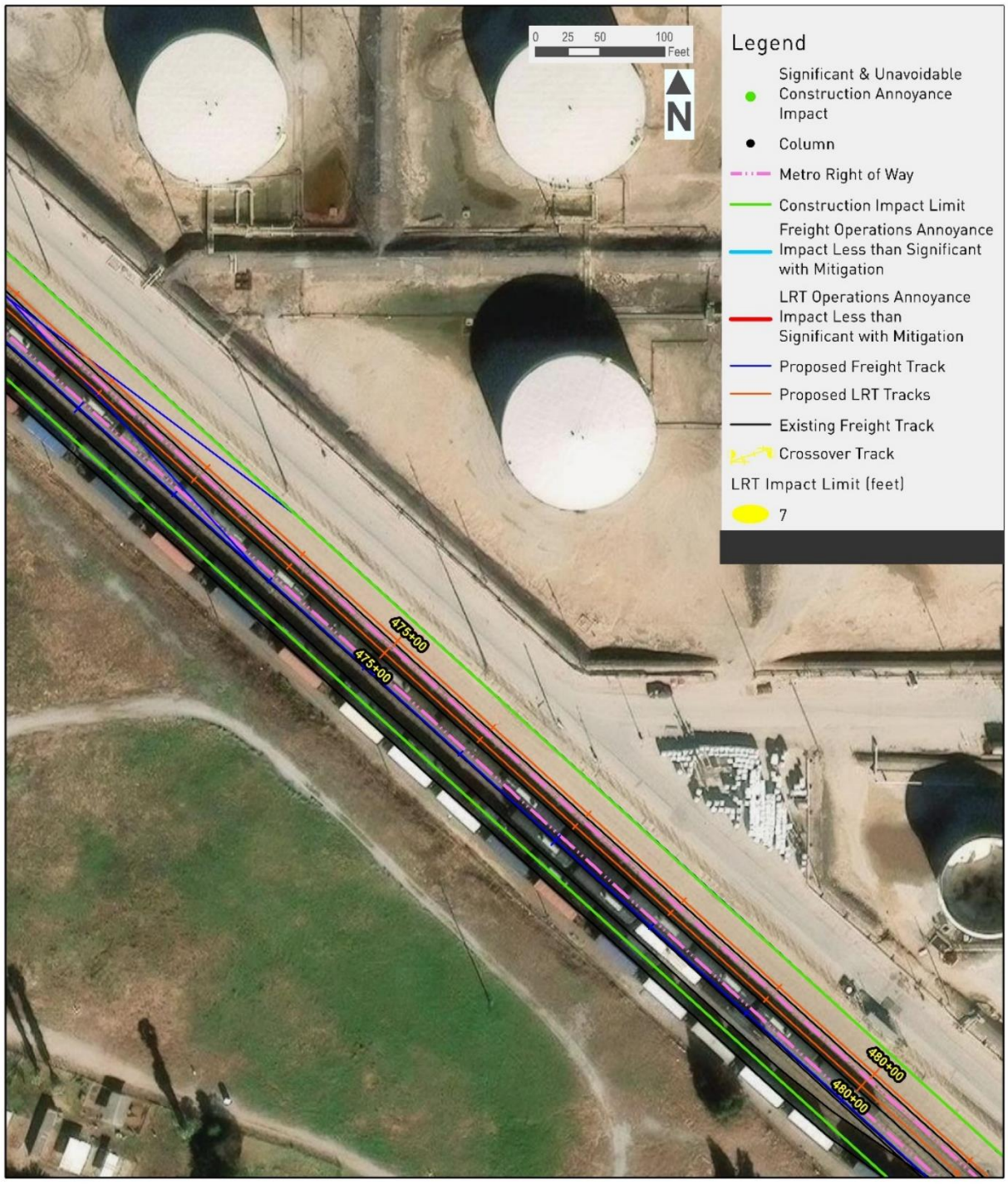
Note: The LPA would not result in vibration damage impacts after mitigation.

Figure 4-36. LPA Construction & Operation Vibration Impacts 27 of 33



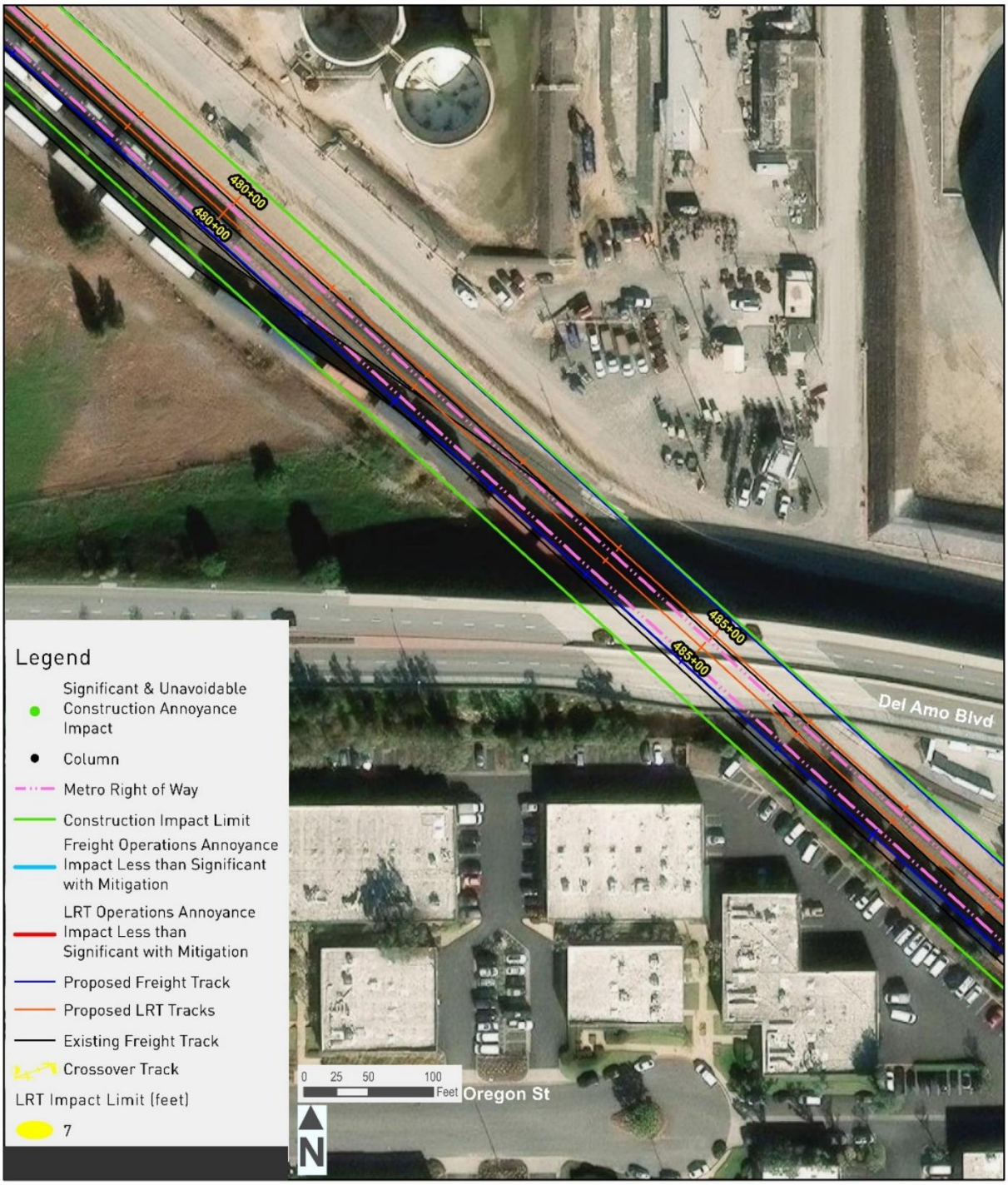
Source: AECOM, 2025
Note: The LPA would not result in vibration damage impacts after mitigation.

Figure 4-37. LPA Construction & Operation Vibration Impacts 28 of 33



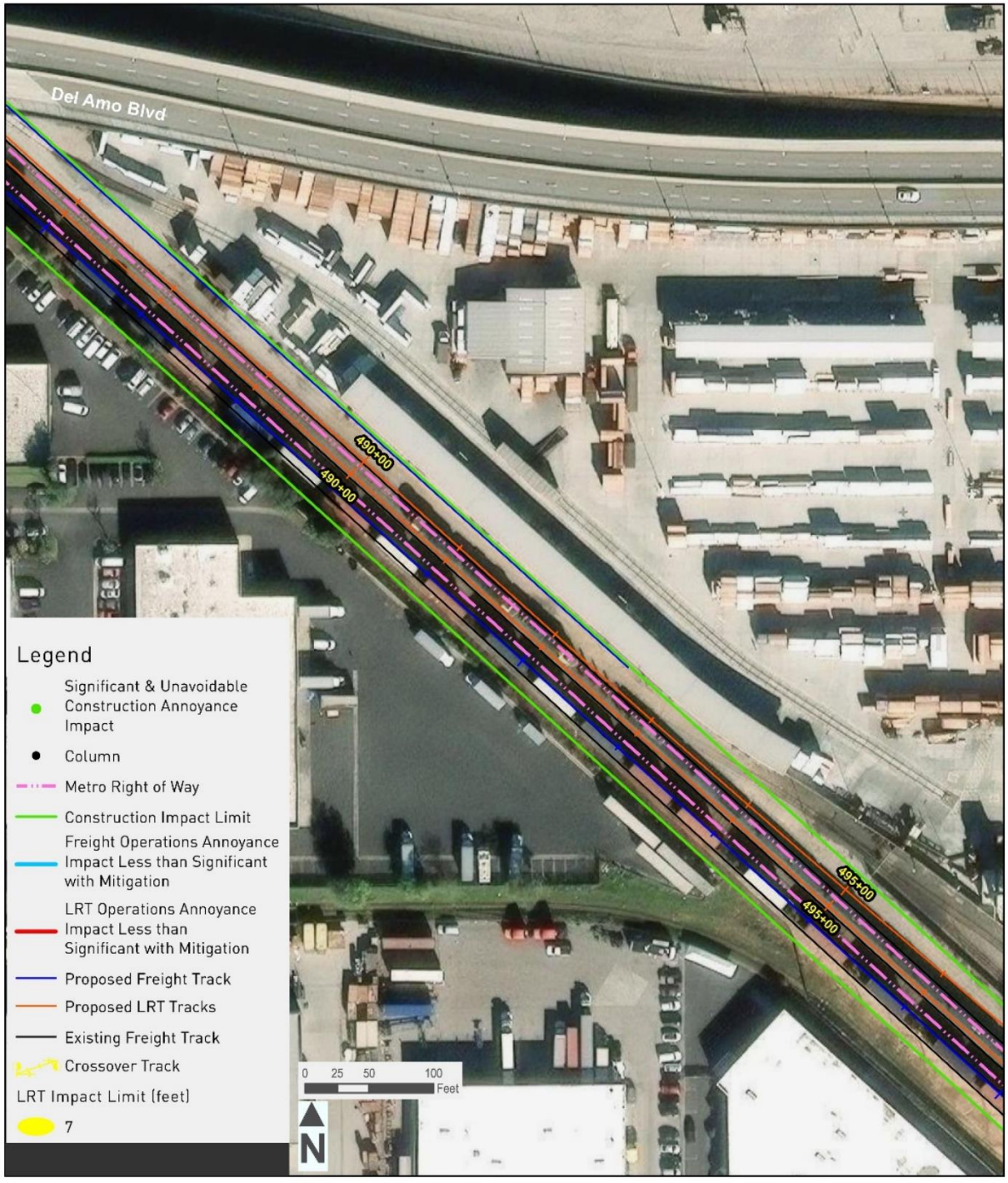
Source: AECOM, 2025
Note: The LPA would not result in vibration damage impacts after mitigation.

Figure 4-38. LPA Construction & Operation Vibration Impacts 29 of 33



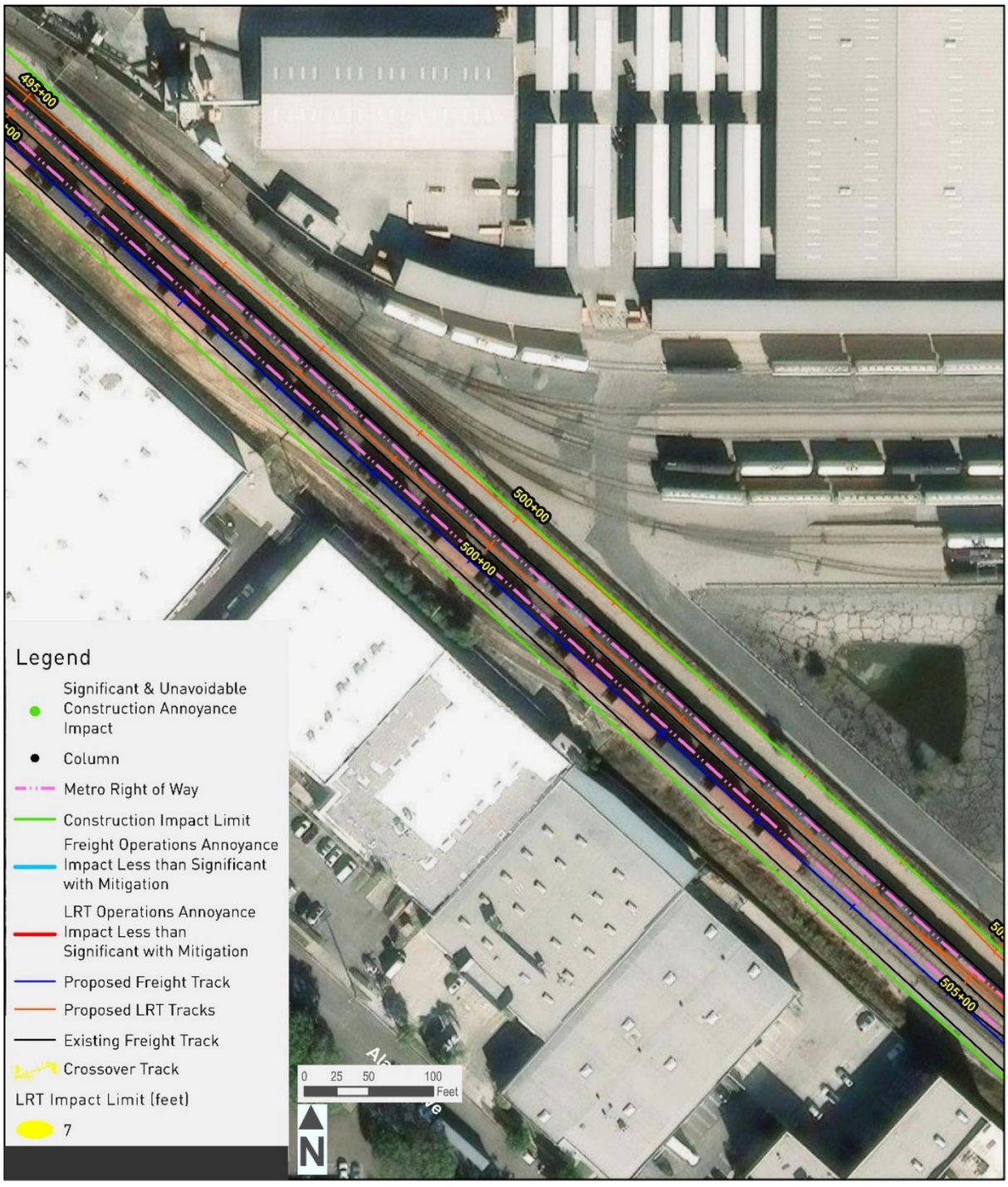
Source: AECOM, 2025
Note: The LPA would not result in vibration damage impacts after mitigation.

Figure 4-39. LPA Construction & Operation Vibration Impacts 30 of 33



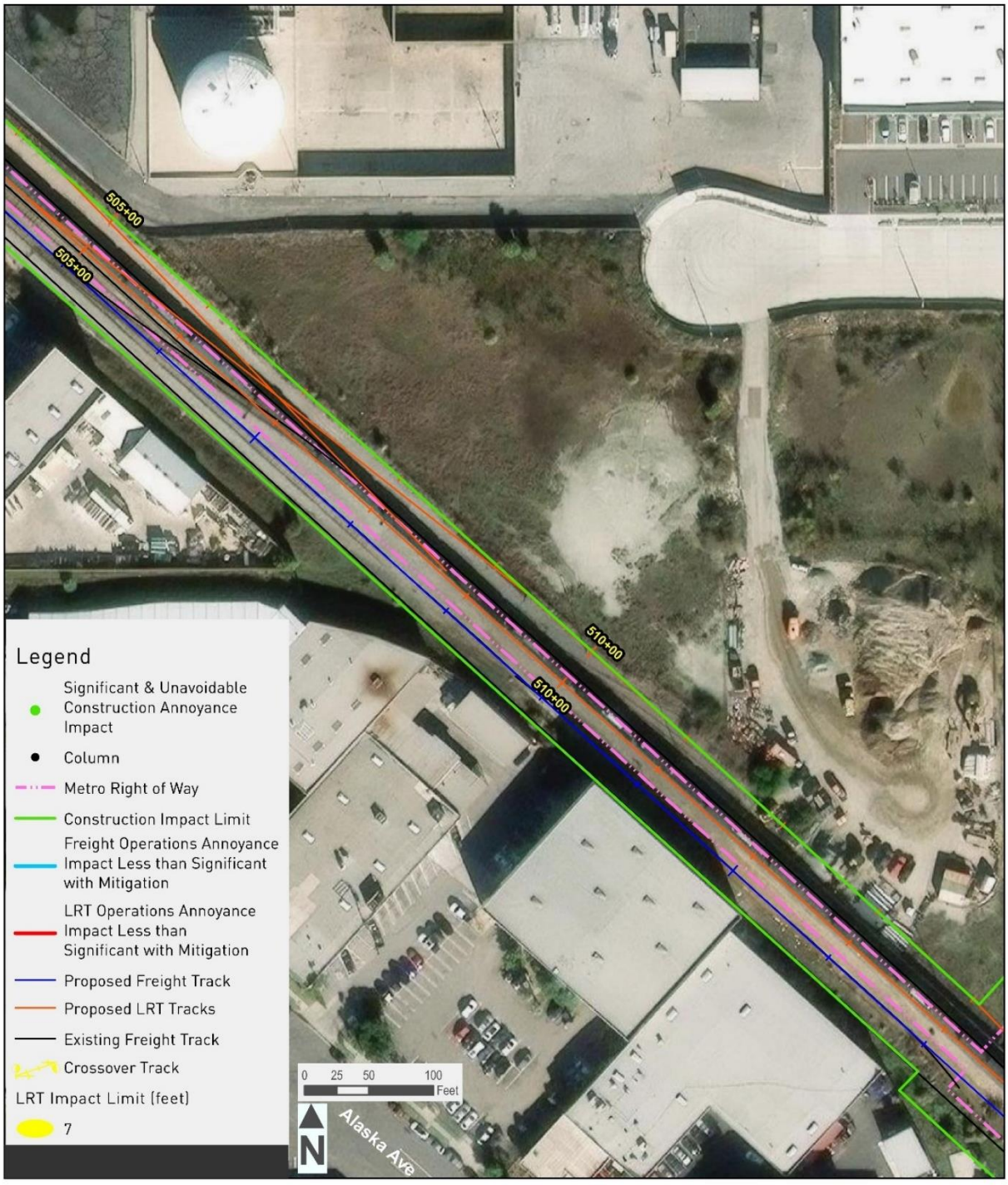
Source: AECOM, 2025
Note: The LPA would not result in vibration damage impacts after mitigation.

Figure 4-40. LPA Construction & Operation Vibration Impacts 31 of 33



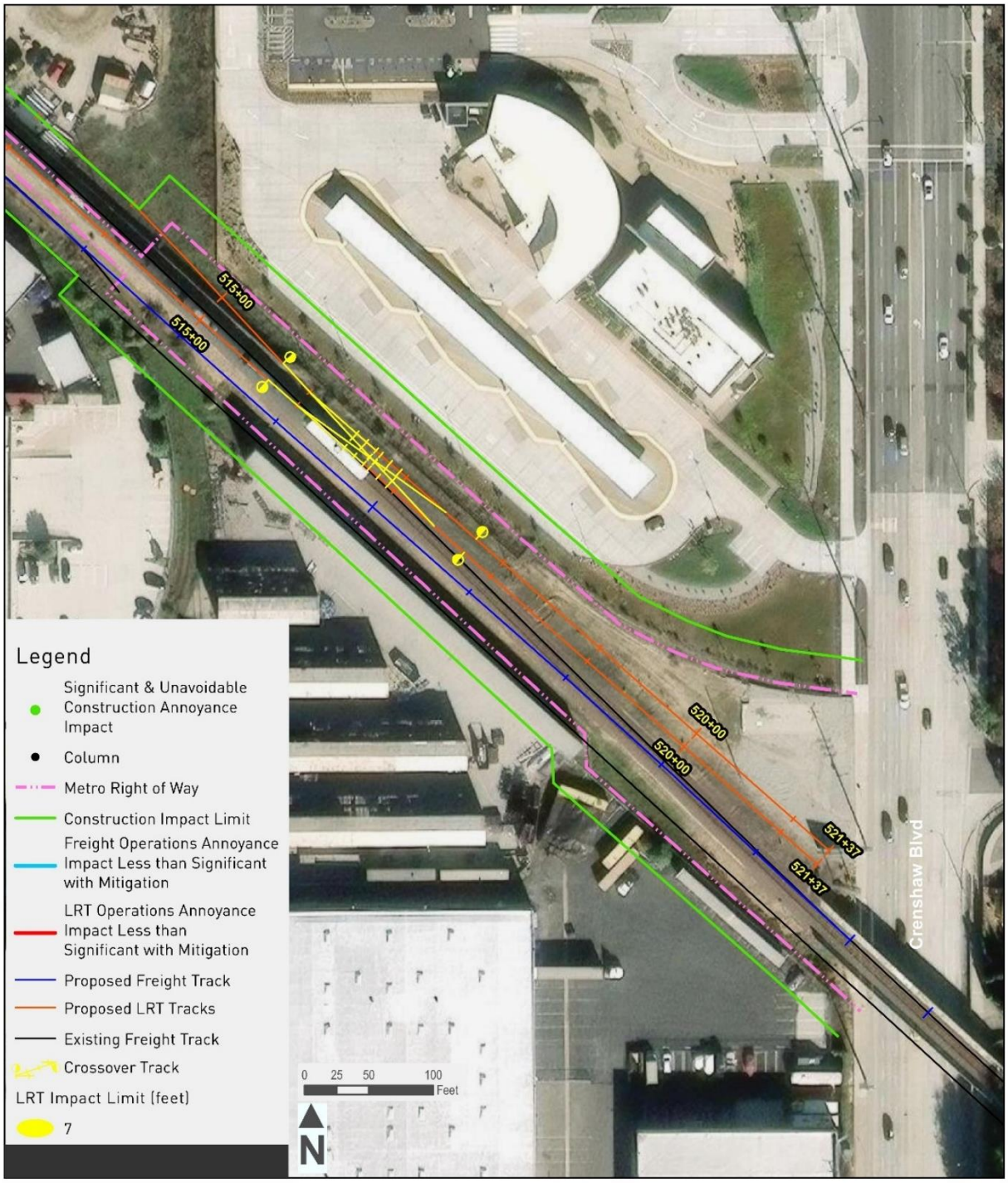
Source: AECOM, 2025
Note: The LPA would not result in vibration damage impacts after mitigation.

Figure 4-41. LPA Construction & Operation Vibration Impacts 32 of 33



Source: AECOM, 2025
Note: The LPA would not result in vibration damage impacts after mitigation.

Figure 4-42. LPA Construction & Operation Vibration Impacts 33 of 33



Source: AECOM, 2025
Note: The LPA would not result in vibration damage impacts after mitigation.

Page 4-46 – The following language was modified within the text under 4.5-3.12.1 (Energy – Construction) under the 170th/182nd Grade-Separated Light Rail Transit Alternative (LPA):

> **Less than Significant Impact.** Construction of the trench alignment under 170th and 182nd Streets would increase the construction duration~~, compared to~~ *and the number of haul truck trips relative to* the Proposed Project, ~~and~~ *which would require* more fuel ~~would be used~~ for construction vehicles and equipment~~, but this difference would not result in a notable difference in impacts to energy~~. *However, the increase in fuel consumption would not represent a significant difference and would be less than the fuel consumption disclosed for the Trench Option. Furthermore, the energy expenditure associated with construction fuel consumption would eventually be offset by the energy savings of replacing and shortening on-road passenger vehicle trips with use of light rail.* The*refore, the* 170th/182nd Grade-Separated Light Rail Transit Alternative would have a **less than significant impact** during construction related to energy.

Page 4-49 – The table number is revised and definition of acronyms used in the Table 4.5-1. Comparison of Alternatives' Environmental Impacts to the Proposed Project is added as follows:

Table 4.5-~~2~~3. Comparison of Alternatives' Environmental Impacts to the Proposed Project

Topics		Proposed Project	Trench Option	Hawthorne Option	No Project Alternative	HFB Alternative	170th/182nd Grade-Separated Alternative
Transportation	Construction	LTS	LTS	LTS	LTS	LTS	LTS
	Operation	LTS	LTS	LTS	SUI	LTS	LTS
Land Use and Planning	Construction	LTS	LTS	LTSM	LTS	LTS	LTS
	Operation	LTS	LTS	LTS	SUI	LTS	LTS
Aesthetics	Construction	LTSM	LTSM	LTSM	LTS	LTS	LTSM
	Operation	LTS	LTS	LTS	LTS	LTS	LTS
Air Quality	Construction	LTS	SUI	LTS	LTS	LTS	LTS
	Operation	LTS	LTS	LTS	SUI	LTS	LTS
Greenhouse Gas Emissions	Construction	LTS	LTS	LTS	LTS	LTS	LTS
	Operation	LTS	LTS	LTS	SUI	LTS	LTS
Noise	Construction	SUI	SUI	SUI	LTS	LTS	SUI
	Operation	SUI	SUI/LTSM[1]	LTSM	LTS	LTS	SUI/LTSM[1]
Vibration	Construction	SUI	SUI	SUI	LTS	LTS	SUI
	Operation	LTSM	LTSM	LTSM	LTS	LTS	LTSM
Biological Resources	Construction	LTSM	LTSM	LTSM	LTS	LTS	LTSM
	Operation	LTSM	LTSM	LTSM	LTS	LTS	LTSM
Geology, Soils, and Paleontological Resources	Construction	LTSM	LTSM	LTSM	LTS	LTS	LTSM
	Operation	LTS	LTS	LTS	LTS	LTS	LTS
Hazards and Hazardous Materials	Construction	LTS	LTS	LTS	LTS	LTS	LTS
	Operation	LTS	LTS	LTS	LTS	LTS	LTS
Hydrology and Water Quality	Construction	LTS	LTS	LTS	LTS	LTS	LTS
	Operation	LTS	LTS	LTS	LTS	LTS	LTS
Utilities and Service Systems	Construction	LTS	LTS	LTS	LTS	LTS	LTS
	Operation	LTS	LTS	LTS	LTS	LTS	LTS

Topics		Proposed Project	Trench Option	Hawthorne Option	No Project Alternative	HFB Alternative	170th/182nd Grade-Separated Alternative
Energy	Construction	LTS	LTS	LTS	LTS	LTS	LTS
	Operation	LTS	LTS	LTS	SUI	LTS	LTS
Cultural Resources	Construction	LTSM	LTSM	LTSM	LTS	LTS	LTSM
	Operation	LTS	LTS	LTS	LTS	LTS	LTS
Tribal Cultural Resources	Construction	LTSM	LTSM	LTSM	LTS	LTS	LTSM
	Operation	LTS	LTS	LTS	LTS	LTS	LTS
Public Services	Construction	LTS	LTS	LTS	LTS	LTS	LTS
	Operation	LTS	LTS	LTS	LTS	LTS	LTS

[1] With establishment of quiet zones by the Cities of Lawndale, Redondo Beach, and Torrance (Mitigation Measure MM-NOI-4), the Trench Option and 170th /182nd Street Grade-Separated Alternative would have a less than significant impact with mitigation for operational noise.

LTS = Less than Significant; LTSM = Less than Significant with Mitigation; SUI = Significant and Unavoidable Impact

4.22 CHAPTER 5.0 – REFERENCES

Page 5-21 – The following reference is revised as follows:

Los Angeles County ~~Sewer~~ *Sanitation* Districts (LACSD). (2022). "Facilities – Joint Water Pollution Control Plant." https://www.lacsd.org/facilities/?tab=2&number=1

4.23 APPENDIX 2-A – SELECT ACE DRAWINGS

The eastern property line of the Metro ROW is misplaced in the following pages, showing the width as 80 to 81 feet when the actual width is 75 feet: pages 47, 60, 61, 84, and 85. Appendix B of the Final EIR reflects the corrected width of 75 feet.

4.24 APPENDIX 2-C – PROJECT FEATURES

Page 5 – Project Feature PF-AES-2 is revised as follows:

PF-AES-2. Metro Design Standards

All project components, including, but not limited to track guideway, auxiliary facilities, *and station* (public and ancillary) facilities, ~~and the parking facility~~, will be designed per the MRDC and consistent with the objectives of the Metro Art Program Policy, Metro's Transit Service Policies & Standards, Systemwide Station Design Standards Policy, and Standard/Directive Drawings, or equivalent. Landscaping and operational lighting will also be installed consistent with these design standards.

Page 7 – The following section is added:

2.5 Biological Resources Project Features

PF-BIO-1. Metro Tree Policy

Metro Tree Policy outlines Metro's commitment to protecting trees, when possible, or replacing trees removed as a result of Metro construction and maintenance. For non-heritage trees, the replacement ratio defined was two trees for every tree removed. This policy also prioritizes planting strategies that maximizes the use of native species.

Page 7 – Project Feature PF-GEO-1 is revised to include the following first paragraph:

PF-GEO-1. Metro Geotechnical Design Standards

Prior to construction, Metro will complete soil investigations, including examination of any potential sinkholes by the geotechnical engineer of record, to inform site-specific design and construction measures.

Page 9 – Project Feature PF-HHM-1 is revised as follows:

PF-HHM-1. Handling, Storage, and Transport of Hazardous Materials and Wastes

Prior to the start of construction, the contractor would provide Metro with a hazardous waste and hazardous materials management plan, such as a plan defined in Title 19 California Code of Regulations (CCR), or a Spill Prevention, Control, and Countermeasure Plan. The plan will be completed to Metro contractor specifications and will comply with the State Water Resources Control Board (SWRCB) Construction Clean Water Act (CWA) Section 402 General Permit conditions and requirements for transport, labeling, containment, cover, and storage of hazardous materials during construction and operation. The plan will identify the responsible parties and outline procedures for hazardous waste and hazardous materials handling, storage,

and transport. The excavation and transport of soils contaminated by heavy metals (e.g., lead) would be managed according to SCAQMD Rule 1466 (Control of Particulate Emissions from Soils with Toxic Air Contaminants) and SCAQMD Rule 1166 (volatile organic compounds [VOC] emissions from Decontamination of Soil). The plan would also prescribe BMPs to follow to prevent hazardous material releases and for cleanup of any hazardous material releases that may occur. *The transportation of hazardous materials and waste shall be conducted in accordance with the applicable regulations codified in 49 CFR Parts 101, 106, 107, and 171 to 180, including, but not limited to, those related to packagings, pre-transportation functions, transportation functions, and functions not subject to the requirements of the federal Hazardous Materials Regulations.*

Additionally, the contractor would comply with applicable federal and state regulations regarding hazardous material handling and storage practices, such as the Resource Conservation and Recovery Act, Comprehensive Environmental Response, Compensation, and Liability Act, the Hazardous Materials Release Response Plans and Inventory Law, and the Hazardous Waste Control Act.

Page 9 - Project Feature PF-HHM-2 is revised as follows:

PF-HHM-2. Demolition Plans

Prior to the start of construction, the contractor would prepare demolition plans for the safe dismantling and removal of *roadways*, building components, and debris. The demolition plans would also include plans for testing and abatement procedures for asbestos-containing materials, lead-based paint, and polychlorinated biphenyls, as well as handling and disposal of treated wood waste*, such as creosote and arsenic-treated railroad ties,* and universal waste in accordance with federal and state regulations, including the 1994 Federal Occupational Exposure to Asbestos Standards, SCAQMD Rule 1403 (Asbestos Emissions from Demolition/Renovation Activities), Title 22 of the California Code of Regulations Division 4.5 (Hazardous Waste), the U.S. Department of Housing and Urban Development Lead- Based Paint Guidelines, and Title 40 of the Code of Federal Regulations Part 761.

Page 13 – The following paragraph under PF-US-1. Utility Identification and Coordination is revised as follows:

Per Metro standard practice, *as design progresses, Metro will continue to* ~~prior to the start of any demolition or construction activities, the construction contractor will~~ verify the locations of existing utilities potentially affected by construction activities. This will include coordinating with all existing utility providers for wet and dry utilities (water, sewer, gas, electric, and telecommunications) *and with private utility owners* to obtain documentation of existing utility locations. Field verification (i.e., potholing and other methods as appropriate) shall be conducted *throughout the preliminary engineering and final design phases* to document the locations of all utilities within proximity to the guideway and station foundations of the guideway and station foundations, and other project elements that may affect utilities. Based on the information from the field investigations, *the final designer will develop layouts of pipe separations based on coordination* ~~the construction contractor will be responsible for coordinating~~ with the appropriate utility owners/operators to determine specific setback requirements for each utility line and the need for any stabilization for protection in place or relocation measures. *During the construction and prior to digging, the contractor will conduct additional field verifications, which include requirements such as contacting a utility location*

service to verify the position of existing pipes, and conducting additional potholing so that the final design layouts can be confirmed or adjusted as needed.

Page 13 – The following paragraph under PF-US-2. Service Interruption Notification is revised as follows:

Per Metro standard practice, prior to the start of any demolition or construction activities, ~~the construction contractor~~ *Metro* will be responsible for coordinating with utility and service providers regarding potential utilities service interruptions due to relocation of existing utilities. ~~The construction contractor~~ *Metro* will develop a construction plan in coordination with utilities and service providers to minimize interruptions of utilities systems to the greatest extent feasible, including providing temporary connection for services that must be disconnected for extended periods of time. Further, ~~the construction contractor~~ *Metro* will develop a contingency plan in cooperation with the utility providers for emergency repairs of any utilities unexpectedly found or that disintegrated because of age during excavations. The public would be notified of areas where temporary utilities service interruptions are anticipated.

Page 13 – The following section is added:

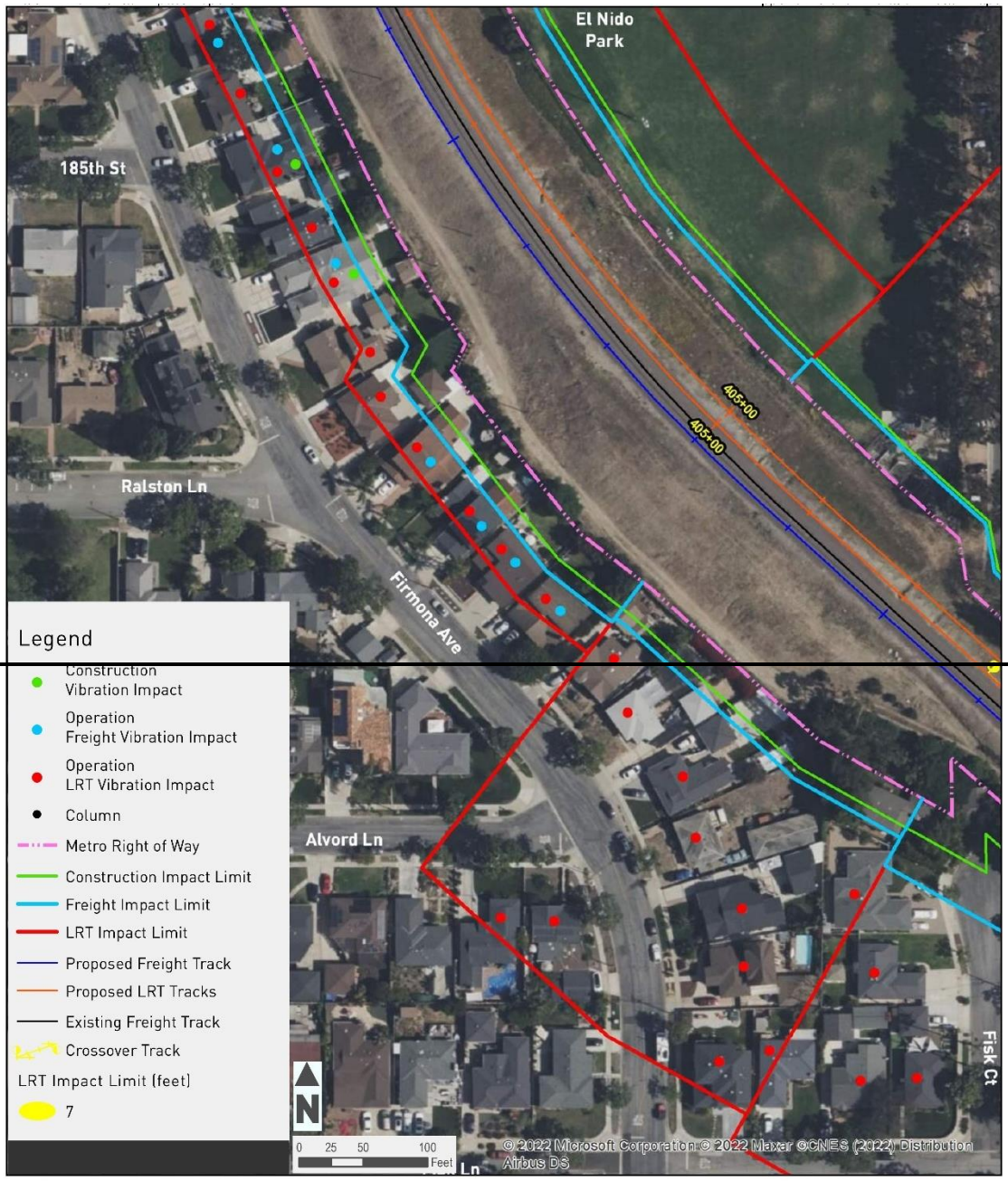
2.10 Public Services Project Features

PF-PS-1. Coordination with Torrance Refining Company and Emergency Responders

Before construction of the project and during the advanced design stages, Metro would work with the Torrance Refining Company and Torrance Logistics Company, BNSF Railway, the City of Torrance, and other City entities responsible for emergency response to coordinate emergency communication systems so that, in the event of an emergency relating to flaring or other refinery operations-related hazards, Metro could hold or detour trains to avoid traveling near the refinery.

4.25 APPENDIX 3.06-C – VIBRATION DETAIL MAPS

Pages 17 to 19 - The following figures are replaced to include a property not previously identified on the figures in the Draft EIR:

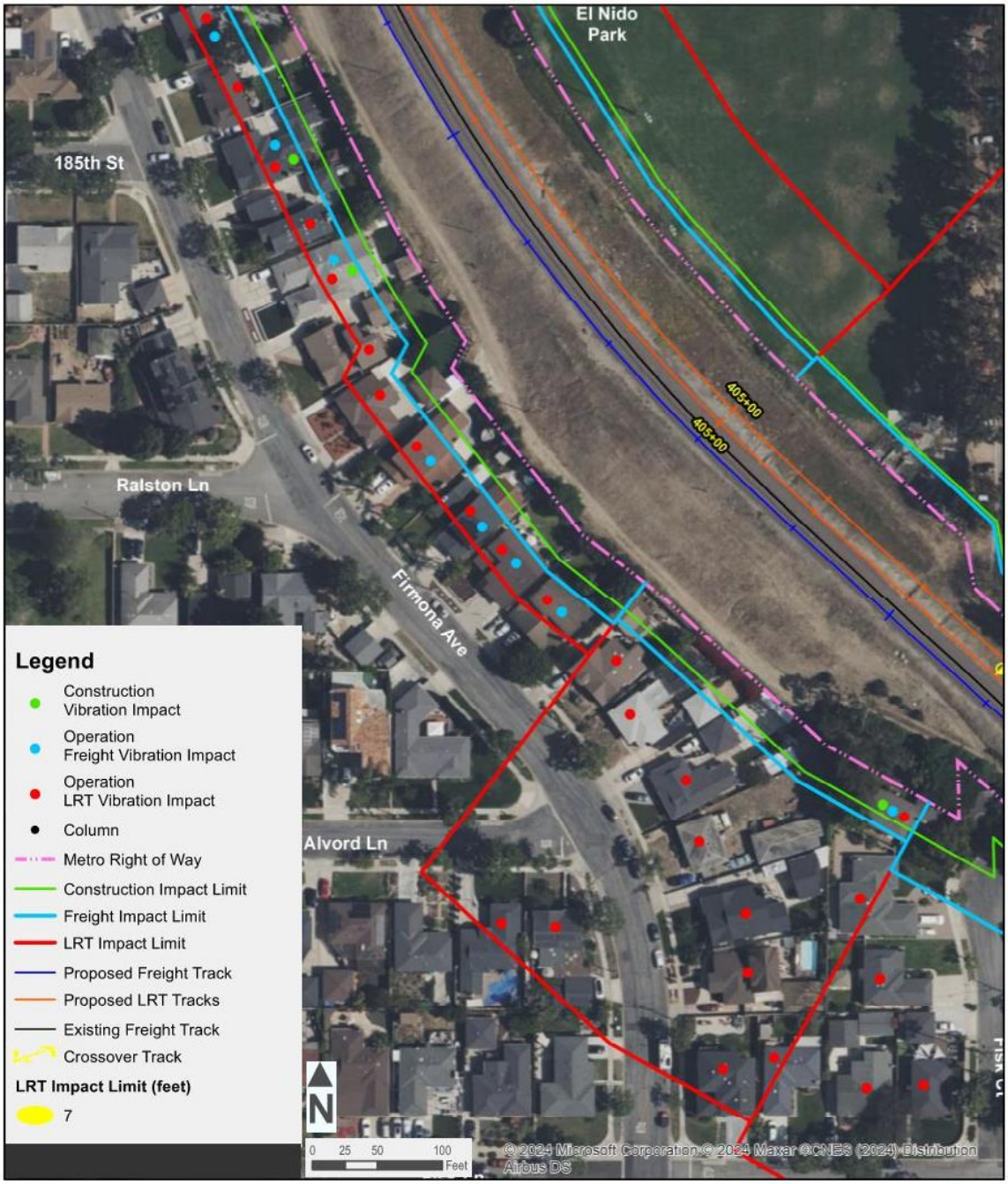


Metro

Figure 3.6-C17
Construction & Operational Vibration Impacts
Proposed Project

Page 17 of 75

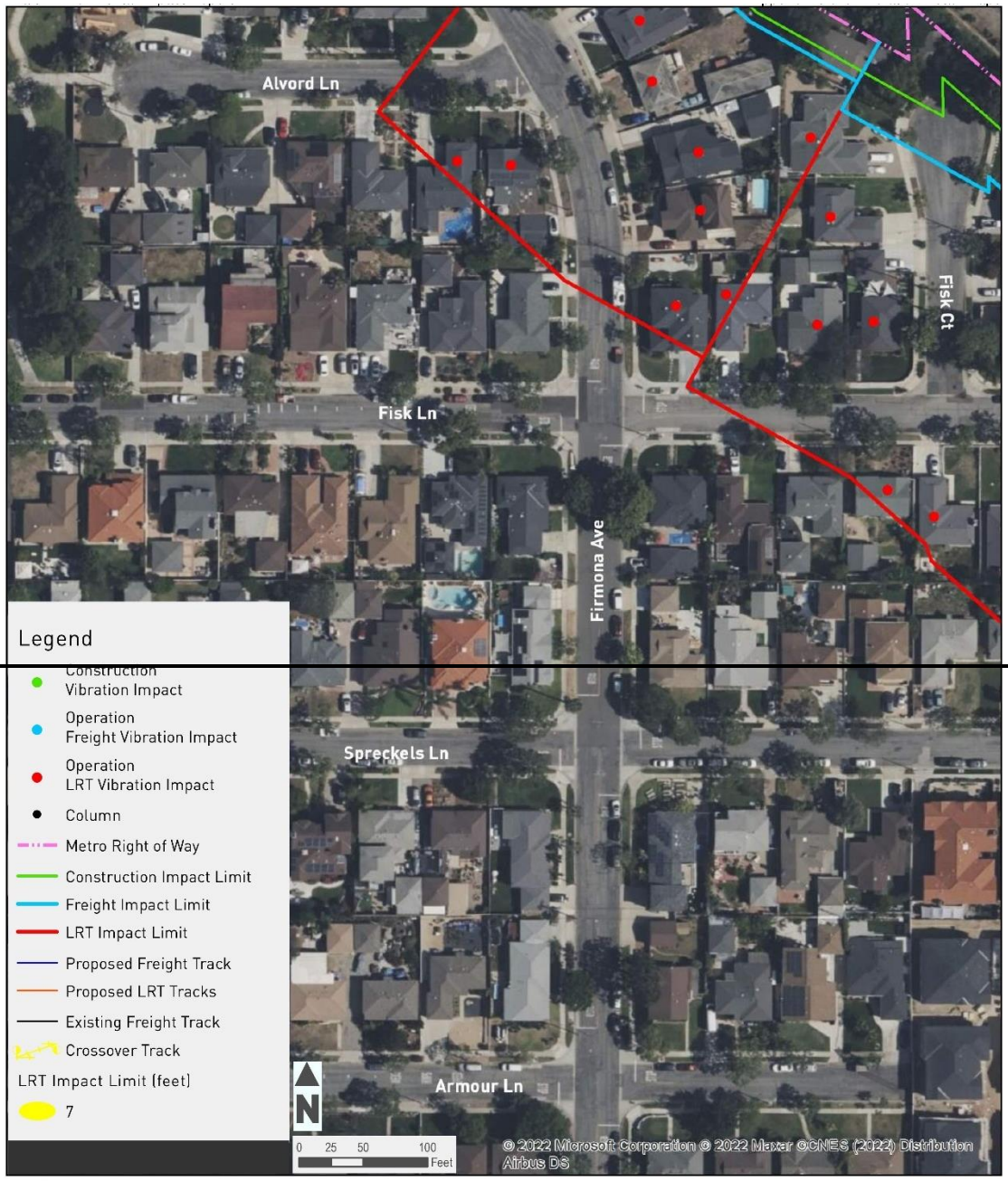
Metro



Metro

Figure 3.6-C17
Construction & Operational Vibration Impacts
Proposed Project

Metro



Metro

Figure 3.6-C18
Construction & Operational Vibration Impacts
Proposed Project

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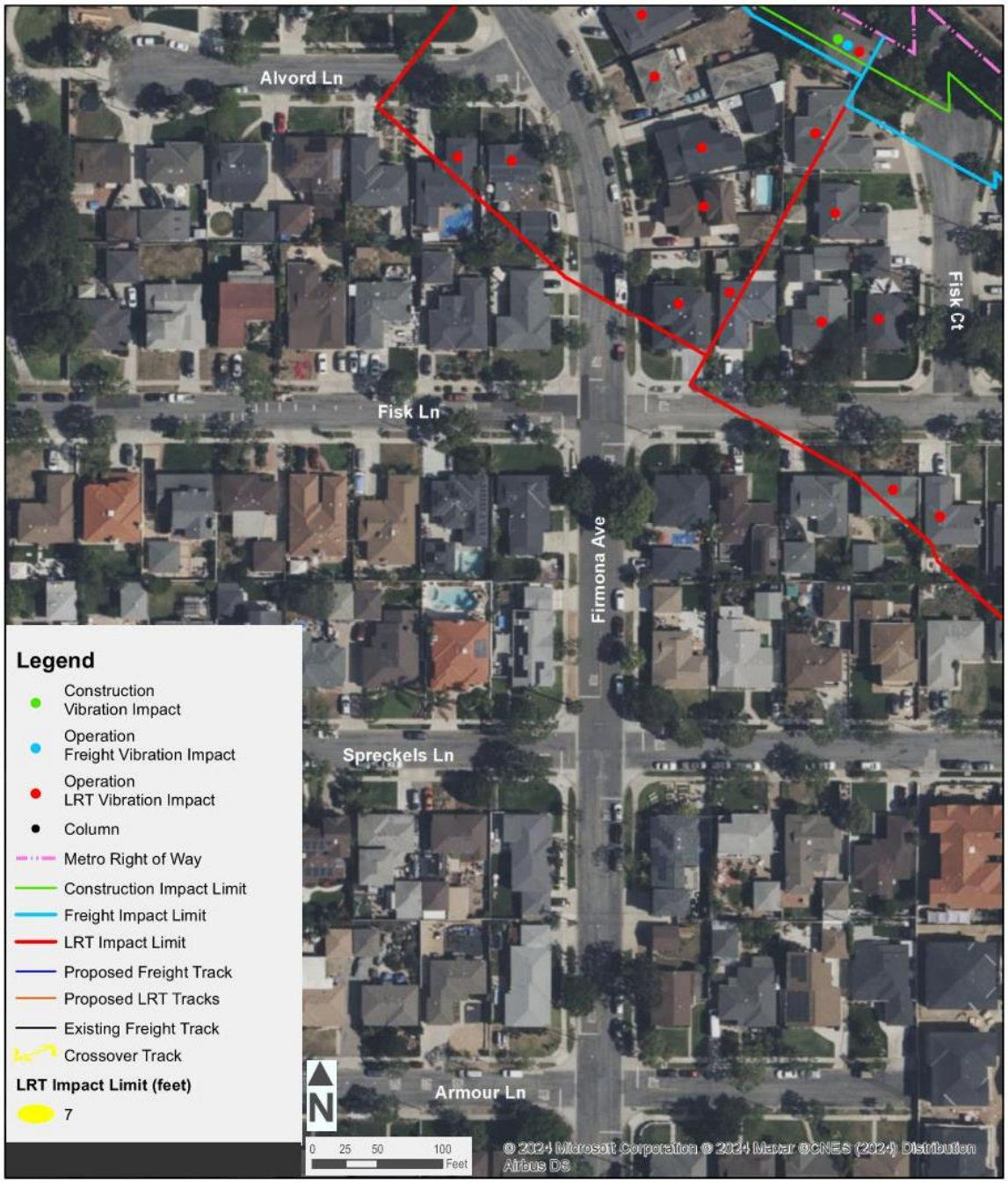
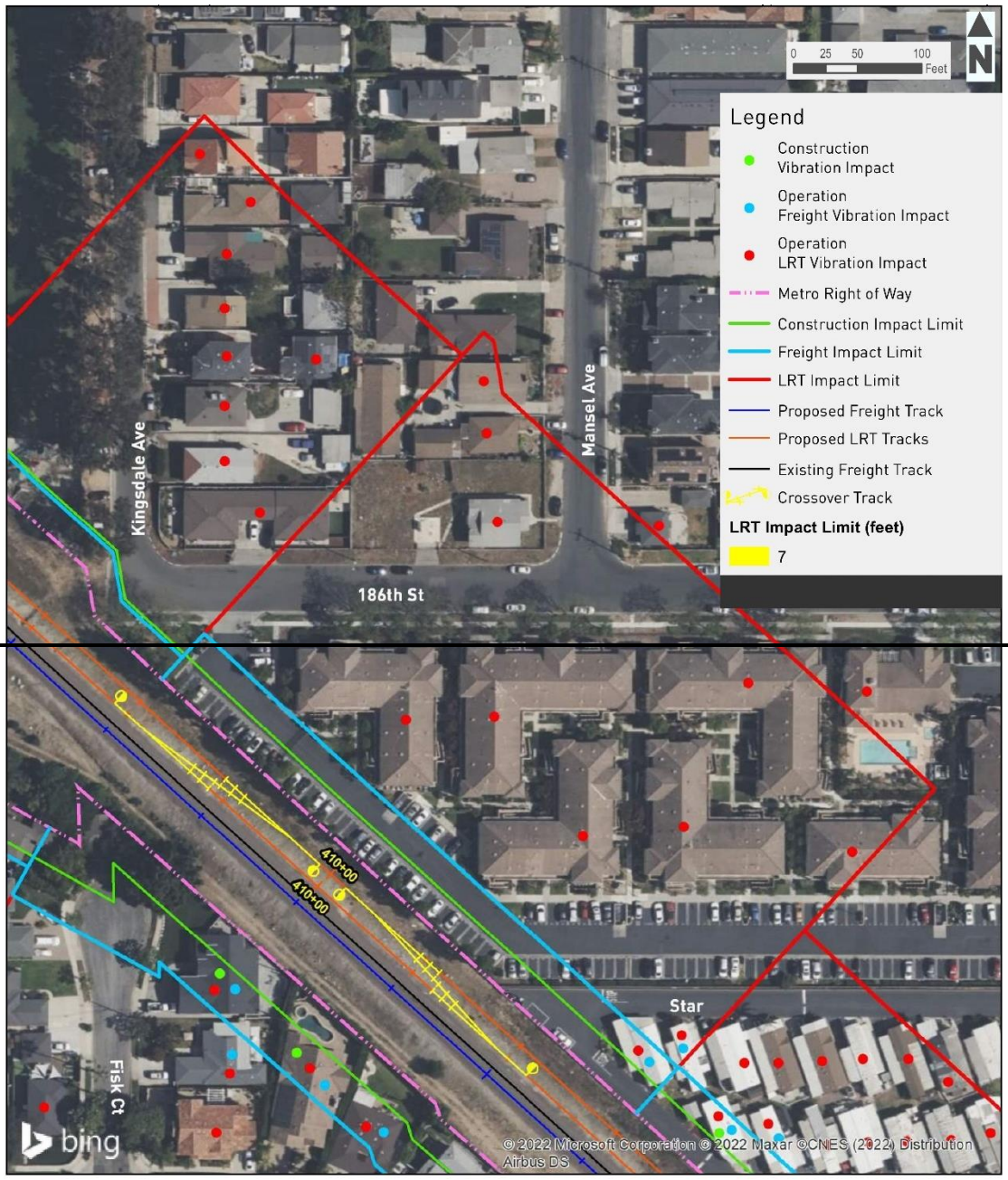
Metro



Metro

Figure 3.6-C18
Construction & Operational Vibration Impacts
Proposed Project

Metro



Metro

Figure 3.6-C19
Construction & Operational Vibration Impacts
Proposed Project

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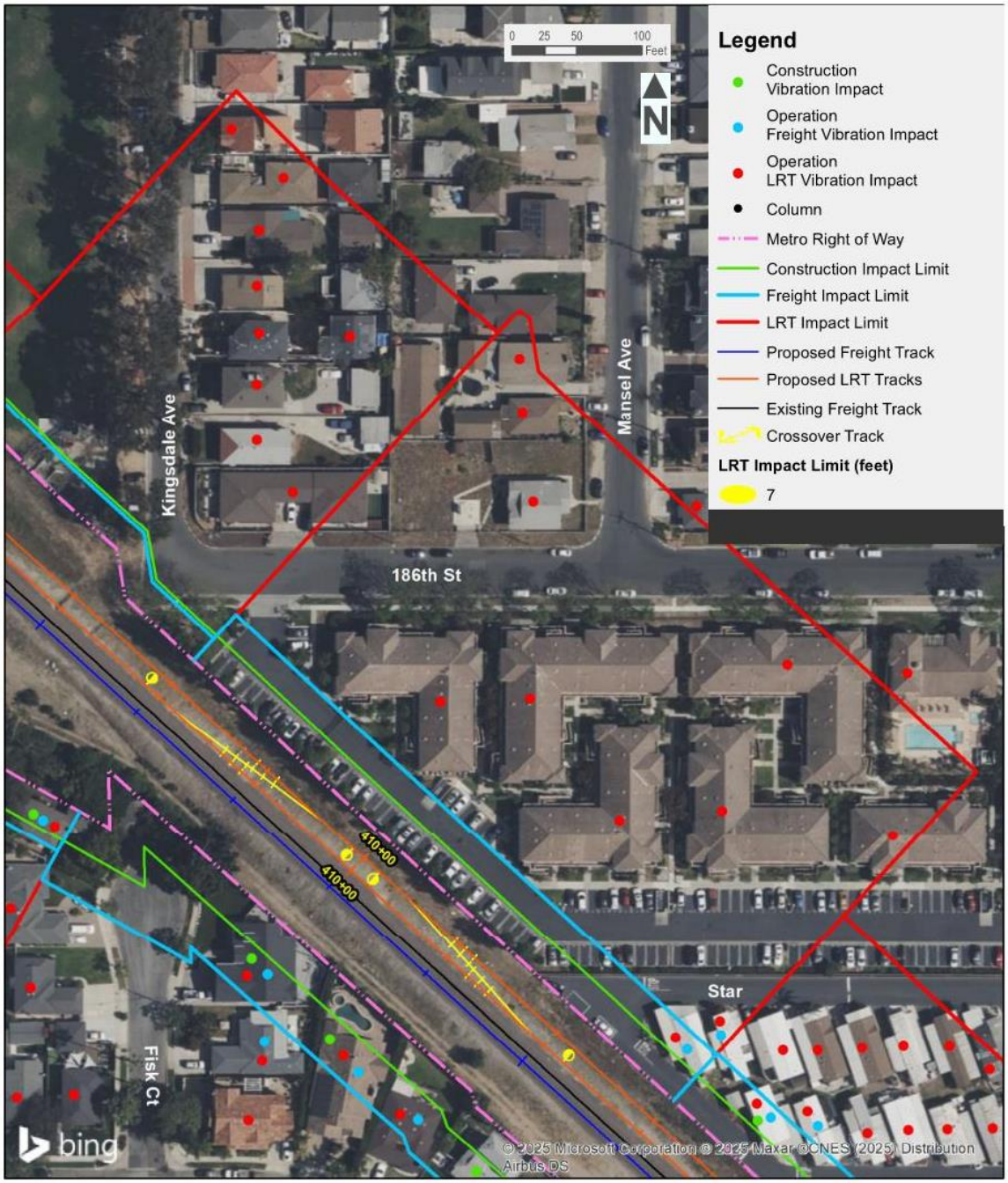
Metro



Metro

Figure 3.6-C19
Construction & Operational Vibration Impacts
Proposed Project

Metro