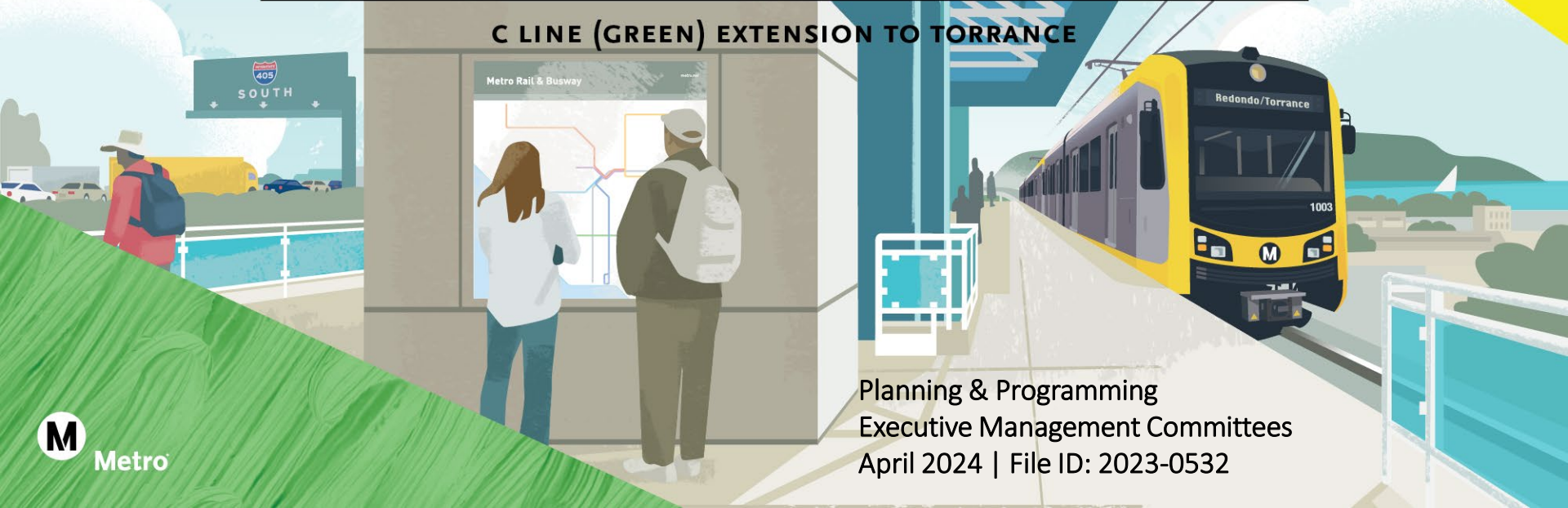




← To Crens

Next stop: more rail in the South Bay.

C LINE (GREEN) EXTENSION TO TORRANCE



Planning & Programming
Executive Management Committees
April 2024 | File ID: 2023-0532

Recommendation for the Metro Board

CONSIDER:

- A. APPROVING the 170th/182nd Grade-Separated Light Rail Transit Alternative, also referred to as the Hybrid Alternative, as the Proposed Project for the Environmental Impact Report (EIR) and Locally Preferred Alternative (LPA) for the Metro C (Green) Line Extension to Torrance Project (Project); and
- B. AUTHORIZING the preparation of the Final EIR through the California Environmental Quality Act (CEQA) based on the LPA.



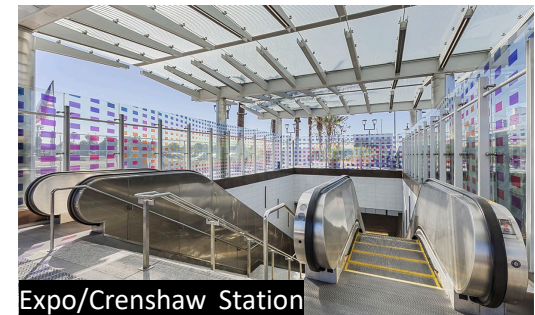
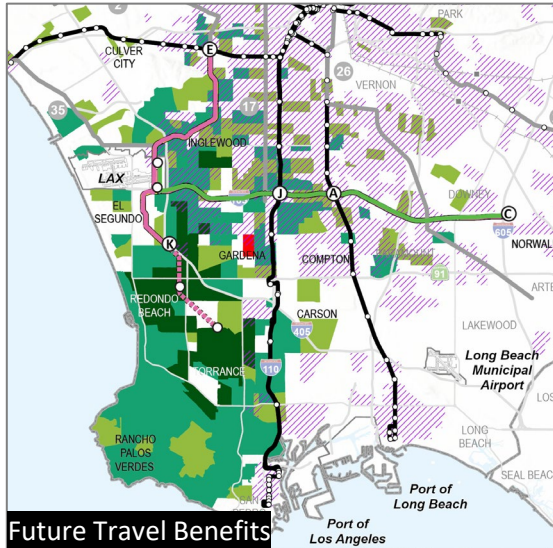
We are planning for the future needs of the South Bay

South Bay

- Major jobs center
- Severe congestion
- Long travel times
- Infrequent bus service
- High cost of housing

C Line Extension to Torrance

- Operates as part of K Line
- Connects to LAX, Metro E & C Lines
- Provides fast, reliable access to jobs
- Serves equity focus communities
- Reduces travel times



Metro held extensive community engagement

FAQs & outreach summaries on website

Spring 2021 to Winter 2024

- Comments: 4,700+
- Nearly 20,000 views on the project StoryMaps
- 3 Scoping Meetings: 387 attendees
- 12 Spring '22 Neighborhood Walks: 400 attendees
- 4 Summer '22 Open Houses: 600 attendees
- 5 Draft EIR Public Hearings: 421 attendees
- 8 Transit Rider Intercepts: 150 transit riders
- 4 Pop-up events
- Door-to-Door Business Outreach: 560 businesses
- Winter 2023/24 SD2 Events: 250 attendees



C LINE (GREEN) EXTENSION TO TORRANCE
Community Engagement Frequently Asked Questions Winter 2023–2024

Frequently Asked Questions (FAQs)

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

FAQ Updates Fall 2023–Winter 2024

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

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

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

2023, Metro published two reports (August Board Box and September 2023 Receive & File Report) to the Metro Board of Directors (Metro Board), which discuss the cost estimates. Metro ROW Trench Option: ~\$2.84B
> Metro ROW Elevated/At-Grade: ~\$1.96B
> Hawthorne BI Option: ~\$2.96B
> Metro ROW Hybrid: ~\$2.13B

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

Cost effectiveness is one of the five project objectives in the Draft EIR. In 2023, Metro published a Ridership Report Summary explaining projections for the rail alignments in 2024. The table on the next page provides a comparison of the Alignments & Alternatives studied in the Draft EIR to address how ridership and travel benefits relate to cost.

1. **Project Trips:** number of trips (boardings) that use the Project stations.

2. **New Riders:** number of new riders that Metro attracts based on the Project.

3. **GHG reduction of auto use:** (vehicle miles traveled)



*Not all attendees signed into meetings and overall attendance exceeds listed amount.

Comparison of Alignments & Alternatives Studied

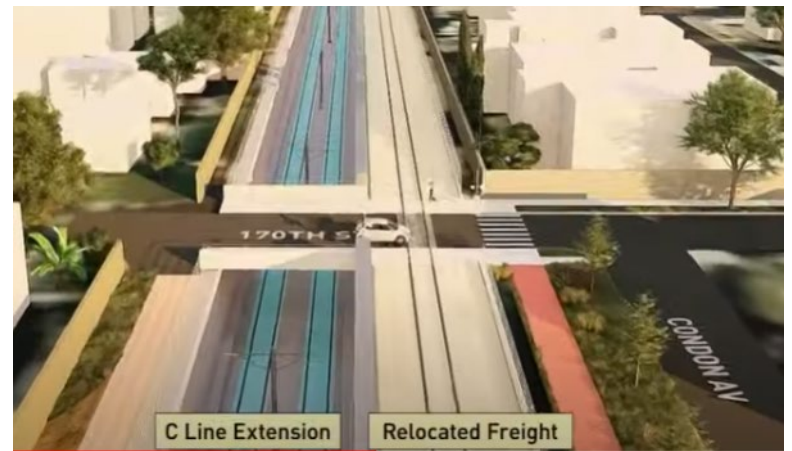
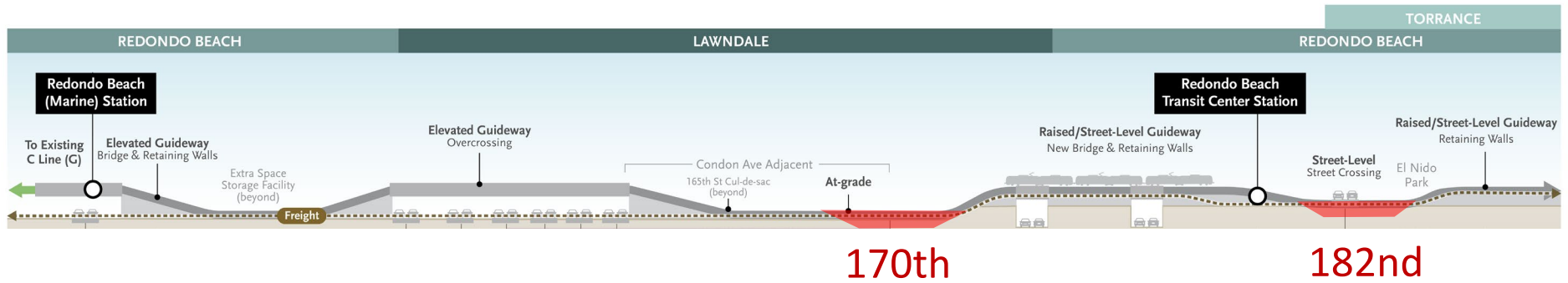


Comparison	Metro ROW (Elevated/At-Grade)	Trench Option (ROW)	Hybrid Alternative (ROW)	Hawthorne Option
Ridership	●	●	●	●
Auto Reduction & Travel Time Savings	●	●	●	●
Cost & Funding	●	○	●	○
Approvals & Key Agreements	●	●	●	●
Real Estate Needs	●	●	●	○
Constructability	●	○	●	○
Station Connections & TOD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

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.



Hybrid Alternative – Staff Recommendation



Proposed under-crossing at 170th Street



Hybrid Alternative – Staff Recommendation

Meets project need and objectives

Provides local benefits to adjacent communities

- Designed to be compatible w/ residential
- Three new neighborhood walking paths
- Safer and quieter freight
- Access to new rail/bus centers and SB Galleria

Responds to Community Concerns about ROW

- Fully grade separated
- Two under-crossings: 170th & 182nd Street
- Mitigates all noise impacts with under-crossings, berms and soundwalls
- Avoids delay to emergency responders
- Avoids shift in freight closer to senior homes

Minimizes disruption to properties, traffic, parking

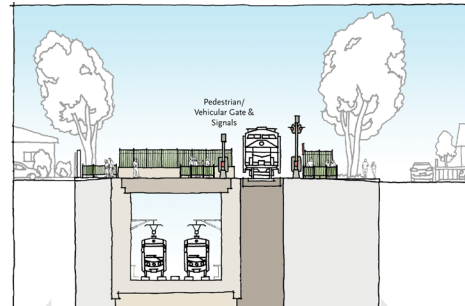
- Minor real estate needs (~3 parcels)
- Construction staged on Metro property
- No changes to traffic & parking



Freight Safety & Noise Improvements



New Neighborhood Paths



Under-crossings at 170th & 182nd St



Redondo Beach Transit Center



Torrance Transit Center

Next Steps if Metro Board approves LPA

- Prepare Final EIR
 - Respond to public comments on Draft EIR
 - Prepare Monitoring & Mitigation Reporting Plan
- Advance engineering and technical analysis for LPA
- Pursue funding opportunities
- Continue to engage with community
 - First & Last Mile improvements
 - Design of neighborhood paths, sound walls, etc.
 - Freight improvements
- Return to Metro Board with update and Final EIR certification

Funding Sources		Funding Estimate (YOE \$M)	
		HYBRID	HAWTHORNE
Local	Measure R	\$ 272.0	\$ 272.0
	Measure M*	\$ 828.4	\$ 878.3
	3% Local Match**	\$ 66.9	\$ 88.9
State	TIRCP Grant	\$ 231.3	\$ 231.3
	SB1- Local Partnership Program	\$ 9.0	\$ 9.0
	Subtotal - Secured	\$ 1,407.6	\$ 1,479.5
Other	Other Local Funding	\$ 675.6	\$ 633.5
	Other State Funding	\$ 150.0	\$ 150.0
	Other Federal Funding	\$ -	\$ 700.0
	Subtotal - Not Yet Secured	\$ 825.6	\$ 1,483.5
Total		\$ 2,233.2	\$ 2,963.0

*The Measure M year of expenditure (YOE) inflation estimate assumes a 3% annual escalation to the year of funding availability. The actual funding amount for Measure M will depend on future sales tax receipts, Board-approved inflation index used to escalate the sales tax, and when Measure M is expended.

**The current cost estimate is based on 15% design. Final estimate to be prepared at 30% design based on LPA.

