

← To Crens

Next stop: more rail in the South Bay.

C LINE (GREEN) EXTENSION TO TORRANCE

Metro Rail & Busway



**METRO BOARD
PLANNING & PROGRAMMING COMMITTEE
EXECUTIVE MANAGEMENT COMMITTEE
SEPTEMBER 2023**

Project Purpose & Benefits

- Provides fast and reliable alternative to highly congested I-405 and roadways (congestion to worsen by 30% by 2045 – SCAG)
- Provides one-seat ride to LAX, Inglewood, and E Line (19-minute trip from Torrance to LAX)
- Connects newly opened Redondo Beach and Torrance bus centers to expanding County-wide regional network



Project History & Timeline

1980 Proposition A – Regional Rail Plan

1993 Metro purchased Harbor Subdivision corridor

2002 South Bay Cities Rail Study

2008 Measure R (\$272M)

2009 Harbor Subdivision AA Study

2010 Draft EIS/EIR initiated, paused in 2012

2016 Measure M (\$619M)

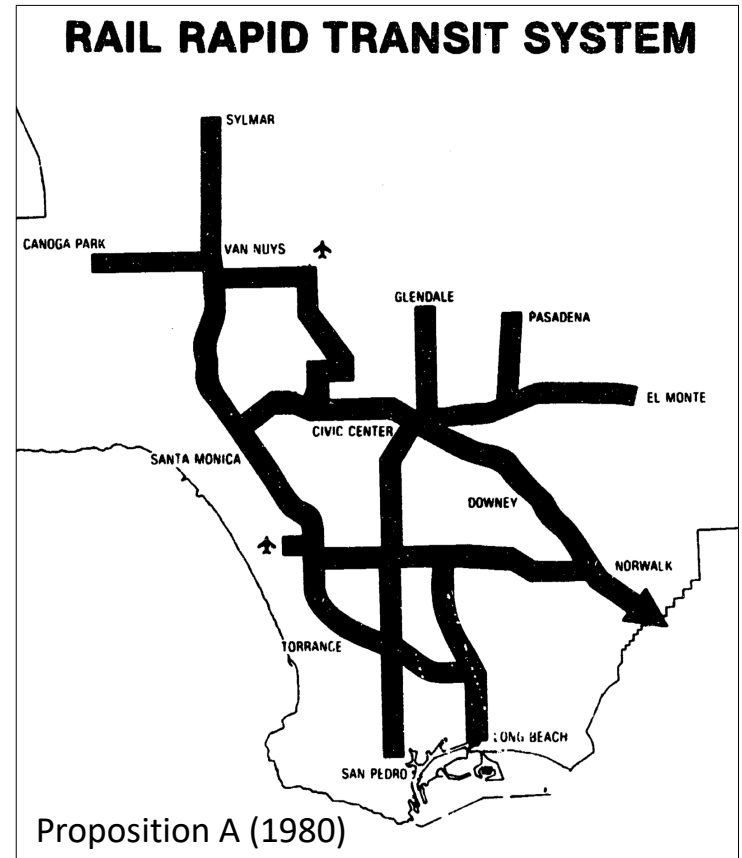
Opening: 2030-2033

2018 TIRCP Grant (\$231M)

2018 Board approval to prepare environmental study following SAA Study

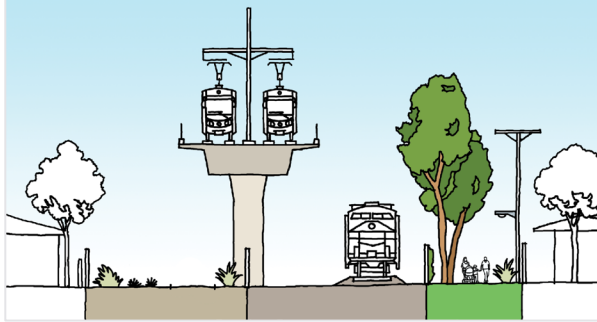
2021 Public scoping for environmental study

2023 Draft EIR Released with 61-day public comment period and five public hearings



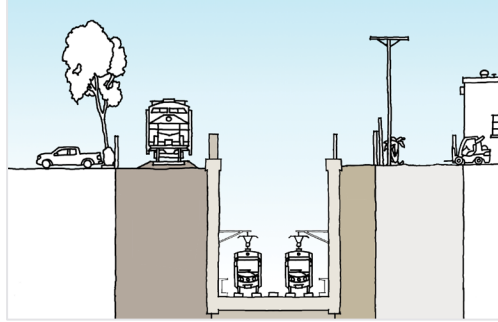
Draft EIR: Alignments & Alternatives to Project Studied

ROW Elevated/At-Grade



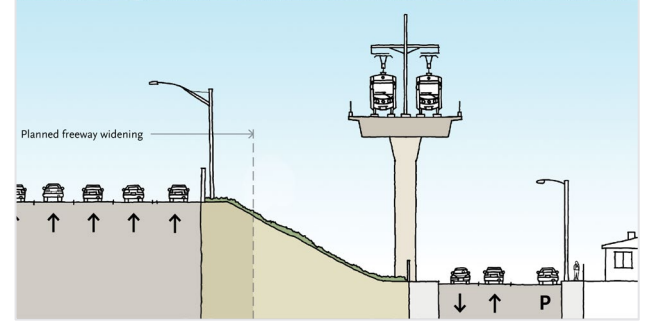
\$1.9B, Opens 2033

Trench Option



\$2.84B, Opens 2036

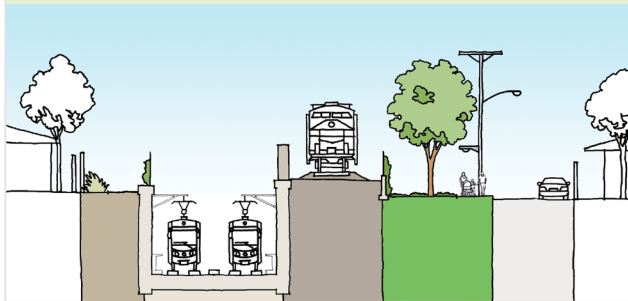
Hawthorne Option



\$2.96B, Opens 2035

ROW "Hybrid" Alternative

Includes under-crossings at 170th & 182nd St

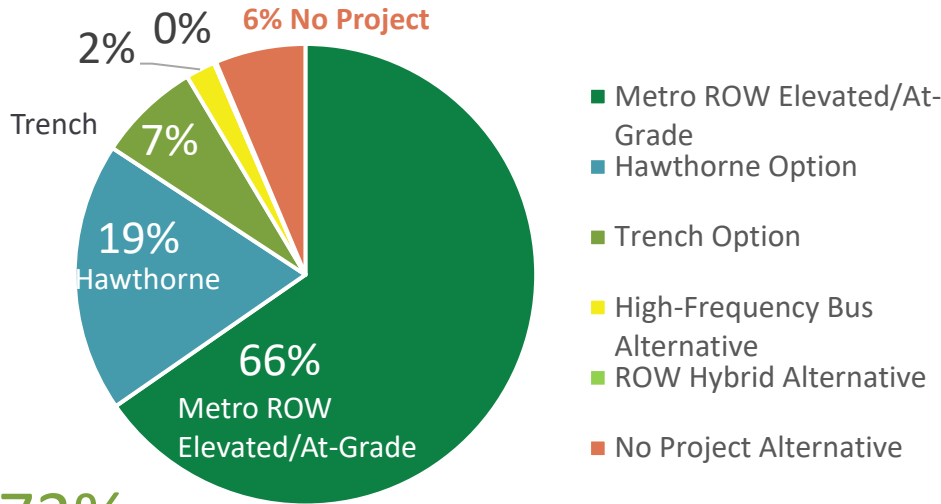


\$2.23B, Opens 2034

Draft EIR also considers:
High Frequency Bus Alternative
No Project Alternative



Draft EIR Comments & Community Poll

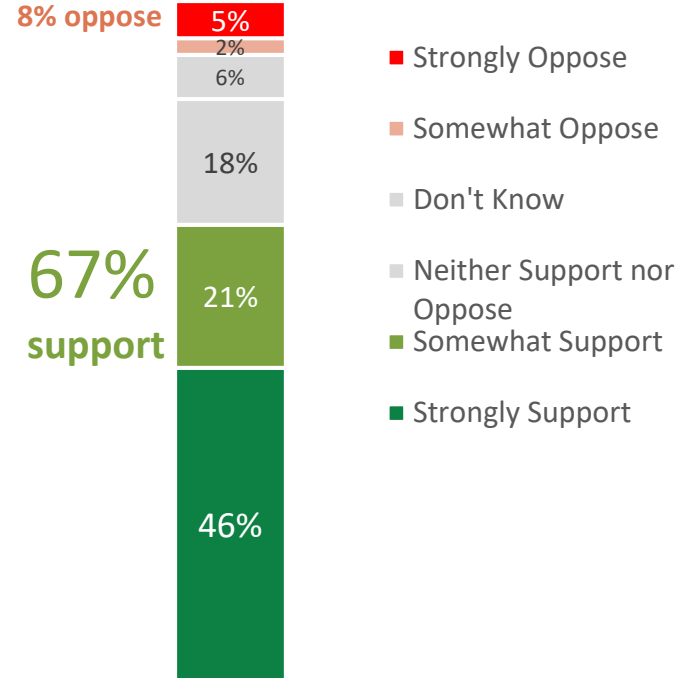


73%

Support use of Metro ROW in some form

2023 Draft EIR

1,850 comments on alignments
2,200 comments total over 61-day
comment period with 5 public hearings



67% support

8% oppose

Spring 2023 Poll

670 Residents surveyed in Lawndale,
Redondo Beach and Torrance

Community Concerns & Metro Commitments to Address

Concerns

- Noise and vibration
- Freight noise and derailment
- Safety and security
- Delays to emergency responder
- Property values
- Utility relocations
- Loss of trees and greenspace
- Property impacts/displacement
- Changes to traffic and parking



Commitments: “quiet zone ready” corridor, sound walls, special trackwork, neighborhood paths, security plan tailored to local communities, mitigation measures



Far Reaching Project Benefits

Travel time savings extend beyond Project area to South Bay, Palos Verdes Peninsula, Gateway Cities, South LA and Central LA

Next Steps: October Metro Board Meeting:

Staff to provide recommendation for Locally Preferred Alternative (LPA) to:

- Meet project need and objectives
- Mitigate significant and adverse impacts during operations
- Address community concerns through mitigations and commitments

2042 Project Work Trips From South Bay

Green illustrates areas with travel time benefits
Dashed purple indicates Equity Focus Communities

