



File #: 2024-0394, **File Type:** Motion / Motion Response

Agenda Number: 30.1.

REGULAR BOARD MEETING MAY 23, 2024

Motion by:

DIRECTOR BUTTS

Related to Item 30: Proposed Project and Locally Preferred Alternative for the C Line Extension to Torrance

Staff has recommended to use the Right-of-Way grade separated “Hybrid” alternative (Hybrid Alternative) as the Locally Preferred Alternative (LPA). This means that Metro will fully evaluate the Hybrid Alternative pursuant to the California Environmental Quality Act (CEQA), while continuing to study alternatives.

Stakeholder cities, including Redondo Beach and Lawndale, have expressed many questions and concerns and requested that Metro keep studying the Hawthorne Boulevard Alternative. We understand that each alignment will deliver benefits and impacts to certain communities. To address concerns raised during community and stakeholder engagement completed thus far, the Hybrid Alternative will keep the right-of-way, but now is proposed to include grade separations at 170th and 182nd street and create a “quiet zone” to diminish freight and light rail noise and include special landscaping to create a park-like environment and improve safety. Nevertheless, stakeholder cities contend that the aerial Hawthorne Boulevard Alternative will better address many concerns raised by Lawndale and Redondo Beach residents who live adjacent to the right-of-way, and also provides synergistic opportunities for economic and housing growth in the South Bay Social District. At the 15% level of design, the preliminary estimated costs for the alignments have identified significant funding gaps of approximately \$825 million dollars and the Hawthorne Blvd Alternative has a funding gap closer to \$1.48 billion.

For either alternative to proceed, a variety of potential funding sources, including local, state, and federal sources may be required as the project design progresses. Metro will need to pursue a variety of sources of funds, including new federal grants that may become available and the project should be prepared to undergo further environmental analysis pursuant to the National Environmental Policy Act (NEPA) at some point in time, which could be prepared at a later date once the CEQA process is completed. NEPA would likely require greater detailed analysis of various alternatives.

In an effort to keep the planning process moving forward and support Metro’s staff recommendation to select the Hybrid Alternative as the LPA, preserve opportunities to pursue a variety of funding

opportunities, and address community concerns, Metro must fully respond to comments.

SUBJECT: PROPOSED PROJECT AND LOCALLY PREFERRED ALTERNATIVE FOR THE C LINE EXTENSION TO TORRANCE MOTION

RECOMMENDATION

APPROVE Motion by Butts that the Board of Directors:

- A. Approve the staff recommendation on LPA and continue the EIR process in compliance with CEQA;
- B. Complete studies to respond fully to public comments received on the ROW and Hawthorne Blvd Alignments in the Final EIR; and
- C. Continue to develop refined cost estimates for the LPA on the ROW alignment and develop a refined funding plan that includes the identification of all federal, state, and local funding sources to implement the project.