

**ATTACHMENT A: Metro C (Green) Line Extension to Torrance
Comparison of Alignments & Alternatives Evaluated in Draft EIR**

April 2024

Comparison	ROW (Elevated / At-Grade)	Trench Option (ROW)	Hybrid Alternative (ROW)	Hawthorne Option
Ridership	●	●	●	●
Annual Project Trips	~3.68M	~3.68M	~3.68M	~4.96M
Annual New Riders	~1.49M	~1.49M	~1.49M	~1.74M
Cost/New Riders	\$1,318	\$1,905	\$1,497	\$1,695
Cost/Project Trips	\$534	\$772	\$607	\$595
Auto Reduction & Travel Time Savings	●	●	●	●
Annual VMT Reduction	~19.51M	~19.51M	~19.51M	~19.39M
Cost/VMT Reduction	\$101	\$146	\$115	\$153
Annual Travel Time Savings/Trips	6,996	6,996	6,996	6,265
Cost & Funding	●	○	●	○
Construction Cost	\$1.96B	\$2.84B	\$2.23B	\$2.96B
Funding Needs	Local/State*	Local/State & Federal	Local/State*	Local/State & Federal
Approvals & Key Agreements	●	●	●	●
California Environmental Clearance (CEQA)	Required	Required	Required	Required
Federal Environmental Clearance (NEPA)	Not assumed as this stage*	Needed for federal funding eligibility	Not assumed as this stage*	Needed for federal funding eligibility
Caltrans Encroachment Permit Approval	N/A	N/A	N/A	Required
BNSF Agreement (Shared Rail Corridor)	Required	Required	Required	Required
Constructability	●	○	●	○
Construction Staging	Metro ROW	Metro ROW	Metro ROW	I-405 & Hawthorne Bl
Utility Relocation Complexity	Underground petroleum lines	Underground petroleum lines	Underground petroleum lines	Underground storm main & overhead high voltage transmission lines
Excavation	Minor	Significant	Moderate	Moderate
Construction Disruption to Traffic & Parking	Minor	Minor	Minor	Significant
Construction Duration	2027-2033	2027-2036	2027-2034	2029-2035

Harvey balls compare level of performance relative to the alignments & alternatives studied from high ●, medium ●, and low ○. Data from 2023 Draft EIR and technical studies. South of 190th Street, all alignments and alternatives are the same.
*Metro may pursue federal funding and conduct federal environmental clearance based on Board direction.

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Real Estate Needs	●	●	●	○
Residential Acquisitions	None	None	None	None
Non-Residential Acquisitions	Minor (~3)	Minor (~5)	Minor (~3)	Significant (~13)
Station Connections & TOD Potential	●	●	●	◐
Direct Rail Access to Bus Centers	Yes	Yes	Yes	No
Rail Access to South Bay Galleria	Yes	Yes	Yes	Yes
TOD Opportunities in Station Areas	Medium	Medium	Medium	High
New neighborhood paths to stations	Yes	Yes	Yes	No
Safety Enhancements	◐	●	●	●
Light Rail (LRT) Grade Separations	Two at-grade LRT x-ings (170th & 182nd St)	Fully separated LRT	Fully separated LRT	Fully separated LRT
Safety Improvements to Eight (8) Freight X-ings	Yes	Yes	Yes	No
Emergency Responder Access & Circulation	Potential delays at 170th & 182nd St	No changes	No changes	No changes
Light Rail & Freight Noise Mitigation	◐	●	●	◐
Mitigates Long-term Light Rail Noise Impacts	Significant LRT noise impact at 170th St.	Yes	Yes	Yes
Quiet Zone Ready Corridor (eliminates existing freight horn)	Yes	Yes	Yes	No
Permanent Changes to Street & Parking	◐	●	●	◐
Changes to street	Two at-grade LRT x-ings (170th & 182nd St)	None	None	Changes to median, left turn lanes, signals
Permanent Parking Loss	None	None	None	~20 spaces (Lawndale)

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SUMMARY TABLE

Comparison	Metro ROW (Elevated/At-Grade)	Trench Option (ROW)	Hybrid Alternative (ROW)	Hawthorne Option
Ridership	●	●	●	●
Auto Reduction & Travel Time Savings	●	●	●	●
Cost & Funding	●	○	●	○
Approvals & Key Agreements	●	●	●	●
Real Estate Needs	●	●	●	○
Constructability	●	○	●	○
Station Connections & TOD Potential	●	●	●	●
Safety Enhancements	●	●	●	●
Light Rail & Freight Noise Mitigation	●	●	●	●
Permanent Changes to Street & Parking	●	●	●	●

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