



← To Crens

Next stop: more rail in the South Bay.

C LINE (GREEN) EXTENSION TO TORRANCE



Metro Board of Directors
C Line Extension To Torrance Project Final
Environmental Impact Report Certification
January 22, 2026 | File ID: 2025-0818

Recommendations for the Metro Board

CONSIDER:

- A. APPROVING the Board selected Locally Preferred Alternative (LPA), a 4.5-mile fully grade-separated light rail extension of the C Line Extension to Torrance (now K Line) with two stations in Redondo Beach and Torrance as the Project (Project);
- B. CERTIFYING, in accordance with the California Environmental Quality Act (CEQA), the Final Environmental Impact Report (EIR);
- C. ADOPTING, in accordance with CEQA, the:
 - 1. Findings of Fact and Statement of Overriding Considerations, and
 - 2. Mitigation, Monitoring and Reporting Program (MMRP);
- D. AUTHORIZING the Chief Executive Officer (CEO) to file a Notice of Determination (NOD) with the Los Angeles County Clerk and the State of California Clearinghouse.



Project Need & Purpose

South Bay Mobility Need

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

Project Benefits

- Offers alternative to congested I-405 and arterials
- Connects to LAX, Metro E & C Lines and regional bus centers
- Provides fast, reliable access to jobs
- Serves equity focus communities
- Reduces travel times
- Reduces vehicle miles traveled (VMT), air pollution and greenhouse gas emissions



1.5 million new riders / year



~ 14.9 million fewer VMT / year

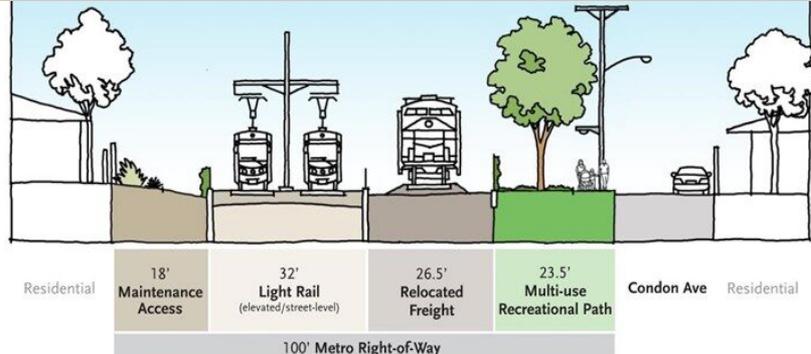
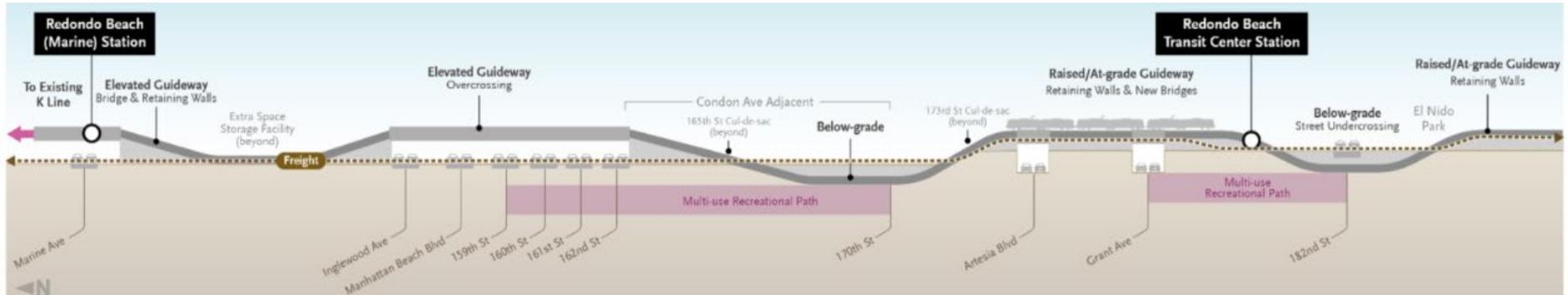
	Travel Time From Torrance Transit Center via Project (Light Rail in 2042)	Travel Time From Torrance Transit Center by Vehicle (Afternoon Peak in 2023)
LAX (AMC/96 th St)	19 minutes	30-66 minutes
Downtown Inglewood	23.5 minutes	25-55 minutes
Metro E Line (Expo/Crenshaw)	34.5 minutes	30-66 minutes
Downtown LA (7 th /Metro Center)	58.5 minutes	40-85 minutes
Downtown Santa Monica	63.5 minutes	45-110 minutes

Source: AECOM, STV, 2020, Travel time by vehicle-based on Google maps driving times in 2023.



Locally Preferred Alternative (LPA)

- LPA travels along the Metro-owned Right-of-Way (ROW)
- Includes two rail stations that connect to new bus centers
- Features walking paths, landscaping, sound walls and freight improvements to reduce existing noise and enhance safety
- Fully grade separates light rail with elevated segments and two under-crossings for optimal service and safety



Final EIR & Studies Per Metro Board Direction

Per Metro Board Motion by Director Butts on May 23, 2024, Metro has:

- Continued CEQA process and prepared Final EIR, released on September 11th to public.
- Responded fully to all public comments on all alignments in the Draft EIR including the ROW and Hawthorne Alternatives.
- Refined cost estimates and funding plan.

In addition to Final EIR, Metro published:

- Refined conceptual engineering plans for LPA
- Summary reports on real estate, construction cost, outreach, key issues and responses to Hawthorne Option
- FAQs, videos, and cost-benefit analysis (CBA)



<https://us.planengage.com/clineextension>

Extensive Community Engagement During EIR

Between 2021 and 2025

- 4,700+ comments received and 20,000 views of the Project StoryMap sites (2021-2025)
- 2,100+ attendees at meetings and events
- 3 Scoping Meetings in 2021: 387 attendees
- 12 Neighborhood Walks in Spring 2022: 400 attendees
- 4 Open Houses in Summer 2022: 600 attendees
- 5 Draft EIR Public Hearings in 2023: 421 attendees
- 8 Transit Rider Intercepts: 150 transit riders
- 2 Community Events with Director Mitchell in Winter 2023/2024: 300 attendees
- 8 Pop-up events
- 560 businesses engaged through door-to-door outreach
- Dozens of coordination meetings with stakeholders
- Partnership with seven community based organizations (CBOs) to raise project awareness and extend reach of engagement



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

Metro has Successfully Built Near Homes



A Line, San Dimas (LRT + Freight)
~20' property line to LRT centerline
~78' LRT + Freight corridor



A Line, South Pasadena (LRT)
~7' to 9' property line to LRT centerline
~30' LRT corridor

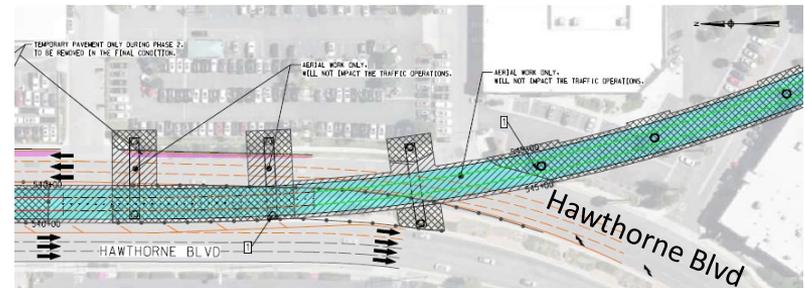
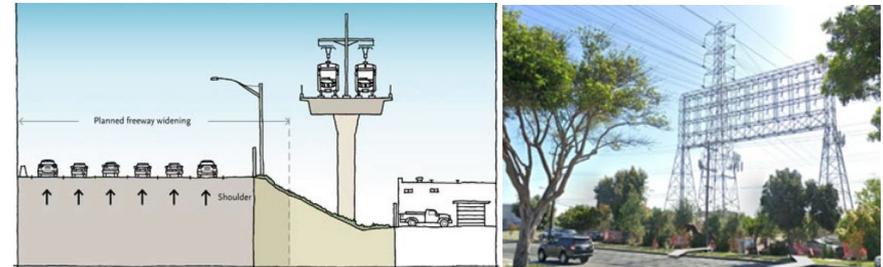
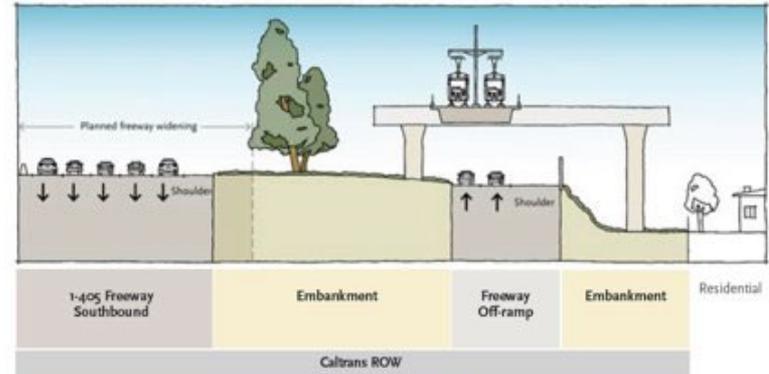


C Line Extension to Torrance (LRT + Freight)
~13-27' property line to LRT centerline
~75-100' LRT + freight corridor

Challenges for Hawthorne Option

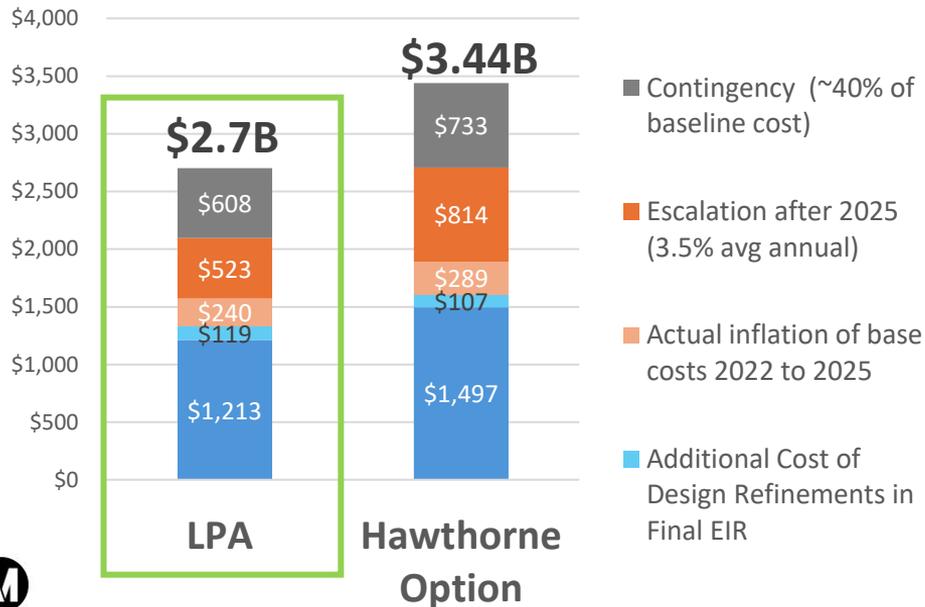
Highest cost at \$3.44B with ~\$2B funding gap

- Federal agency review and NEPA required due to encroachment into I-405 and Hawthorne Blvd (SR 107)
- Anticipated to take 2 to 4-years, increasing risk/cost
- Requires longitudinal **encroachment permit** and long-term **joint use agreement** for maintenance and ops from Federal Highway Administration (FHWA) & Caltrans
- Requires relocation of major storm drain and high tension SCE power lines
- Requires **lane closures** over 5 to 7-years along I-405 and Hawthorne Blvd (major regional highways) with disruptions to ~350 businesses
- Requires **permanent acquisitions** of ~13 commercial properties = loss of local sales tax revenues
- Does **not** connect to new bus transit center
- Does **not** deliver walking paths and freight safety improvements to neighborhoods
- Results in loss of street parking and street trees



Refined Construction Cost & Funding Plan

Project has over 50% funding secured from local and state sources for LPA and would pursue additional funds, **if approved**. Project is not eligible for federal funding and not prioritized for federal funds by Metro Board.



Funding Plan & Sources	LPA
Secured Funding	\$1,414.8
Measure R	\$272.0
Measure M*	\$821.4
3% Local Match Requirement**	\$81.1
TIRCP Grant	\$231.3
SB1 – Local Partnership Program	\$9.0
Not Secured	\$1,288.2
Other Local Funding	\$1,038.2
Other State Funding	\$250.0
Other Federal Funding	\$0.0
TOTAL	\$2,703.0

*includes inflation adjustment as allowed under the Measure M Ordinance.

**The current cost estimate is based on 15% design completed for the EIR



Next Steps if Board Certifies Final EIR & Approves Project



If approved, Metro would:

- File a Notice of Determination (NOD) with County Clerk and CA State Clearinghouse.
- Implement communications plan to guide next phase of work.
- Return to the Metro Board to authorize contract modification for preliminary engineering and PMSS contract.

