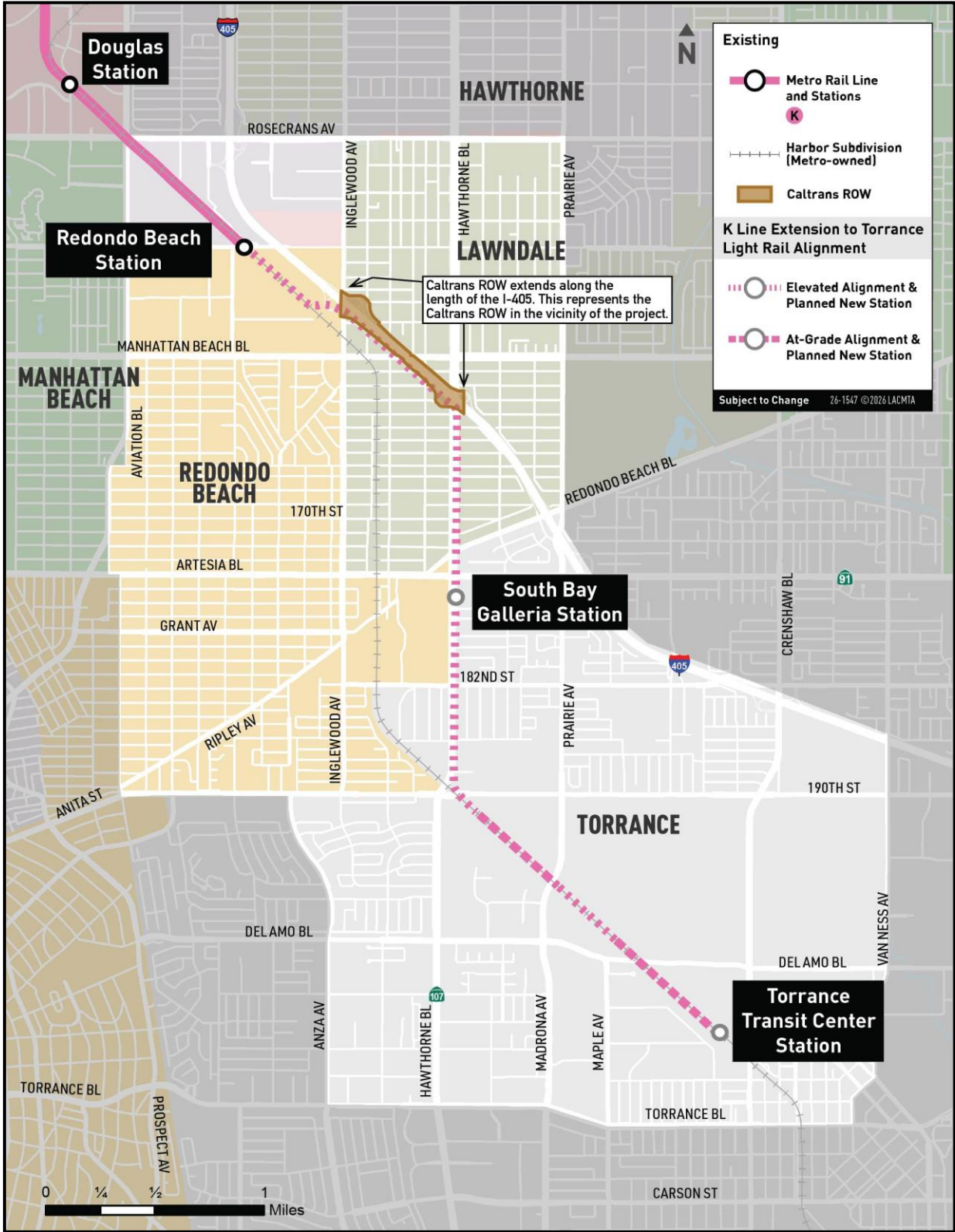


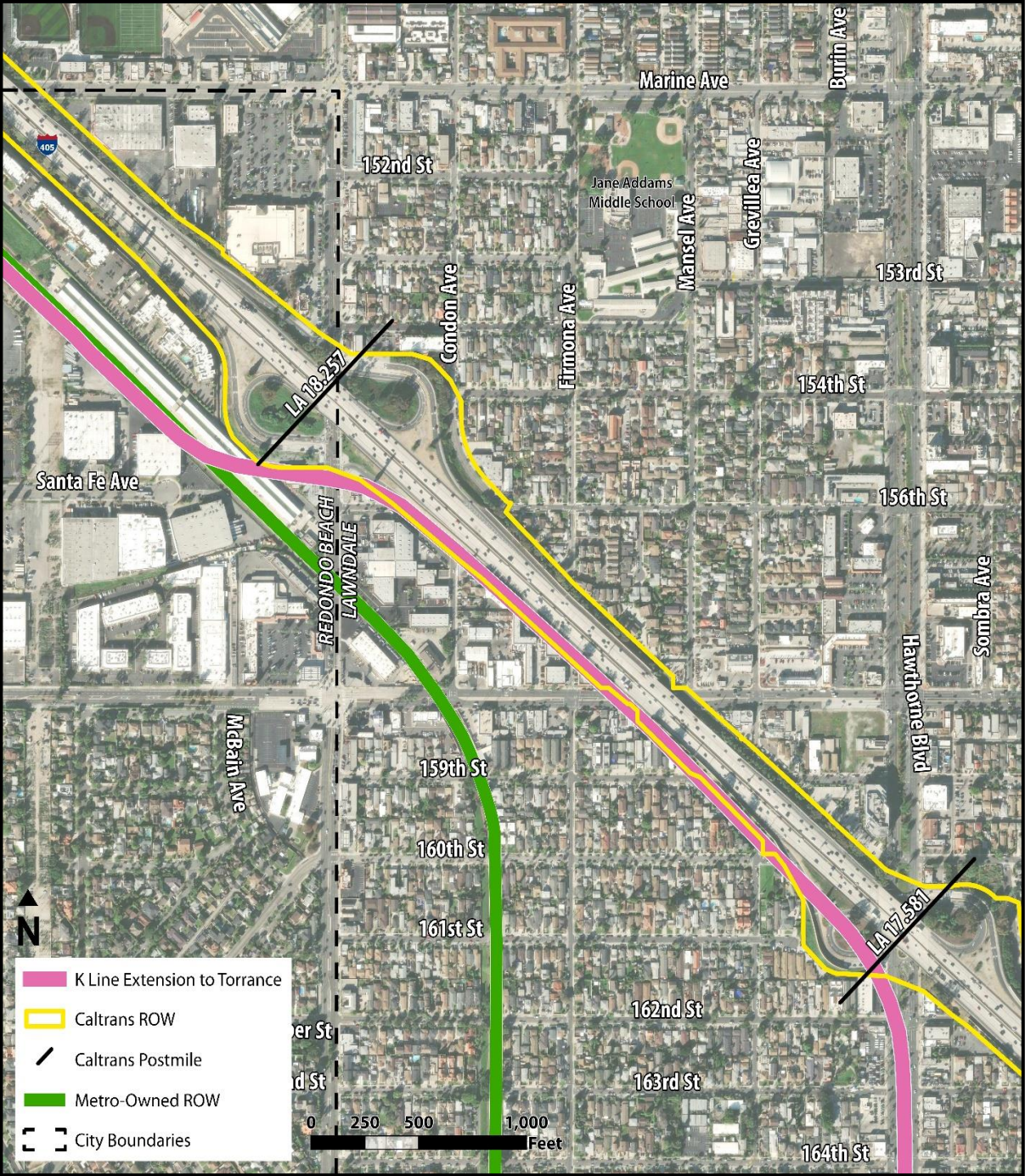
FTIP ID#: LA0G632			
TCWG Consideration Date: October 27, 2026			
Project Description The Los Angeles County Metropolitan Transportation Authority's (Metro) K Line Extension to Torrance (KLET) Project is a 4.7-mile light rail extension that travels through the cities of Lawndale, Redondo Beach and Torrance with two new stations, as shown in Figure 1 on the following page. The Metro Board of Directors approved the project in January 2026 after certifying an Environmental Impact Report (EIR) prepared under the California Environmental Quality Act (CEQA). Metro is not pursuing federal funding. However, a 0.62-mile segment of the project travels within the Interstate 405 (I-405) right-of-way (ROW). The project would be an elevated structure located in a landscaped area of the I-405 ROW and would not modify the I-405 mainline or associated ramps. Metro requires an encroachment permit and joint use agreement with the California Department of Transportation (Caltrans) and the Federal Highway Administration (FHWA) to construct and operate the project. Caltrans has advised Metro to prepare a streamlined Environmental Assessment focused on the 0.62-mile segment within the I-405 ROW to address the National Environmental Policy Act (NEPA). The 0.62-mile segment parallels I-405 between Inglewood Avenue and Hawthorne Boulevard (Figure 2). This segment is primarily in the City of Lawndale with a small portion in the City of Redondo Beach along the southbound I-405 ramps to Inglewood Avenue. Within this segment, the proposed work consists of an elevated light rail guideway supported by columns and straddle bents. Additional components include overhead catenary system infrastructure, fencing or low walls, and soundwalls. The project adjacent to I-405 is designed to avoid conflicts with planned future freeway widening. Incidental work includes utility relocations, such as overhead transmission facilities near the northern portion of the segment, drainage and stormwater features, maintenance access, and temporary traffic control for construction. Overhead transmission lines along Grevillea Avenue would need to be relocated to avoid conflicts with the elevated structure. South of 160th Street, the elevated tracks would cross over the I-405 southbound on- and off-ramps to Hawthorne Boulevard. No permanent roadway modifications are proposed within I-405 or its on- and off-ramps itself; however, temporary shoulder, lane, and ramp encroachment may be required during construction. Figure 3 and Figure 4 show cross sections of the alignment in this area.			
Type of Project Rail Facility			
County Los Angeles	Narrative Location/Route & Postmiles The 0.62 segment requiring federal permits is located in a landscaped area of the I-405 ROW from postmile 18.25 to 17.581. The entire 4.7-mile light rail extension travels through the cities of Lawndale, Redondo Beach and Torrance. Caltrans Projects – EA#: 37650		
Lead Agency: Los Angeles County Metropolitan Transportation Authority			
Contact Person Georgia Sheridan	Phone# (213) 547-4255	Fax# Not Applicable	Email SheridanG@metro.net
Hot Spot Pollutant of Concern PM2.5 ☒ PM10 ☒			

Figure 1: K Line Extension to Torrance Project Map



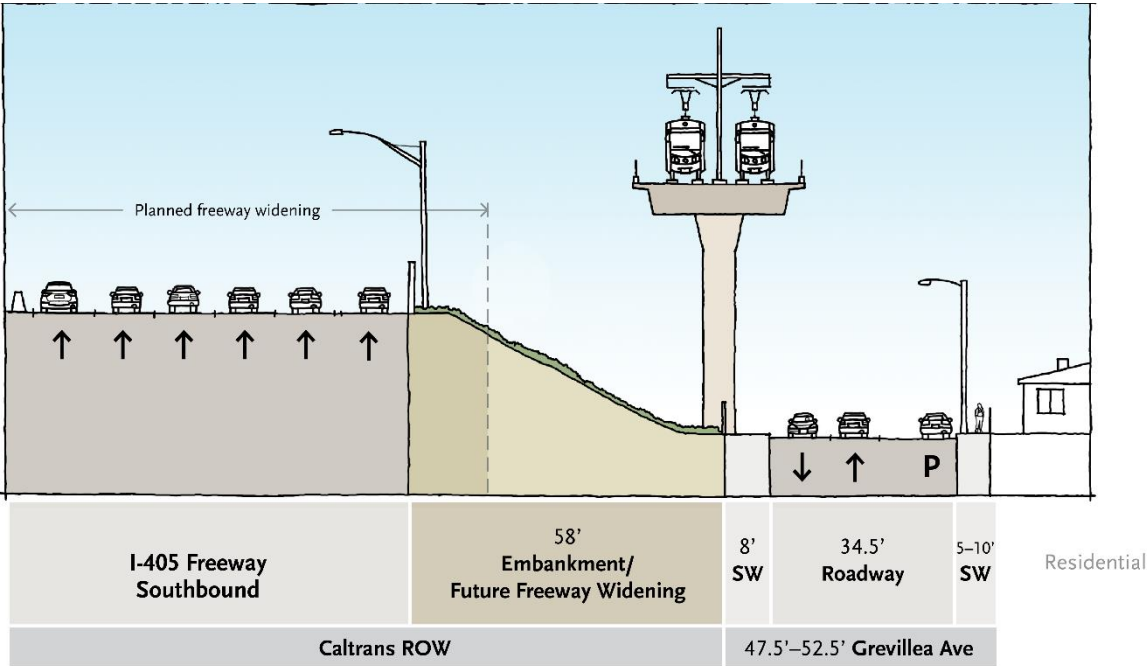
Source: Metro, 2026

Figure 2: I-405 Segment of K Line Extension to Torrance



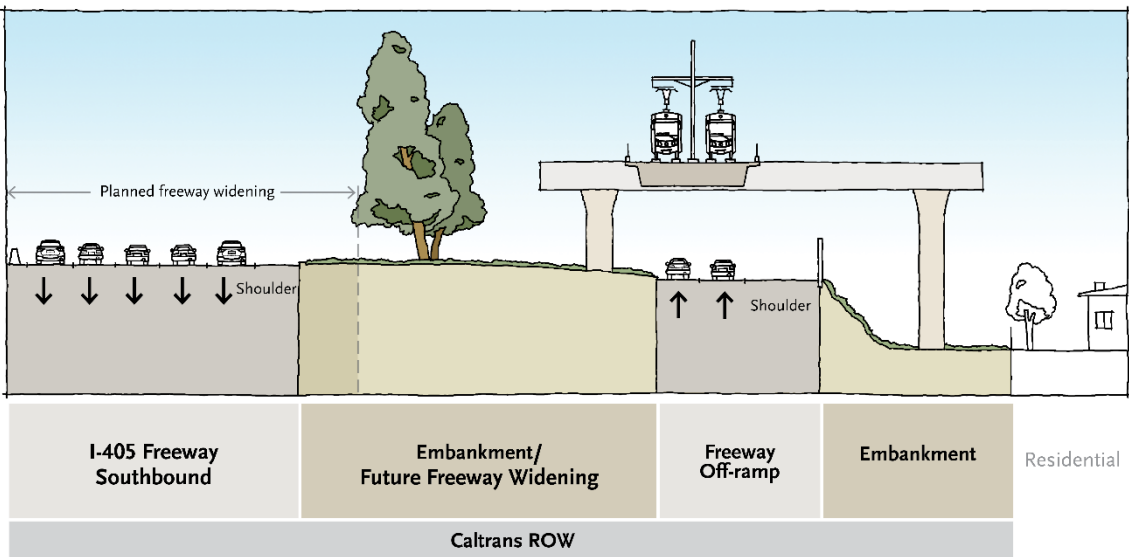
Source: Metro, 2026

Figure 3: Looking Southeast from 159th Street



Source: Metro, 2023
Dimensions and ROW boundaries are preliminary and subject to confirmation in future phases of design.
SW = sidewalk

Figure 4: Looking South Between 160th Street and Hawthorne Boulevard



Source: Metro, 2023
Dimensions and ROW boundaries are preliminary and subject to confirmation in future phases of design.

Federal Action for which Project-Level PM Conformity is Needed				
Categorical Exclusion (NEPA)	X EA or Draft EIS	FONSI or Final EIS	PS&E or Construction	Other
Scheduled Date of Federal Action: August 2026				
NEPA Assignment – Project Type				
Exempt	Section 326 – Categorical Exemption	X	Section 327 – Non-Categorical Exemption	
Current Programming Dates				
	PE/Environmental	ENG	ROW	CON
Start	Prior	Prior	Prior	25/26-27/28
End	Prior	Prior	Prior	25/26-27/28
Project Purpose and Need (Summary): The purpose of the project is to provide high-capacity transit service in the South Bay. Metro has identified the following project objectives: ➤ Improve mobility within the South Bay and encourage mode shift by: • Introducing high-frequency transit service options from the current K Line terminus south to Torrance. • Creating direct connections between the regional transit network and local transit hubs for convenient transfers. • Providing an alternative mode of transportation for commuters traveling along congested arterials and I-405. ➤ Providing first-last mile facilities to connect neighborhoods to station areas. ➤ Reduce air pollution and greenhouse gas emissions by making transit a more viable transportation choice. ➤ Avoid and minimize impacts on environmental resources to the maximum extent feasible. ➤ Provide a cost-effective project. ➤ Provide more equitable access to regional destinations by improving connections to the Metro regional rail system.				
Surrounding Land Use/Traffic Generators <i>(especially effect on diesel traffic)</i> The northern portion of the alignment travels adjacent to the I-405. The alignment crosses Inglewood Avenue before traveling east on Manhattan Beach Boulevard then turning south of Hawthorne Boulevard. Inglewood Avenue and Hawthorne Boulevard have I-405 on-ramps and off-ramps supporting access to the regional freeway system. Land uses in the northern portion of the project area include a construction supply company, commercial/light industrial facilities, and a few residences. Freight tracks used by BNSF travel within the Metro-owned Harbor Subdivision railroad and cross Inglewood Avenue and Manhattan Beach Boulevard. The railroad corridor currently carries limited freight traffic, typically one or two short trains a day. The project alignment turns south on Hawthorne Boulevard, which is a dense commercial corridor. Land uses primarily include strip malls with commercial businesses. The project transitions back to the Harbor Subdivision south of 190th Street passing oil refining facilities and other industrial land uses.				

Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

There is no proposed roadway facility for which to provide LOS, AADT, and truck information. The project is a grade-separated light rail line. Intersection information is provided below.

RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

There is no proposed roadway facility for which to provide LOS, AADT, and truck information. The project is a grade-separated light rail line. Intersection information is provided below.

Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

Table 1 presents Opening Year (2030) Project Area Daily Intersection Traffic Volumes and Table 3 presents Opening Year (2030) Project Study Area Intersection Peak Hour Operational Conditions. The maximum AADT at any intersection along the corridor in the 2030 Build Alternative condition is estimated to be 72,775 vehicles at Hawthorne Blvd and Artesia Blvd. The truck percentage is 2.6% resulting in a maximum of 1,860 truck AADT. As the project would not generate truck trips and would not increase roadway capacity, there is no change in truck AADT between the No Build and Build Alternatives.

RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

Table 2 presents Opening Year (2030) Project Area Daily Intersection Traffic Volumes and Table 4 presents Opening Year (2030) Project Study Area Intersection Peak Hour Operational Conditions. The maximum AADT in the 2042 Build Alternative condition is estimated to be 76,265 vehicles at Hawthorne Blvd and Artesia Blvd. The truck percentage is 2.6% resulting in a maximum of 1,951 truck AADT. As the project would not generate truck trips and would not increase roadway capacity, there is no change in truck AADT between the No Build and Build Alternatives.

Describe potential traffic redistribution effects of congestion relief (*impact on other facilities*)

Metro anticipates that the project will displace approximately 43,000 daily vehicle miles traveled from the regional roadway network through mode shift associated with increased transit ridership. The removal of passenger vehicles from the roadway network will improve local congestion. In addition, the project will provide a direct transit connection to the LAX/Metro Transit Center Station and the LAX Automated People Mover. It is anticipated that this direct connection will remove passenger vehicles traveling to Los Angeles International Airport from the freeway network.

With the light rail on an elevated structure, the operation of the train itself does not affect traffic operations. However, the modifications to intersections affect turn lane alignments, storage lengths for cars queuing, and signal operations. There are also new traffic signals and one intersection closure. These conditions may decrease level of service in some project conditions. Preliminary analyses found that the proposed configurations can handle the diverted traffic, although additional work would be required to fine-tune the traffic signal timing within the signal timing progression on Hawthorne Boulevard. The final design and timing could be adjusted to further reduce queues and improve the levels of service.

Comments/Explanation/Details *(attach additional sheets as necessary)*

Overall, the Build Alternative would reduce regional vehicle miles traveled and associated vehicle congestion. by providing an alternative to passenger vehicle trips.

Under 40 Code of Federal Regulations 93.123(b)—PM₁₀ and PM_{2.5} Hot Spots—the following criteria are used to determine the potential for a proposed project to qualify as a Project of Air Quality Concern:

- (i) *New highway projects that have a significant number of diesel vehicles, and expanded highway projects that have a significant increase in the number of diesel vehicles;*

The project does not construct a new highway or expand an existing highway. This criterion is not applicable.

- (ii) *Projects affecting intersections that are at Level-of-Service D, E, or F with a significant number of diesel vehicles, or those that will change to Level-of-Service D, E, or F because of increased traffic volumes from a significant number of diesel vehicles related to the project;*

The project would not directly result in additional diesel vehicle traffic in the study area. Traffic volumes in the project area are relatively low, and all intersections would have truck AADT below 2,000 trucks per day in the Design/Horizon Year (2042). While the project would not improve conditions at a number of intersections with low levels of service in the no build condition, the low total intersection AADT and low truck AADT throughout the Project Study Area would preclude any possibility that the project would generate a new particulate matter hot-spot or exacerbate an existing particulate matter hot-spot. The project would not introduce new diesel truck trips, would not increase roadway capacity along any corridor within the Project Study Area, would not indirectly induce an increase in diesel truck traffic at Project Study Area intersections, and would not result in diesel truck traffic operating in closer proximity to sensitive receptors at any location. Therefore, there would be no potential for the project to result in an increase in diesel truck activity and corresponding emissions.

- (iii) *New bus and rail terminals and transfer points that have a significant number of diesel vehicles congregating at a single location;*

The project does not involve a new bus or rail terminal or transfer point. This criterion is not applicable.

- (iv) *Expanded bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location; and,*

The project does not involve the expansion of a bus or rail terminal or transfer point. This criterion is not applicable.

- (v) *Projects in or affecting locations, areas, or categories of sites which are identified in the PM₁₀ or PM_{2.5} applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation*

The project is not located in an area identified in the SCAQMD 2022 AQMP or the 2024 PM_{2.5} Plan as a site of possible violation.

Table 1 – Opening Year (2030) Project Area Daily Intersection Traffic Volumes

Intersection	Opening Year (2030) No-Build Alternative			Opening Year (2030) Build Alternative			Change from No-Build Alternative to Build Alternative		
	AADT	Truck AADT	Truck %	AADT	Truck AADT	Truck %	AADT	Truck AADT	Truck %
Hawthorne Blvd/162 nd St	46,550	1,210	2.6%	46,630	1,210	2.6%	80	0	0.0%
Grevillea Ave/164 th St	5,300	138	2.6%	5,300	138	2.6%	0	0	0.0%
Hawthorne Blvd/164 th St	45,150	1,174	2.6%	45,230	1,174	2.6%	80	0	0.0%
Hawthorne Blvd/166 th St	43,850	1,140	2.6%	43,930	1,140	2.6%	80	0	0.0%
Grevillea Ave/169 th St	2,950	77	2.6%	2,950	77	2.6%	0	0	0.0%
Hawthorne Blvd/169 th St	41,350	1,075	2.6%	41,430	1,075	2.6%	80	0	0.0%
Freeman Ave/169 th St	3,300	86	2.6%	3,300	86	2.6%	0	0	0.0%
Inglewood Ave/170 th St	30,745	799	2.6%	30,815	799	2.6%	70	0	0.0%
Condon Ave/170 th St	4,050	105	2.6%	4,050	105	2.6%	0	0	0.0%
Firmona Ave/170 th St	5,745	149	2.6%	5,745	149	2.6%	0	0	0.0%
Grevillea St/170 th St	3,600	94	2.6%	3,600	94	2.6%	0	0	0.0%
Hawthorne Blvd/171 st St	40,100	1,043	2.6%	40,180	1,043	2.6%	80	0	0.0%
Hawthorne Blvd/ Redondo Beach Blvd	55,000	1,430	2.6%	55,245	1,430	2.6%	245	0	0.0%
Freeman Avenue/ Redondo Beach Blvd	19,545	508	2.6%	19,710	508	2.6%	165	0	0.0%
Inglewood Avenue/Artesia Blvd	54,000	1,404	2.6%	54,490	1,404	2.6%	490	0	0.0%
Kingsdale Avenue/Artesia Blvd	35,000	910	2.6%	35,490	910	2.6%	490	0	0.0%
Grevillea Ave/Artesia Blvd- Redondo Beach Blvd	33,000	858	2.6%	33,490	858	2.6%	490	0	0.0%
Hawthorne Blvd/Artesia Blvd	71,550	1,860	2.6%	72,775	1,860	2.6%	1,225	0	0.0%
Amie Avenue/Artesia Blvd	26,850	698	2.6%	27,340	698	2.6%	490	0	0.0%
Prairie Blvd/Artesia Blvd	60,590	1,575	2.6%	61,080	1,575	2.6%	490	0	0.0%
Kingsdale Ave/Grant Ave	16,200	421	2.6%	16,200	421	2.6%	0	0	0.0%
Kingsdale Ave/177 th St	9,400	244	2.6%	9,400	244	2.6%	0	0	0.0%
Mall Driveway/177 th St	7,000	182	2.6%	7,315	182	2.5%	315	0	-0.1%
Hawthorne Blvd/177 th St	53,500	1,391	2.6%	54,735	1,391	2.5%	1,235	0	-0.1%
Amie Avenue/177 th St	2,500	65	2.6%	2,500	65	2.6%	0	0	0.0%
Hawthorne Blvd/179 th St	50,200	1,305	2.6%	51,285	1,305	2.5%	1,085	0	-0.1%
Amie Avenue/179 th St	1,550	40	2.6%	1,550	40	2.6%	0	0	0.0%
Hawthorne Blvd/180 th St	50,250	1,307	2.6%	51,335	1,307	2.5%	1,085	0	-0.1%
Inglewood Ave/182 nd St	29,150	758	2.6%	29,295	758	2.6%	145	0	0.0%

PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

Intersection	Opening Year (2030) No-Build Alternative			Opening Year (2030) Build Alternative			Change from No-Build Alternative to Build Alternative		
	AADT	Truck AADT	Truck %	AADT	Truck AADT	Truck %	AADT	Truck AADT	Truck %
Firmona Ave/182 nd St	8,550	222	2.6%	8,550	222	2.6%	0	0	0.0%
Kingsdale Ave/182 nd St	11,200	291	2.6%	11,200	291	2.6%	0	0	0.0%
Mansel Ave/182 nd St	9,900	257	2.6%	9,900	257	2.6%	0	0	0.0%
Hawthorne Blvd/182 nd St	59,250	1,541	2.6%	60,335	1,541	2.6%	1,085	0	0.0%
Regina Avenue/182 nd St	14,100	367	2.6%	14,430	367	2.5%	330	0	-0.1%
Crenshaw Blvd/Del Amo Blvd	62,150	1,616	2.6%	62,800	1,616	2.6%	650	0	0.0%
Crenshaw Blvd/208 th St	41,700	1,084	2.6%	42,345	1,084	2.6%	645	0	0.0%
Crenshaw Blvd/Maricopa St	41,000	1,066	2.6%	41,955	1,066	2.5%	955	0	-0.1%
Crenshaw Blvd/Torrance Blvd	63,800	1,659	2.6%	64,760	1,659	2.6%	960	0	0.0%
Hawthorne Blvd/186 th St	51,140	1,330	2.6%	51,895	1,330	2.6%	755	0	0.0%

Table 2 – Horizon Year (2042) Project Area Daily Intersection Traffic Volumes

Intersection	Horizon Year (2042) No-Build Alternative			Horizon Year (2042) Build Alternative			Change from No-Build Alternative to Build Alternative		
	AADT	Truck AADT	Truck %	AADT	Truck AADT	Truck %	AADT	Truck AADT	Truck %
Hawthorne Blvd/162 nd St	48,375	1,258	2.6%	48,455	1,258	2.6%	80	0	0.0%
Grevillea Ave/164 th St	5,350	139	2.6%	5,350	139	2.6%	0	0	0.0%
Hawthorne Blvd/164 th St	46,925	1,220	2.6%	47,005	1,220	2.6%	80	0	0.0%
Hawthorne Blvd/166 th St	45,475	1,182	2.6%	45,555	1,182	2.6%	80	0	0.0%
Grevillea Ave/169 th St	2,950	77	2.6%	2,950	77	2.6%	0	0	0.0%
Hawthorne Blvd/169 th St	42,925	1,116	2.6%	43,005	1,116	2.6%	80	0	0.0%
Freeman Ave/169 th St	3,390	88	2.6%	3,390	88	2.6%	0	0	0.0%
Inglewood Ave/170 th St	31,890	829	2.6%	31,960	829	2.6%	70	0	0.0%
Condon Ave/170 th St	4,140	108	2.6%	4,140	108	2.6%	0	0	0.0%
Firmona Ave/170 th St	5,840	152	2.6%	5,840	152	2.6%	0	0	0.0%
Grevillea St/170 th St	3,600	94	2.6%	3,600	94	2.6%	0	0	0.0%
Hawthorne Blvd/171 st St	41,775	1,086	2.6%	41,855	1,086	2.6%	80	0	0.0%
Hawthorne Blvd/ Redondo Beach Blvd	57,290	1,490	2.6%	57,535	1,490	2.6%	245	0	0.0%
Freeman Avenue/ Redondo Beach Blvd	20,515	533	2.6%	20,680	533	2.6%	165	0	0.0%
Inglewood Avenue/Artesia Blvd	56,175	1,461	2.6%	56,665	1,461	2.6%	490	0	0.0%
Kingsdale Avenue/Artesia Blvd	37,160	966	2.6%	37,650	966	2.6%	490	0	0.0%
Grevillea Ave/Artesia Blvd- Redondo Beach Blvd	34,710	902	2.6%	35,200	902	2.6%	490	0	0.0%
Hawthorne Blvd/Artesia Blvd	75,040	1,951	2.6%	76,265	1,951	2.6%	1,225	0	0.0%
Amie Avenue/Artesia Blvd	28,405	739	2.6%	28,895	739	2.6%	490	0	0.0%
Prairie Blvd/Artesia Blvd	63,205	1,643	2.6%	63,695	1,643	2.6%	490	0	0.0%
Kingsdale Ave/Grant Ave	17,585	457	2.6%	17,585	457	2.6%	0	0	0.0%
Kingsdale Ave/177 th St	11,085	288	2.6%	11,085	288	2.6%	0	0	0.0%
Mall Driveway/177 th St	7,450	194	2.6%	7,765	194	2.5%	315	0	-0.1%
Hawthorne Blvd/177 th St	55,635	1,447	2.6%	56,870	1,447	2.5%	1,235	0	-0.1%
Amie Avenue/177 th St	2,500	65	2.6%	2,500	65	2.6%	0	0	0.0%
Hawthorne Blvd/179 th St	51,985	1,352	2.6%	53,070	1,352	2.5%	1,085	0	-0.1%
Amie Avenue/179 th St	1,550	40	2.6%	1,550	40	2.6%	0	0	0.0%
Hawthorne Blvd/180 th St	52,035	1,353	2.6%	53,120	1,353	2.5%	1,085	0	-0.1%
Inglewood Ave/182 nd St	29,985	780	2.6%	30,130	780	2.6%	145	0	0.0%

PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

Intersection	Horizon Year (2042) No-Build Alternative			Horizon Year (2042) Build Alternative			Change from No-Build Alternative to Build Alternative		
	AADT	Truck AADT	Truck %	AADT	Truck AADT	Truck %	AADT	Truck AADT	Truck %
Firmona Ave/182 nd St	8,850	230	2.6%	8,850	230	2.6%	0	0	0.0%
Kingsdale Ave/182 nd St	11,510	299	2.6%	11,510	299	2.6%	0	0	0.0%
Mansel Ave/182 nd St	10,260	267	2.6%	10,260	267	2.6%	0	0	0.0%
Hawthorne Blvd/182 nd St	61,150	1,590	2.6%	62,235	1,590	2.6%	1,085	0	0.0%
Regina Avenue/182 nd St	14,450	376	2.6%	14,780	376	2.5%	330	0	-0.1%
Crenshaw Blvd/Del Amo Blvd	64,660	1,681	2.6%	65,310	1,681	2.6%	650	0	0.0%
Crenshaw Blvd/208 th St	43,160	1,122	2.6%	43,805	1,122	2.6%	645	0	0.0%
Crenshaw Blvd/Maricopa St	42,060	1,094	2.6%	43,015	1,094	2.5%	955	0	-0.1%
Crenshaw Blvd/Torrance Blvd	65,540	1,704	2.6%	66,500	1,704	2.6%	960	0	0.0%
Hawthorne Blvd/186 th St	53,015	1,378	2.6%	53,770	1,378	2.6%	755	0	0.0%

Table 3 – Opening Year (2030) Project Study Area Intersection Peak Hour Operational Conditions

Location	AM Peak Hour (2030) VOLME – DELAY – LOS						PM Peak Hour (2030) VOLME – DELAY – LOS					
	No Build Alternative			Build Alternative			No Build Alternative			Build Alternative		
Hawthorne Blvd/162 nd St	4,680	15.8	B	4,689	15.8	B	4,630	13.4	B	4,637	13.4	B
Grevillea Ave/164 th St	710	16.0	C	710	16.0	C	350	2.5	A	350	2.5	A
Hawthorne Blvd/164 th St	4,530	58.4	F	4,539	58.4	F	4,500	50.4	F	4,507	50.4	F
Hawthorne Blvd/166 th St	4,240	15.6	B	4,249	15.6	B	4,530	13.8	B	4,537	13.8	B
Grevillea Ave/169 th St	270	15.0	B	270	15.0	B	320	17.8	C	320	17.8	C
Hawthorne Blvd/169 th St	3,980	19.7	B	3,989	19.7	B	4,290	16.1	B	4,297	16.1	B
Freeman Ave/169 th St	300	10.9	B	300	10.9	B	360	14.9	B	360	14.9	B
Inglewood Ave/170 th St	2,929	33.8	D	2,937	33.8	D	3,220	38.9	E	3,226	38.9	E
Condon Ave/170 th St	370	10.4	B	370	10.4	B	440	10.6	B	440	10.6	B
Firmona Ave/170 th St	580	10.2	B	580	10.2	B	569	12.0	B	569	12.0	B
Grevillea St/170 th St	290	7.6	A	290	7.6	A	430	8.0	A	430	8.0	A
Hawthorne Blvd/171 st St	3,810	22.9	C	3,819	22.9	C	4,210	23.7	C	4,217	23.7	C
Hawthorne Blvd/Redondo Beach Blvd	5,220	29.8	C	5,246	29.8	C	5,780	33.4	C	5,803	33.4	C
Freeman Avenue/ Redondo Beach Blvd	1,840	9.8	9A	1,857	9.8	9A	2,069	11.0	B	2,085	11.0	B
Inglewood Avenue/ Artesia Blvd	5,090	44.0	D	5,142	44.0	D	5,710	70.7	E	5,756	70.7	E
Kingsdale Avenue/ Artesia Blvd	3,150	13.7	B	3,202	13.7	B	3,850	20.3	C	3,896	20.3	C
Grevillea Ave/Artesia Blvd- Redondo Beach Blvd	3,120	26.1	C	3,172	26.1	C	3,480	27.9	C	3,526	27.9	C
Hawthorne Blvd/ Artesia Blvd	6,740	34.2	C	6,874	34.2	C	7,570	39.2	D	7,681	39.2	D
Amie Avenue/Artesia Blvd	2,490	24.1	C	2,546	24.1	C	2,880	30.5	D	2,922	30.5	D
Prairie Blvd/Artesia Blvd	5,980	46.8	D	6,036	46.8	D	6,138	53.0	D	6,180	53.0	D
Kingsdale Ave/Grant Ave	1,070	16.3	B	1,070	16.3	B	2,170	25.7	C	2,170	25.7	C
Kingsdale Ave/177 th St	550	10.0	A	550	10.0	A	1,330	20.1	C	1,330	20.1	C
Mall Driveway/177 th St	350	9.5	A	381	9.5	A	1,050	19.6	C	1,082	19.6	C
Hawthorne Blvd/177 th St	4,880	20.4	C	5,011	20.4	C	5,820	21.3	C	5,936	21.3	C
Amie Avenue/177 th St	220	7.8	A	220	7.8	A	280	10.2	B	280	10.2	B
Hawthorne Blvd/179 th St	4,700	52.2	F	4,818	52.2	F	5,340	48.5	E	5,439	48.5	E
Amie Avenue/179 th St	140	7.7	A	140	7.7	A	170	8.1	A	170	8.1	A
Hawthorne Blvd/180 th St	4,700	42.7	E	4,818	42.7	E	5,350	62.1	F	5,449	62.1	F
Inglewood Ave/182 nd St	2,850	20.2	C	2,866	20.2	C	2,980	25.8	C	2,993	25.8	C
Firmona Ave/182 nd St	810	0.6	A	810	0.6	A	900	0.6	A	900	0.6	A
Kingsdale Ave/182 nd St	1,000	13.2	B	1,000	13.2	B	1,240	15.3	C	1,240	15.3	C
Mansel Ave/182 nd St	880	16.3	C	880	16.3	C	1,100	14.2	B	1,100	14.2	B
Hawthorne Blvd/182 nd St	5,500	28.2	C	5,618	28.2	C	6,350	52.7	D	6,449	52.7	D

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Location	AM Peak Hour (2030) VOLME – DELAY – LOS						PM Peak Hour (2030) VOLME – DELAY – LOS					
	No Build Alternative			Build Alternative			No Build Alternative			Build Alternative		
Regina Avenue/182 nd St	1,220	12.9	B	1,257	12.9	B	1,600	16.0	C	1,629	16.0	C
Crenshaw Blvd/ Del Amo Blvd	6,030	39.1	D	6,101	39.1	D	6,400	40.3	D	6,459	40.3	D
Crenshaw Blvd/208 th St	4,020	8.0	A	4,090	8.0	A	4,320	8.3	A	4,379	8.3	A
Crenshaw Blvd/Maricopa St	3,960	23.3	C	4,064	23.3	C	4,240	28.3	C	4,327	28.3	C
Crenshaw Blvd/ Torrance Blvd	6,310	41.6	D	6,415	41.6	D	6,450	48.5	D	6,537	48.5	D
Hawthorne Blvd/186 th St	4,807	11.0	B	4,888	11.0	B	5,421	18.4	B	5,491	18.4	B

Note: The 2030 condition is represented by existing (2019) data presented in the project's Environmental Impact Report. Traffic growth in the project area is minimal. For the 2042 data presented in Table 4, the Transportation Detail Report prepared for the Environmental Impact Report assumed a background traffic growth rate of 0.30% per year based on data from the Metro transit model forecast.

Table 4 – Design/Horizon Year (2042) Project Study Area Intersection Peak Hour Operational Conditions

Location	AM Peak Hour (2042) VOLME – DELAY – LOS						PM Peak Hour (2042) VOLME – DELAY – LOS					
	No Build Alternative			Build Alternative			No Build Alternative			Build Alternative		
Hawthorne Blvd/162 nd St	4,853	15.6	B	4,862	14.0	B	4,822	13.8	B	4,829	18.8	B
Grevillea Ave/164 th St	720	28.9	D	720	33.3	D	350	3.0	A	350	2.7	A
Hawthorne Blvd/164 th St	4,703	>100	F	4,712	16.0	B	4,682	58.9	F	4,689	27.7	C
Hawthorne Blvd/166 th St	4,403	18.4	B	4,412	16.8	B	4,692	13.5	B	4,699	38.3	D
Grevillea Ave/169 th St	270	13.5	B	270	14.2	B	320	20.8	C	320	17.1	C
Hawthorne Blvd/169 th St	4,133	19.2	B	4,142	17.1	B	4,452	15.4	B	4,459	47.9	D
Freeman Ave/169 th St	309	10.4	B	309	12.0	B	369	13.9	B	369	17.5	C
Inglewood Ave/170 th St	3,029	34.9	D	3,037	34.2	D	3,349	70.6	F	3,355	97.0	F
Condon Ave/170 th St	379	10.4	B	379	10.4	B	449	10.9	B	449	11.2	B
Firmona Ave/170 th St	589	12.3	B	589	12.7	B	579	11.6	B	579	12.4	B
Grevillea St/170 th St	290	7.7	A	290	7.7	A	430	8.5	A	430	11.5	B
Hawthorne Blvd/171 st St	3,963	28.9	D	3,972	29.5	D	4,392	27.1	D	4,399	79.8	F
Hawthorne Blvd/ Redondo Beach Blvd	5,440	36.5	D	5,466	31.0	C	6,018	47.1	D	6,041	65.3	E
Freeman Avenue/ Redondo Beach Blvd	1,937	10.8	B	1,954	10.7	B	2,166	12.1	B	2,182	12.5	B
Inglewood Avenue/ Artesia Blvd	5,283	57.8	E	5,335	61.5	E	5,952	>100	F	5,998	>100	F
Kingsdale Avenue/ Artesia Blvd	3,343	14.6	B	3,395	14.8	B	4,089	19.4	B	4,135	20.2	C
Grevillea Ave/Artesia Blvd- Redondo Beach Blvd	3,278	28.4	C	3,330	27.6	C	3,664	32.8	C	3,710	40.8	D
Hawthorne Blvd/ Artesia Blvd	7,066	42.7	D	7,200	46.0	D	7,942	48.1	D	8,053	85.3	F
Amie Avenue/Artesia Blvd	2,631	40.2	E	2,687	68.8	F	3,050	28.1	D	3,092	>100	F
Prairie Blvd/Artesia Blvd	6,241	72.5	E	6,297	79.5	E	6,400	94.4	F	6,442	98.1	F
Kingsdale Ave/Grant Ave	1,185	17.2	B	1,185	17.2	B	2,332	48.2	D	2,332	41.0	D
Kingsdale Ave/177 th St	705	16.1	B	705	15.8	B	1,512	32.7	C	1,512	29.7	C
Mall Driveway/177 th St	370	10.4	B	401	10.8	B	1,120	20.6	C	1,152	37.1	E
Hawthorne Blvd/177 th St	5,065	22.0	C	5,196	27.9	C	6,062	18.0	B	6,178	71.3	E
Amie Avenue/177 th St	220	7.5	A	220	7.4	A	280	10.6	B	280	9.0	A
Hawthorne Blvd/179 th St	4,865	50.1	F	4,983	27.2	C	5,532	87.5	F	5,631	39.6	D
Amie Avenue/179 th St	140	7.7	A	140	8.0	A	170	8.1	A	170	7.7	A
Hawthorne Blvd/180 th St	4,865	41.8	E	4,983	46.5	E	5,542	96.6	F	5,641	>100	F
Inglewood Ave/182 nd St	2,929	25.3	C	2,945	29.2	C	3,068	65.8	E	3,081	56.8	E
Firmona Ave/182 nd St	840	3.1	A	840	3.9	A	930	0.5	A	930	0.6	A
Kingsdale Ave/182 nd St	1,021	14.2	B	1,021	14.3	B	1,281	17.6	C	1,281	17.3	C
Mansel Ave/182 nd St	911	16.8	C	911	15.2	C	1,141	18.0	C	1,141	18.3	C
Hawthorne Blvd/182 nd St	5,670	30.3	C	5,788	36.7	D	6,560	64.9	E	6,659	>100	F

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	No Build Alternative			Build Alternative			No Build Alternative			Build Alternative		
Regina Avenue/182 nd St	1,250	12.2	B	1,287	13.8	B	1,640	15.3	C	1,669	18.7	C
Crenshaw Blvd/ Del Amo Blvd	6,306	53.9	D	6,377	77.9	E	6,626	44.3	D	6,685	44.7	D
Crenshaw Blvd/208 th St	4,146	16.8	B	4,216	29.7	C	4,486	10.5	B	4,545	20.1	C
Crenshaw Blvd/Maricopa St	3,996	19.2	B	4,100	13.5	B	4,416	16.2	B	4,503	17.8	B
Crenshaw Blvd/ Torrance Blvd	6,409	41.2	D	6,514	41.4	D	6,699	48.2	D	6,786	49.3	D
Hawthorne Blvd/186 th St	4,975	12.1	B	5,056	12.1	B	5,628	21.5	C	5,698	38.7	D