

BLUE FOLDER ITEM

Blue folder items are additional back up material to administrative reports and/or public comments received after the printing and distribution of the agenda packet for receive and file.

CITY COUNCIL MEETING SEPTEMBER 5, 2023

J.1 PUBLIC PARTICIPATION ON NON-AGENDA ITEMS

- **PUBLIC COMMUNICATIONS**

Case Details

[Print](#)
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Case Number: 43317

Status: New

Tags:

Request Type: Complaint

Customer


 Blomquist, Erik
external customer


Location of Request



Facility: N/A

Preferred Contact Method: Email

Submitted By: Blomquist, Erik
customer

Primary Owner:

Submission Channel: Citizen portal

Topic: Mayor & Council Public
Comment on Agenda Item
(Mayor and Council)

Secondary Owner:

Date/Time Created: 08/24/2023 17:57

Date/Time Closed:

Custom Fields

* internal custom field

Original Request

Upon arrival home yesterday, I discovered the electronic sign parked at the intersection of N. Juanita Ave and Vincent St, letting everyone know that preferential parking will not be enforced during RUHS football game on 8/25/2023. I reviewed and found that this was a consent item from council meeting on 8/15/2023.

This is a direct violation of the agreement made between the City and the V2 residents. We specifically fought for the preferential parking permits for just such occasion as the after school times and the Friday night times in order to reserve the space (that we now pay to park for) for the residents that live here in an already parking impacted neighborhood. The ONLY concession we made and agreed to with City Council was for high school graduation which is typically done and over with by the time many residents get home anyway.

We were given no notice that this resolution was being put before the City Council and to then go and put up an electronic billboard advertising that it is not being enforced is just a travesty and slap in the face to the local residents. If you were to simply decide to relax the restrictions and when people called in, explain it to them, but to straight up advertise it, that is absolutely shameful and detrimental to the neighborhood, who again PAY to park here!

Please in the future, RESPECT the agreement with the residents that led to the implementation of this permit zone in the first place.

E. Blomquist

Customer Communications *

From	Text	Date
auto notification	Auto Case Notification Created TO: [REDACTED] Date: 08/24/2023 Subject: Your request (43317) has been received - City	08/24/2023 17:57

[Collapse](#)

of Redondo Beach

Dear Erik Blomquist,

Thank you for your letter received on [08/24/2023] concerning Mayor & Council>Public Comment on Agenda Item. It has been assigned ID# 43317. Your correspondence has been routed to the City Clerk's office to be submitted to the City Council. If you should have any further questions please feel free to contact us again and refer to the identification number above, and the link below.
<https://clients.comcate.com/myfeedbackView.php?view=2027397&id=23>

Sincerely,

City of Redondo Beach
<http://www.redondo.org>

* Customer Communications are visible on the customer's case status page.

[REDACTED]

[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
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[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]

[REDACTED]

[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]

From: [Mark Nelson \(Home Gmail\)](#)
To: [Judy Rae](#)
Cc: [CityClerk](#)
Subject: LTE and public comment to Redondo Beach Council
Date: Monday, August 21, 2023 11:14:30 AM

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Last week's article on RBUSD obesity rates was an eyeopener. Both Hermosa and Manhattan Beach have roughly 4% obesity rates, while RBUSD has gone from 20% to 6%. What happened? As the County noted, BCHD never put a control group in place. BCHD's failure to adhere to standard health practices of control groups for comparison makes it impossible to know why obesity rates dropped.

Of course BCHD's PR department is always right there to claim credit. Evidence be damned. The reality is more likely the massive increase in household income in Redondo Beach over the same timeframe. Redondo Beach's income profile now looks similar to Hermosa and Manhattan Beach. So it's little surprise that parent's healthier food choices occurred naturally with income, just like they did in Hermosa and Manhattan a decade earlier.

BCHD needs to start using science to evaluate programs and cost-effectiveness as they spend scarce taxpayer funds. Unfortunately BCHD steadfastly refuses to evaluate the public health benefits and cost effectiveness of its programs, called evaluation outside of its ability. That's just doublespeak from a taxpayer agency that doesn't want to be held accountable.

Mark Nelson
Redondo

From: [Therese Mufic Neustaedter](#)
To: [CityClerk](#); [Scott Behrendt](#); [Bill Brand](#); [Nils Nehrenheim](#); [Todd Loewenstein](#); [Zein Obagi](#); [Paige Kaluderovic](#); [Sean Scully](#); [Brandy Forbes](#)
Subject: Metro C/Green Line Support
Date: Tuesday, August 22, 2023 2:07:06 PM
Attachments: [Metro C-Green Line Extension Letter.pdf](#)

Some people who received this message don't often get email from tmufic@gmail.com. [Learn why this is important](#)

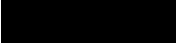
CAUTION: Email is from an external source; Stop, Look, and Think before opening attachments or links.

Hello Mayor Brand, City Council and City Staff Members,

Please find a letter attached regarding the C/Green Line.

Thank you!

Teri Neustaedter

Therese Mufic Neustaedter
President
League of Women Voters of the Beach Cities




Torrance City Council
3031 Torrance Blvd.
Torrance, CA 90503

Redondo Beach City Council
415 Diamond Street
Redondo Beach, CA 90277

RE: Metro C/Green Line Extension – Support for the Regional Good

Honorable Mayor Chen and Mayor Brand, council members, and staff of Torrance and Redondo Beach:

For more than a century, the League of Women Voters, a nonpartisan political organization, has encouraged informed and active participation in government, worked to increase understanding of major public policy issues, and influenced public policy through education and advocacy. We take [policy positions](#) only after intensive study.

The League of Women Voters of California [strongly supports public transit](#) as a way to reduce Vehicle Miles Traveled (VMT), relieve traffic congestion and pollution, and [mitigate climate change](#). LWV urges you to continue your support of the Metro C/Green Line Extension through to Torrance.

[Transportation](#) is critical for all people, and providing alternatives to those who cannot or choose not to drive private automobiles is the government's responsibility. This is especially urgent when considering that more than [25% of LA County's population is expected to be seniors](#) by 2030, and seniors who live in walkable neighborhoods or have better access to public transit [give up driving earlier](#) than those who don't. Even now, wheelchair users and people traveling with bicycles are often passed-up by buses for lack of space.

Light Rail would give South Bay residents and businesses extensive access to fast, reliable and frequent service that buses cannot provide. For instance, [in 2005, Torrance 8 ran 41 trips per weekday to LAX](#). In 2023, [Torrance 8 has only 13 scheduled trips per weekday](#) and many trips are canceled on short notice for lack of drivers. The C/Green line sails above traffic, and runs



more frequently and reliably than buses; it would be part of the solution to reduce car traffic in the South Bay and at LAX. LA County voters have expressed their strong support for [infrastructure projects](#) that increase and improve public transit and non-automotive travel.

The C/Green Line is also a rare opportunity for Torrance and Redondo Beach to invest in their future by attracting new customers, new businesses, and new workers. Take the Expo Line, which was once heavily [protested by Westsiders](#), as an example. It now brings packed Metro cars to West LA; people pour out of the stations and into the communities, and close-by [real estate values have increased](#) because of the convenience that's offered. Torrance, Redondo and the Peninsula face critical shortages of essential workers like caretakers for children and the elderly due to the high cost of living and lack of fast, accessible transportation, for which the C/Green Line can provide some relief.

On-road transportation is one of the largest sources of greenhouse gas emissions in the [South Bay](#) at 39% - and in [Torrance](#) (43%) and [Redondo](#) (51%) it is the largest source. [Projects](#) like the C/Green Line provide an opportunity to make large-scale reductions to the climate impact contributions of the South Bay.

Transportation is a regional issue, and requires every city to do its part to connect networks to move people and goods beyond its own jurisdiction's boundaries. Just as we cooperate so that roads connect across each area's borders, our cities need to connect transit as seamlessly and efficiently as possible.

The South Bay segment of the Metro C/Green line would be a vital link connecting the South Bay to LAX, the E/Expo line to the north, and the A/Blue line to the south. In this way, South Bay residents and businesses would be able to easily access the cultural and economic benefits of the greater LA region.

The League of Women Voters of Torrance Area, Palos Verdes Peninsula, Beach Cities and LA County strongly urge Metro, Torrance and Redondo Beach to carefully consider all the facts



– including significant impacts on climate and the well being of residents and businesses – and continue to support the extension of the C/Green Line.

Thank you for your time and consideration,

A handwritten signature in blue ink that reads "Gloria Gutierrez". The script is fluid and cursive.

Gloria Gutierrez

Co-President, League of Women Voters of Torrance Area



A handwritten signature in blue ink that reads "Teri Neustaedter". The script is fluid and cursive.

Teri Neustaedter

President, League of Women Voters of the Beach Cities



A handwritten signature in blue ink that reads "Linda Herman". The script is fluid and cursive.

Linda Herman

Co-President, League of Women Voters of the Palos Verdes Peninsula Also serving San Pedro



A handwritten signature in blue ink that reads "Margo A. Reeg". The script is fluid and cursive.

Margo A. Reeg

President, League of Women Voters of Los Angeles County





CC:

Los Angeles County Metropolitan Transportation Authority

One Metro Plaza

Los Angeles, CA 90012-2952

<https://www.metro.net/about/contacts/>

Torrance City Council

3031 Torrance Blvd.

Torrance, CA 90503

<https://www.torranceca.gov/government/city-council>

Redondo Beach City Council

415 Diamond Street

Redondo Beach, CA 90277

https://www.redondo.org/depts/council/contact_information.asp

From: [Mark Nelson \(Home Gmail\)](#)
To: [Communications](#); [CityClerk](#)
Cc: [Lisa Jacobs](#); [Kevin Cody](#); [Garth Meyer](#); [Tyler Evains](#); [info](#); [Holly J. Mitchell](#); [executiveoffice@bos.lacounty.gov](#); [tliu@scng.com](#)
Subject: Public Comment - BCHD is effectively donating 91% of the taxpayer owned "Beryl & Flagler" lot to LA County Department of Public Health
Date: Wednesday, August 16, 2023 2:15:31 PM

CAUTION: Email is from an external source; Stop, Look, and Think before opening attachments or links.

As BCHD's \$1M per year PR machine as advertised, BCHD received a grant to build a building for allcove Beach Cities on the C-2 zoned, Beryl & Flagler lot. The lot is 100% owned by the taxpayers/residents of the District.

BCHD's contract terms for allcove are to service LA County DPH SPA8. That is an area of approximately 1.4M population. Of SPA8, the District residents comprise under 9%. Therefore over 91% of allcove contracted service area are non-residents of the District. Based on US Census data, the fraction of 12-25 year olds in SPA8 is also under 9% District residents and over 91% non-taxpayer, non-residents.

As such., the allcove building that will sit on taxpayer owned property will service a market of over 91% non-residents of the District and will thereby be dedicated to 91% District non-resident benefit.

Furthermore, BCHD's allcove operation grant funding terminates at roughly the same time as completion of the building, leaving District taxpayers footing the bill for 91% non-resident services.

BCHD's Board and \$2.3M of annual Executive Management are derelict in their fiduciary responsibilities to the taxpayer owners of the District.

From: [Mark Nelson \(Home Gmail\)](#)
To: [CityClerk](#)
Cc: [Bill Brand](#); [Paige Kaluderovic](#); [Nils Nehrenheim](#); [Todd Loewenstein](#); [Zein Obagi](#); [opinion@scng.com](#); [Kevin Cody](#); [tliu@scng.com](#); [Garth Meyer](#); [Scott Behrendt](#); [Planning Redondo](#); [info](#); [info@redondochamber.org](#)
Subject: Public Comment - City Council Meeting, Planning Commission Meeting
Date: Friday, September 1, 2023 4:26:47 PM

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The following text is included in the Agenda Packet and deserves scrutiny and revision:

"Beach Cities Health District: Health organizations like the Beach Cities Health District (BCHD) which has been serving the communities of Hermosa Beach, Manhattan Beach and Redondo Beach since 1955, offer important preventative health services to residents of all abilities and ages—from pre-natal and children to families and older adults."

ADDITION TO TEXT:

"Future BCHD Healthy Living Campus facilities and services are planned to be a SUPERMAJORITY for non-resident benefit resulting in less focus on the founding communities and increased environmental impacts from added traffic, construction, criteria pollution, toxic air contaminants and other negative externalities."

Factually, South Bay Hospital District was established and funded by voters to provide hospital services to the "Residents who Reside" in the "District" according to District legal pleadings with Superior Court. BCHD has abandoned that voter requirement.

84% of Covid tests were non-resident/non-taxpayers costing taxpayers \$2.3M in unreimbursed costs (Data from LA County and BCHD CEO Report)

91% of the legal, contracted allcove program service area of SPA8 is non-resident/non-taxpayer (Data from LA County)

80% of the proposed 100% private assisted living will be non-resident/non-taxpayers according to BCHD's MDS consultant study, Table 3-3

95% of the proposed PACE facility will service non-resident/non-taxpayers according to the statistics of the National PACE Assoc

30% of the existing heavily subsidized CHF membership are non-resident/non-taxpayers (Data from BCHD FAQ)

In short, BCHD's future plan is to maximize services to non-residents and that needs to be reflected in your statement above.

From: [Mark Nelson \(Home Gmail\)](#)
To: [CityClerk](#); [Michael Webb](#)
Cc: [Todd Loewenstein](#); [Nils Nehrenheim](#); [Scott Behrendt](#); [Paige Kaluderovic](#); [Zein Obagi](#); [Garth Meyer](#); [tliu@scng.com](#)
Subject: Public Comment - Need for BCHD to reopen CEQA for allcove facility on C-2 lot
Date: Tuesday, August 15, 2023 3:50:05 PM

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City Council
Planning Commission
City Attorney

In BCHD's CEQA document, it did not contemplate the broad, District non-resident use of "allcove" specifically. It only contemplated a generalized youth center concept.

"allcove" is now determined to serve the totality of SPA8, an area of roughly 1.4M total residents with approximately 300,000 of them in the "allcove" age group based on Census data. The three beach cities of Hermosa, Manhattan and Redondo Beach are less than 10% of the overall "allcove" market, and as a direct result, the CEQA analysis failed to include the significant levels of daytime traffic created from a non-District resident market 270,000 target youth (90% of the 300,000).

Until BCHD reopens CEQA to conduct a proper analysis of the "allcove" facility and use, no permits can be granted.

According to Welfare & Institutions Code § 5960.3(b)(9), CEQA is required unless all conditions in (b) are met, including: "(9) The project does not result in any increase in the existing onsite development footprint of structures or improvements."

From: [Mark Nelson \(Home Gmail\)](#)
To: [CityClerk](#)
Subject: Public Comment - Smoking Ban in Torrance
Date: Thursday, August 17, 2023 1:06:20 PM

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Hopefully Redondo Beach can do this.

<https://www.dailybreeze.com/2023/08/10/torrance-enacts-ordinance-to-ban-smoking-in-multi-unit-housing-complexes/>

Smokers will soon have to think twice before taking a puff in some Torrance residential buildings.

The City Council this week gave final approval of an ordinance that will ban smoking in all multi-family residences, joining a growing trend of cities across the state and the nation to do so.

“I always believe that the government should play one major role in people’s lives,” Councilmember Aurelio Mattucci, who proposed the ordinance, said before this week’s meeting, “to protect their quality of life. And I think this is one of those situations where government should step in, in an attempt to protect people’s quality of life,”

The [ordinance](#) will become effective 30 days from Tuesday, Aug. 8.

Under the new law, smoking is not only prohibited in all multi-family residential units, but also on private balcony, porch, deck, patio, and common areas, such as lobbies, elevators, swimming pools, laundry rooms and eating areas.

Smoking can be allowed at designated places established by a landlord or homeowners’ association, but it has to be in an unenclosed area and at least 25 feet away from any doorway, window, opening and areas used for physical improvement, such as tennis courts and playgrounds.

Multi-unit residences are defined as lots with two or more units, such as apartments, townhomes, attached townhomes, condo complexes, senior and assisted living facilities, and long-term health care facilities. Single-family homes, duplexes on a single-family lot, accessory dwelling units and mobile homes do not fall under this category.

Violators of the ban could be cited and subject to fines. The ordinance, though, prevents the city from issuing monetary penalties unless the violator has previously been given at least three notices of violations.

The ordinance does include a grandfather clause as well, meaning that current smokers living in multi-unit housing can continue to smoke only within their unit for

two years after the ordinance becomes effective.

Around 80 million people in the US live in multi-family units such as condos or apartments, and an estimated 27.6 to 28.9 million are exposed to secondhand smoke infiltration from neighboring units or common areas in the building, according to the [Centers for Disease Control and Prevention](#).

As of July 1, 79 governments statewide, at the city or county levels, have implemented laws prohibit smoking in all private multi-unit rental housing complexes, according to a [report by the American Nonsmokers' Rights Foundation](#).

With the addition of Torrance, 19 Los Angeles County cities have now adopted a policy to ban smoking in multi-unit housing, according to the Los Angeles County Department of Public Health.

This main purpose of the ordinance is to help protect the quality of life of renters who live in close quarters with other renters, Mattucci said.

"I respect people's private property rights," he said, "but when there's a shared space between different families, between different groups, there has to be rules put in place to help maintain that good quality of life that people should expect and get."

The ordinance is also designed to give landlords more power to enforce smoking bans, Mattucci said. Landlords often include smoking bans within their leases, but when the renter smokes outside of their units, the landlords have no way to regulate the act.

Alix Politanoff is a project coordinator at Behavioral Health Services Inc., a nonprofit health care organization that has been providing public education on the ordinance. She said it protects residents' public health. It also gives landlords more credence to enforce smoking bans and gives neighbors the right to declare smoking a public nuisance.

"The neighbors themselves can take it into their hands and take it as a civil case or whatever," she said, "if they want to go that route and declare it a public nuisance."

The vote was 5-1, with Councilmember Mike Griffiths voting no and Councilmember Bridgett Lewis absent.

Griffiths said he is against smoking, but he's concerned about enforcing the ordinance. To write a violation, an enforcement officer has to witness the smoking happening. What's more, three warnings have to be given before the officer can cite the violator, he said Wednesday.

"And to me, that's just a huge amount of effort by our staff to write a violation for no smoking," Griffiths said. "I just see that that's not likely to really happen and if it does, I think it will be a tremendous burden on our staff to run out and try to catch smokers in multifamily units."

A more efficient way to deal with the issue, Griffiths said, is having the landlords be the enforcement arm and impose the smoking ban as part of their leases.

“It just seemed a little bit too much of a city overreach to end up being responsible for trying to enforce a law that’s very, very difficult to enforce,” he said, “considering you have to actually catch someone in the process of smoking in order to even give them a warning.”

From: [Mark Nelson \(Home Gmail\)](#)
To: [Communications; CityClerk](#)
Cc: [executiveoffice@bos.lacounty.gov](#); [Garth Meyer](#); [tliu@scng.com](#); [Holly J. Mitchell](#); [info](#)
Subject: Public Comment: BCHD cannot be allowed to build allcove on the C-2 Beryl & Flagler lot without adequate on-site parking
Date: Wednesday, August 16, 2023 2:31:02 PM

CAUTION: Email is from an external source; Stop, Look, and Think before opening attachments or links.

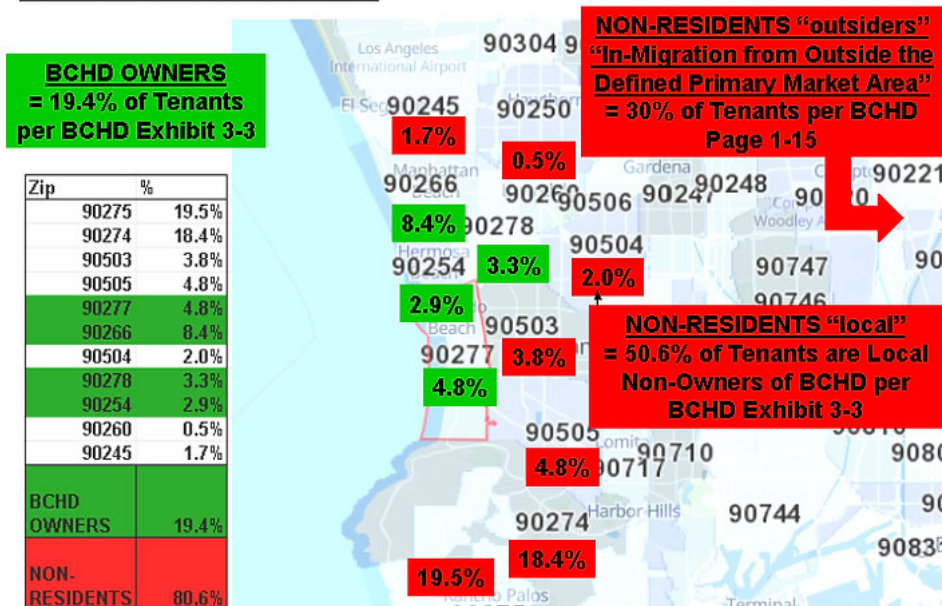
BCHD is effectively donating a parcel to a 30-year mandated use for 91% non-residents of the District due to allcove contract terms.

If the residents sought to assign or sell the commercial parcel at Beryl & Flagler, BCHD's current plan does not provide for adequate parking for the sale. BCHD plans to "short sheet" the parking on the C-2 lot and use general P-CF zoned parking instead. This is unacceptable. If BCHD needs to put parking underneath allcove, then so be it. Taxpayer cannot be left with a building on a lot that cannot be monetized due to BCHD's failure to plan ahead for adequate parking.

The specifics from Table 3 are:

<https://www.stopbchd.com/post/ending-the-bchd-doublespeak-on-assisted-living-tenancy-80-of-the-rcfe-is-target-at-non-residents>

Over 80% of BCHD Senior Housing Tenants will be **NON-RESIDENTS** of the three Beach Cities



From: niki77@verizon.net
To: [CityClerk](#)
Subject: Blue folder, J.1 non agenda
Date: Tuesday, September 5, 2023 2:07:27 PM
Attachments: [Metro Wiggins CLine update081423.pdf](#)
[TorrQR Ltr Screen Shot 2023-09-04.png](#)
[CityCouncil 9523.pdf](#)

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Dear City Clerk,

Attached please find three files for the blue folder, 2 PDF's and a JPG for Non-Agenda J.1 to include:

- Wiggins update to Metro Board with "poll and LPA results"
- Screenshot of Torrance's official QR code form letter campaign
- Written form of my oral comments I'll be giving tonight

Please make sure all cm's, the mayor and city manager get a copy.

Thank you!

Niki Negrete-Mitchell, D3

Niki Negrete-Mitchell, D3 speaking as Redondo Beach ROW Shareholder, 42 year Redondo Beach resident and 4th generation South Bay native. Regarding C-Line:

To help make sure you all have your facts straight and can identify pr propaganda in going forward on the draft EIR discussions, this especially goes for our city manager and our D3&4 reps. You need to understand why there is such a huge volume discrepancy in the Greenlineextension public comments for locally preferred alternative. You may have heard this being characterized by Metro as indicative of a higher percentage of community favoring the ROW at grade, ignoring the lack of substance and before having answered any real public comments on the DEIR.

There are TWO things to consider right off the bat, which are,

- 1) We fully expected Torrance's volume of "ROW support affirmations" via QR code-generated form letters which UNdemocratically only offered their residents ONE option to support, and I'm sure none of Torrance's form letters have addressed the very serious technical problems on the ROW. Volume without substance is meaningless to the Board of Directors. However current Torrance city council reps have acknowledged that they understand our issues as they have stated in their public meetings recently and they seek to change their position.
- 2) A small poll, deliberately targeted to avoid our ROW communities, likely intended to rope Torrance back in, was brought to the Torrance Transportation Committee as argument to keep them on board with the project. Out of more than 250k residents between the 3 cities only 670 respondents happened to pick up their spam phone call to answer their scripted tailored questions. That is not a true representation, especially considering all of Metro's public hearings in two of the three cities were overwhelmingly in favor of the Hawthorne option.

We're not surprised by these characterizations. We look forward to Metro's answers to our public DEIR comments and questions.

Further on the rigged Torrance QR code campaign, how could that have gotten approved for an official city government website? We can and should easily dismiss those results. Reps from that same body have made false claims over the years, too many to list BUT one example - a Torrance Transit official cited a "20 yr old Torrance took 25% Redondo took 75% deal" that turned out to be egregious disinformation, purposely manipulated and presented to the COG. I have those reports.

It is so necessary to highlight the bad faith efforts that have been used against my community over the years with hopes that our city manager understands these variables. I've reached out but have not heard anything back. Between Metro and Torrance we have suffered a lot of gaslighting and bullying. We need you and our D3 rep to stand up for us going forward. Thank you for hearing me tonight.



Metro

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net

AUGUST 14, 2023

TO: BOARD OF DIRECTORS

THROUGH: STEPHANIE N. WIGGINS *SNW*
CHIEF EXECUTIVE OFFICER

FROM: JAMES DE LA LOZA *JDL*
CHIEF PLANNING OFFICER

SUBJECT: C LINE EXTENSION TO TORRANCE PROJECT UPDATE

ISSUE

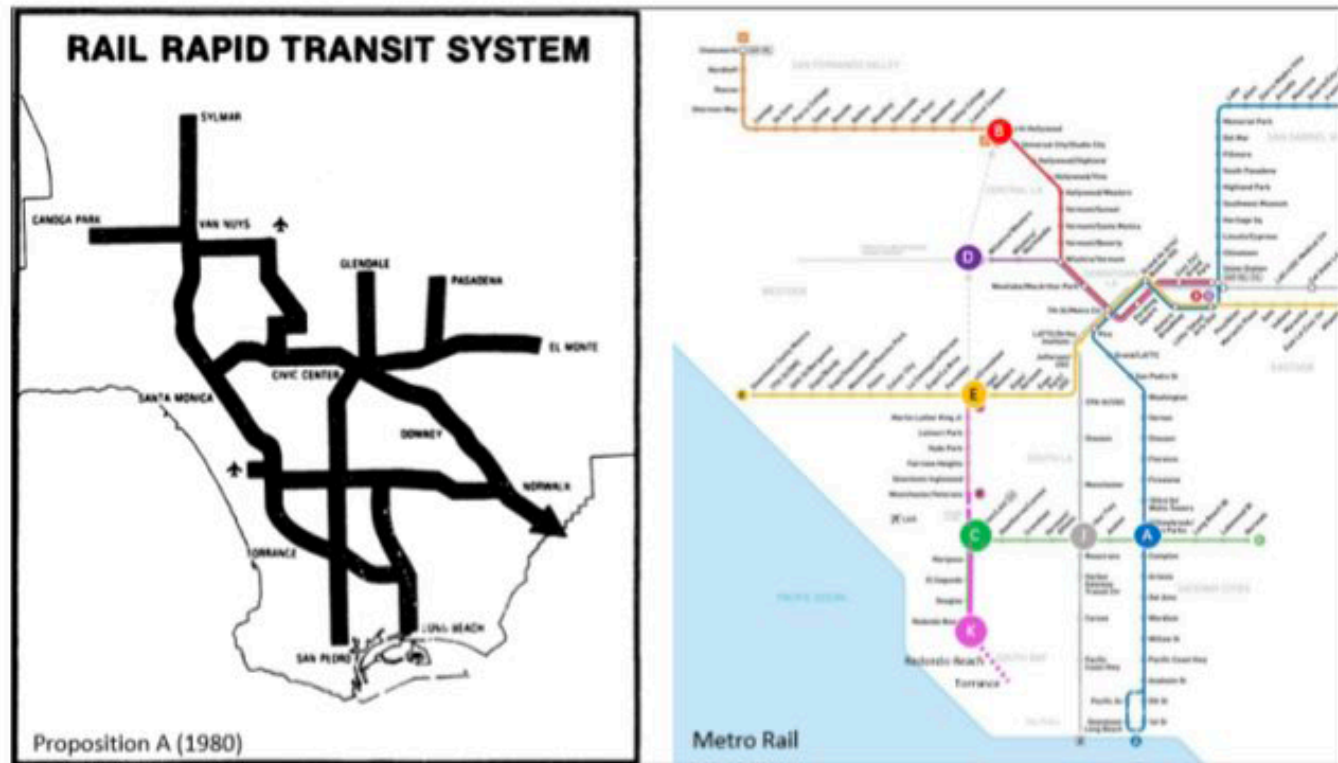
Metro is approaching a major milestone for a recommendation of a Locally Preferred Alternative (LPA) at the October Metro Board meeting for the Metro C (Green) Line Extension to Torrance Project. This memo provides an update on the project benefits, a recent community poll, public comments on the Draft Environmental Impact Report (EIR), as well as a summary of the alignments and alternatives studied through the environmental process under the California Environmental Quality Act (CEQA).

BACKGROUND

The Proposed Project would provide rapid, high-capacity transit connecting the South Bay, a major jobs center, with the rest of LA County's growing Metro rail network. The Project would extend light rail 4.5 miles south from the Redondo Beach (Marine) Station through Lawndale, Redondo Beach, and Torrance, terminating at the new Mary K. Giordano Regional Transit Center (Torrance Transit Center). The Proposed Project seeks to connect the Metro rail system with new regional bus transit centers in the cities of Redondo Beach and Torrance, which provide service to the greater South Bay region. The Project has received funding from Measure R (\$272M in 2008), Measure M (\$619 in 2016), and a grant (\$231M in 2018) from the California State Transportation Agency (CalSTA).

With the recent Metro Board-adopted K Line operating plan, the Project would serve as a southern extension of the K Line, providing travelers a one-seat ride from the South Bay to Los Angeles International Airport (LAX), Inglewood, and

the Metro E (Expo) Line. As part of a separate Measure M project, there are plans to the K-Line further north to the Metro D (Purple) and B (Red) Line, providing access further north to the San Fernando Valley via the Metro G (Orange) Line. When fully built out, the K Line would connect to the Metro C, E, D, and B Lines, making it one of the most connected rail lines in the Metro system, providing an attractive alternative to driving along congested streets and the I-405.



The first concept of a rail connection to the South Bay was envisioned as part of the regional rail network in Proposition A (1980) with the goal of connecting LA County via rapid rail service. In 1993, Metro made a significant regional real estate investment, purchasing the 26-mile Harbor Subdivision freight corridor from the BNSF Railway (BNSF) predecessor with the goal of providing rail service between Downtown Los Angeles and the South Bay and Ports of Los Angeles and Long Beach. Over the years, Metro prepared several transportation studies, starting with the 2009 Harbor Subdivision Alternative Analysis (AA) which prioritized a segment of the Harbor Subdivision corridor between Redondo Beach and Torrance with light rail as the preferred mode.

In 2010, Metro started an environmental study for the Project with funding from the voter-approved Traffic Relief and Expansion (also known as Measure R). In 2014, Metro paused the environmental study due to funding uncertainty after Measure J failed in 2012 to pass by voters. In 2016, voters approved the Los Angeles Traffic Improvement Plan (also known as Measure M), which included funds for the Project and identified 2030-2033 as the opening year for this Project.

With funding secured from Measure R and M, Metro prepared a Supplemental Alternatives Analysis (SAA) Study for the Project. The SAA Study identified the need for a high-quality transit option to connect to employment centers and key

destinations both locally and outside the Project Area to address congested roadways and close a gap between the Metro system and local bus networks. In 2018, the Metro Board approved two light rail alignments from the SAA Study to move forward into environmental review and removed proposed stations in the City of Lawndale from further study based on the City's request.

Metro was awarded a \$231M TIRCP grant for the Project from Cal-STA in 2018 as one of several Metro capital improvements that seek to broaden and modernize transit connectivity in LA County. In 2019, the Metro Board designated the Project as one of four "pillar projects," reflecting the priority for this Project in the County.

On a parallel track, the cities of Redondo Beach and Torrance purchased land adjacent to the Metro ROW to construct new bus transit centers, which assumed a connection to future rail stations as part of the light rail extension. After many years of planning and design, the Redondo Beach Transit Center and Torrance Transit Center opened this spring (2023), both partially funded by Metro grants.

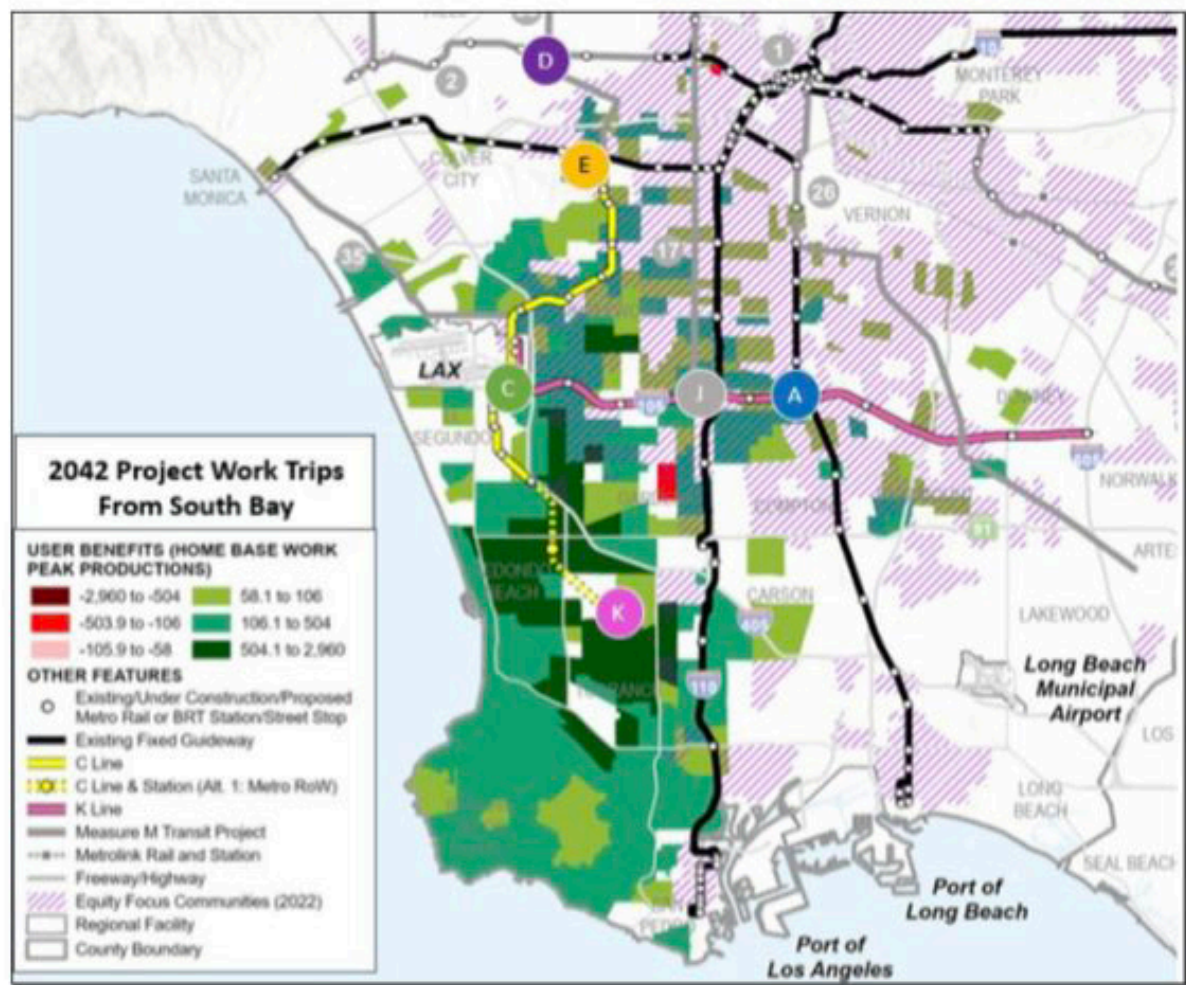
This January (2023), Metro published a Draft EIR evaluating the Proposed Project, a 4.5-mile light rail extension along the Harbor Subdivision (Metro ROW) with two options in the north (Trench and Hawthorne), and three "Alternatives to the Proposed Project" to reduce potential significant impacts. Metro received over 2,200 comments on the Draft EIR. This spring, Metro worked with a market research company to poll residents in the Project area on levels of support for the Project. Metro is in the process of preparing a staff recommendation to share with the Metro Board this Fall to consider in the selection for an LPA based on the project objectives, findings from the Draft EIR, technical studies, and input received during community engagement.

DISCUSSION

The South Bay is a significant jobs center, particularly in the industrial and technology sectors. Like much of LA County, the subregion suffers from heavy vehicle congestion, a constrained housing supply, and limited convenient transportation options. Data from the Southern California Association of Governments (SCAG) anticipates the existing jobs/housing imbalance to worsen in the coming decades with employment growing twice as fast as the population in the South Bay. By providing a fast, frequent transit option to the South Bay, the Project is expected to expand mobility options and access to the South Bay and help to reduce vehicle miles traveled (VMT), air pollution and greenhouse gas emissions (GHGs), which contribute to climate change. By shifting drivers to transit, the Project would reduce 49,000 VMT per day and result in a net reduction of 2,369 metric tons of carbon dioxide equivalent (MTCO₂e) per year in 2042.

The Project would serve between 11,570 and 15,648 daily project trips in 2042. This equates to around 5,700 to 7,800 daily boardings per station, which is similar to the Metro B (Red) and E (Expo) Line average daily boardings in 2019,

at 8,600 (B Line) and 3,300 (E Line) daily boardings respectively. The light rail extension would link many Equity Focus Communities (EFCs) to employment centers along the C and K Lines, while providing far-reaching benefits for people traveling between the South Bay and Central LA. In addition to expanding access, the Project would provide significant travel time savings between the South Bay and greater LA (see map and table below).



Source: Metro, illustrates user benefits for people traveling from home to work (work trips)

	Travel Time From Torrance Transit Center via Project (Light Rail)	Travel Time From Torrance Transit Center by Vehicle (Afternoon Peak)
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.

Public Support for Project

In Spring 2023, Metro worked with a market research firm to survey residents on their level of awareness and support for the Project. The purpose of the poll was

to reach individuals that are less likely to attend public meetings and comment on environmental documents to understand their perceptions of the Project.

The poll surveyed 670 residents through randomized phone calls (landline and cell phones) across the three project cities of Lawndale, Redondo Beach, and Torrance. The survey found that 60% of residents are familiar with the Project and 67% are supportive of the Project. On average, 8% of residents across the three cities oppose the Project and 24% had no opinion.



M.O.E indicates the margin of error

Telephone Survey (2023)	Average	Lawndale	Redondo Beach	Torrance
Familiar with Project	60%	73%	63%	56%
Supportive of Project	67%	58%	69%	69%
Opposed to Project	8%	12%	9%	6%
No Opinion on Support/ Opposition	25%	30%	22%	25%
Supportive of Measure M (2016 voter data)	58%	73%	60%	55%

Source: Metro

The table above shows the breakdown of the poll results by city. The last line of the table shows levels of voter support for the Measure M ballot measure in 2016. This poll provides helpful insight into community perception for those that may not typically participate in the environmental process. This poll also provides a data point to compare with the public comments received for the Draft EIR, (discussed below in memo). Both the community poll and the Draft EIR comments show high levels of community support for the Project and low levels

of opposition, despite a group of vocal opponents that have attended many public meetings on the Project. See Attachment B for a complete poll summary.

Draft EIR & Technical Studies

In early 2021, Metro started the environmental review process for the Proposed Project and held public scoping meetings. Metro published the Draft EIR in January and held five public hearings during the 61-day comment period. The Draft EIR outlines the Project objectives, describes the Project design, operations, and maintenance, and discloses potential environmental impacts in the short-term (construction) and long-term (operations) to reduce or eliminate potential environmental impacts from the Project. In addition to the Draft EIR, Metro prepared several technical studies and reports to further analyze the Project and address areas of public interest that are not evaluated under CEQA. These include advanced conceptual engineering plans and related studies such as geotechnical, hydrogeology, and drainage reports, traffic and parking, ridership, cost, real estate acquisitions, urban design, purpose and need, and alternatives considered and dismissed over the years.

Alignments & Alternatives Evaluated in Draft EIR

The Draft EIR evaluates three light rail alignments to connect the existing C Line terminus at the Redondo Beach (Marine) Station southeast to the Torrance Transit Center:

- Metro ROW (Elevated/At-Grade), travels on Metro ROW
- Trench Option, travels on Metro ROW below street level and open to sky
- Hawthorne Option, travels along a section of the I-405 and Hawthorne Blvd

South of 190th Street, all three alignments are the same and travel along the Metro ROW to end at the Torrance Transit Center. Per CEQA, the Draft EIR must also include "Alternatives to the Project" to reduce or eliminate significant impacts generated by the Project. As such, the Draft EIR includes three Alternatives:

- 170th/182nd Grade Separated Light Rail Alternative (Metro ROW Hybrid)
- High-Frequency Bus Alternative
- No Project Alternative

See Project Maps, Attachment A.

Community Engagement & Input

Between 2021 to 2023, the project team led extensive outreach to engage the community virtually and in person when safe to do so during the pandemic. Metro expanded the radius of notifications from 750 feet to a 1-mile area around the corridor, which includes over 47,000 addresses. Metro held virtual walking tours and surveys, in-person walking tours, open houses, and public hearings to invite the public to provide feedback and hosted dozens of targeted stakeholder

briefings. Over 1,800 individuals attended multiple rounds of public meetings. To reach transit-dependent riders and groups that do not typically attend public meetings, Metro held pop-up booths at local events, interviewed over 100 transit riders at busy bus stops in the area, and reached out to over 500 businesses through door-to-door outreach. All outreach materials were prepared in both English and Spanish, and enhanced outreach tools were used during COVID to engage through non-traditional means. Since early 2021, Metro has tracked over 23,000 views of project videos and over 11,000 views of project websites.

Over the course of public engagement, Metro received input from the community that coalesced around the following concerns: noise and vibration, construction disruptions, public safety, freight safety, impacts to properties and property values, changes to neighborhood character, parking and traffic, access to stations, connections to bus centers, ridership, and utility relocations and soil conditions.

Draft EIR Comments

During the 61-day public comment period, Metro collected approximately 2,200 comments on the Draft EIR. Formal responses to comments will be published in the Final EIR per CEQA. A small percentage (~13%) of the comments address specific environmental concerns or impacts within the Draft EIR. The vast majority (1,850 comments) focused on alignment preferences. Almost two-thirds of alignment comments (66%) were in support of the Metro ROW Elevated At-Grade Alignment. See the table below.

Support for Draft EIR Alignment/Alternative	# Comments	% of Total
Metro ROW Elevated/At-Grade	1,228	66%
Hawthorne Option	355	19%
Trench Option	135	7%
High-Frequency Bus Alternative	39	<1%
ROW Hybrid Alternative	3	<1%
No Project	119	6%

Source: Metro, The Robert Group

Similar to input received during engagement events and tools, the top concerns in the Draft EIR comments were noise and vibration, followed by safety concerns and changes to community character or property values.

Local Agency Support

During the Draft EIR comment period, all three cities in the Project area provided comment letters. The City of Lawndale noted opposition to the Project in its letter. However, the City Council voted in a closed session in May to change its position and support the Hawthorne Option. The City of Redondo Beach expressed support for the Hawthorne Option to avoid impacts on residential neighborhoods along the Metro ROW. The City of Torrance indicated its support for the Proposed Project (Metro ROW Elevated/At-Grade Alignment) as it is the most

cost effective and fastest to complete. Caltrans submitted a letter supporting the Project and noted that it would require encroachment permit approvals for any work on Caltrans ROW. The South Bay Council of Governments (COG) has not yet taken a position on the Project.

Summary of Draft EIR Alignments & Alternatives Studied

There are tradeoffs between the alignments and alternatives studied, summarized below. This Fall, staff will prepare a recommendation for the Metro Board to consider in the selection of a Locally Preferred Alternative based on project objectives, findings from environmental and technical studies, community input, and Measure M commitments.

Metro ROW (Elevated/At-Grade): would travel along the Metro ROW for the entire 4.5-mile length and two new stations would be constructed adjacent to the Redondo Beach Transit Center and Torrance Transit Center for convenient transfers between the bus and rail networks. The alignment is elevated between Inglewood Ave and 162nd Street to avoid major traffic impacts and street closures, per Metro's Grade Separation Policy. South of 162nd Street, the alignment travels at street level (at-grade) within the ROW. Where there is enough room in the Metro ROW, Metro would add new three new neighborhood walking paths (one in each city).

Two at-grade light rail crossings are proposed at 170th and 182nd Street, which would include gates, bells, and other safety measures. The presence of the light rail bells results in a significant and unavoidable long-term noise impact on 170th Street. In other areas, light rail noise impacts through sound walls, special trackwork, and other design tools along the corridor.

Existing freight tracks would be shifted in locations and rebuilt at-grade as they are today within the Metro ROW alongside new light rail tracks. Metro would design and install enhanced safety equipment and treatments at all freight crossings to be "quiet zone ready" per the Federal Railroad Administration (FRA). A quiet zone corridor would mitigate freight noise impacts by eliminating the need for freight trains to blow their horns along the corridor, which would significantly reduce noise in residential neighborhoods. Metro would support the local cities in the application process for a quiet zone corridor in coordination with California Public Utilities Commission (CPUC) and FRA. The nature of the shared freight and light rail corridor, limited freight service, and proximity to homes, makes this corridor a good candidate for a quiet zone. The Metro ROW Alignment has the shortest construction period of the rail alignments studied. No residential properties would need to be acquired to construct the Project.

Topic Area	Metro ROW Elevated/At-Grade Alignment (Proposed Project)
Significant & Unavoidable	Construction (Short-term): Noise and Vibration Operation (Long-term): Noise impact at 170 th Street due

Topic Area	Metro ROW Elevated/At-Grade Alignment (Proposed Project)
Environmental Impacts	to light rail bells
Other Environmental Concerns	Delays to emergency responders at 182 nd Street. Light rail crossings near schools at 170 th and 182 nd Street. Freight track shifted closer to a senior living community (Breakwater Village) near Grant Ave.
Freight Improvements	Quiet zone-ready improvements at eight (8) freight crossings and upgraded trackwork to reduce noise/vibration along the corridor and enhance safety.
Ridership & Access	Two rail stations with direct connections to two bus centers New Daily Riders: 4,694; Daily Project Trips: 11,579
Real Estate Needs & Construction Staging	Limited acquisitions north of 190 th Street. Majority of construction would occur on Metro-owned land. No residential properties would be acquired.
Traffic and parking	No changes to travel lanes or parking.

Trench Option: would travel along the Metro ROW for its entirety but would be constructed in a recessed concrete trench (open to the sky) for 1.8-miles of the alignment. Existing freight tracks would remain at-grade and be shifted and rebuilt alongside the light rail above the trench. The Trench Option would lessen light rail noise impacts but would still require sound walls to mitigate to a less than significant level, like the Metro ROW Alignment. Freight noise would be mitigated through “quiet zone ready” improvements like the Metro ROW Alignment. The Trench Option fully grade separates light rail from streets with eight under-crossings. This avoids significant long-term noise impacts at 170th Street, eliminates delays to emergency responders at 182nd Street, and avoids shifting freight closer to Breakwater Village, a senior living community adjacent to the ROW between Artesia Blvd and Grant Ave.

Due to extensive excavation, the Trench Option would result in an air quality impact during construction. To avoid major underground utilities that cannot be relocated, the Trench would require deep excavation (between 35-45 feet below ground) in the northern section of Lawndale. This area has a high-water table requiring specialized construction techniques and the installation and operation of permanent sump pumps. Excavation near residential properties while maintaining freight operations would be a slow and complex construction process. The Trench Option has the longest construction period.

Topic Area	Trench Option
Significant & Unavoidable Environmental Impacts	Construction (Short-term): Noise & Vibration; Air quality due to extensive excavation and truck hauling trips Operation (Long-term): Less than significant after mitigation
Other Environmental Concerns	Deep excavation (35-45 feet) to avoid major storm drain and other utilities. High water table requires sump pump. Lengthy construction and major excavation adjacent to homes and freight.
Freight Improvements	Quiet zone ready improvements at eight freight crossings and upgraded trackwork to reduce noise/vibration along corridor and enhance safety.
Ridership & Access	Two rail stations with direct connections to two bus centers New Daily riders: 4,694; Daily project trips: 11,579
Real Estate Needs & Construction Staging	Majority of construction would occur on Metro-owned land. No residential properties would be acquired.
Traffic and parking	No changes to travel lanes or parking.

Hawthorne Option: travels along the western embankment of I-405 before turning onto Hawthorne Blvd and traveling in the center of the street. As part of the technical analysis and design work to support the Draft EIR, the Hawthorne Option was revised to be fully elevated based on engineering and safety analysis. A station would be located near the South Bay Galleria south of Artesia Blvd (instead of the Redondo Beach Transit Center), which is about a half-mile walk for riders transferring between bus to rail.

The Hawthorne Option encroaches into Caltrans ROW along I-405 to avoid acquiring homes. Caltrans also has jurisdiction over sections of Hawthorne Blvd, which is a state highway, serving approximately 70,000 vehicles per day. Many intersections along Hawthorne Blvd are highly congested today with a level of service (LOS) between C to F. Caltrans has not yet approved an encroachment permit and would require Metro to complete federal environmental documentation per the National Environmental Policy Act (NEPA) before Caltrans would consider approval of an encroachment permit. This would add approximately two additional years of planning work. The lack of approval from Caltrans on the Hawthorne Option poses a significant risk to the Project implementation. In addition, Caltrans has requested that Metro consider widening existing travel lanes along Hawthorne Blvd as part of the project, would require acquiring slivers of properties along Hawthorne Blvd. Several major utilities would need to be relocated, including a storm drain in the center of Hawthorne

Blvd and three sets of high-tension overhead power lines that need to be raised. Most of the construction would be staged in the street (Caltrans ROW), reducing roadway capacity, and exacerbating existing traffic congestion with lane closures over the five-to-seven-year construction period. There are approximately 170 businesses that front this section of Hawthorne Blvd, some of which would be impacted permanently due to acquisitions needed to construct and operate the light rail. The Hawthorne Option has the longest planning and construction period.

Topic Area	Hawthorne Option
Significant & Unavoidable Environmental Impacts	Construction (Short-term): Noise and Vibration Operation (Long-term): Less than significant after mitigation
Other Environmental Concerns	Encroachment permit needed from Caltrans, not yet approved. Relocation of a major storm drain and three sets of high-tension power lines Lengthy lane closures during construction along the corridor with 170+ businesses
Freight Improvements	No freight improvements or quiet zone corridor north of 190 th Street.
Ridership & Access	Two rail stations: No connection to Redondo Beach Transit Center New Daily Riders: 5,497 / Daily Project Trips: 15,648
Real Estate Needs & Construction Staging	Largest amount of property needed to construct and operate. Several commercial properties needed to construct and operate Project located adjacent to I-405 and Hawthorne Blvd. No residential properties would be acquired. Potential additional impacts to properties if Caltrans requires lane widening along Hawthorne Blvd. Lane closures during construction.
Traffic and parking	Loss of ~20 parking spaces, changes to median, left turn lanes, signalization, realignment of travel lanes.

170th/182nd Grade Separated Light Rail Alternative (Metro ROW Hybrid): would travel along the Metro ROW for the entire 4.5-mile length and connect to both transit centers. Similar to the ROW alignments, this Alternative would include freight improvements to be “quiet zone ready” along the corridor and add three new walking paths (one in each city). However, instead of at-grade

crossings at 170th and 182nd Street, this Alternative would locate the light rail below street level in two short trenches, which would have multiple benefits: reducing significant long-term light rail bell noise impacts at 170th Street, avoiding delays to emergency responders at 182nd Street, enhancing safety along neighborhood routes to schools, and improving operations. Like the Trench Option, this alignment avoids shifting freight closer to Breakwater Village, a senior living community adjacent to the ROW between Artesia Blvd and Grant Ave, which addresses community concerns. Due to less excavation, this Alignment avoids significant air quality impacts during construction generated by the Trench Option.

Topic Area	170th/182nd Grade Separated Light Rail Alternative (Metro ROW Hybrid)
Significant & Unavoidable Environmental Impacts	Construction (Short-term): Noise and Vibration Operation (Long-term): Less than significant after mitigation
Freight Improvements	Quiet zone ready improvements at eight freight crossings and upgrade freight trackwork to reduce noise/vibration along corridor
Ridership & Access	Two new rail stations with direct connection to both transit centers. New daily riders: 4,694/ Daily project trips: 11,579
Real Estate Needs & Construction Staging	Limited real estate acquisitions north of 190 th Street. Majority of construction would occur on Metro-owned land. No residential properties would be acquired.
Traffic and parking	No changes to travel lanes or parking

High Frequency Bus (HFB) Alternative: would travel with other vehicles on city streets between the Redondo Beach (Marine) Station and Torrance Transit Center with four new stops and 10-minute service during peak periods. As mentioned above, many of these streets are congested with a current level of service between C and F, resulting in slower travel times than rail. Traffic signal priority would be explored pending approval by local agencies (cities and Caltrans). Due to the layout of the street grid, the route would require several turns on various streets to travel southeast, resulting in a less direct travel route and lesser travel time savings. The HFB Alternative would not directly connect to the Redondo Beach Transit Center. Instead, a bus stop would be located along Hawthorne Blvd south of Artesia Blvd near the South Bay Galleria. While the HFB Alternative avoids significant impacts during construction and operations, it does not provide comparable levels of benefits to rail. Rail attracts 65% more

trips and results in 88% greater savings of vehicle miles traveled (VMT) to reduce air pollution and greenhouse gas (GHG) emissions. The bus improvements would not have the same ability to support continued growth in the South Bay as the rail alternatives, putting additional strain on the transportation network and resulting in increased roadway congestion and travel times. For this reason, the High Frequency Bus Alternative does not fully meet the project objectives.

Topic Area	High Frequency Bus Alternative
Significant & Unavoidable Environmental Impacts	Construction (Short-term): Less than significant after mitigation Operation (Long-term): Less than significant after mitigation
Other Environmental Concerns	Low ridership, low capacity, and slower travel times Fails to significantly reduce air pollution and GHG emissions and address climate change
Freight Improvements	Not applicable
Ridership & Access	4 Stops: Inglewood Ave/Manhattan Beach Blvd, Artesia/Hawthorne Blvd (South Bay Galleria), 190 th St/Del Amo Blvd, Torrance Transit Center New Daily riders: 1,248 / Daily project trips: 4,084
Real Estate Needs & Construction Staging	The majority of construction would occur on public streets. Some improvements to bus stops on sidewalks.
Traffic and parking	Potential loss of street parking. Anticipated delays to traffic.

No Project Alternative: assumes no transportation project is implemented to connect the Redondo Beach (Marine) Station to the Torrance Transit Center. The No Project Alternative would be contrary to the historical vision of a rail connection to the South Bay as part of the region's long-term transportation plan, linked to multiple local land use and transportation plans, and which seeks to provide growing travel demand with rapid transportation infrastructure. While the No Project Alternative avoids construction impacts, it fails to address the project need and objectives. No Project would fail to reduce vehicle miles traveled by providing a viable transit alternative to driving. The No Project Alternative would fail to link the two new bus transit centers to the regional rail network. Congestion would continue to worsen, as would air pollution and greenhouse emissions, which contribute to climate change. Climate change contributes to increased energy usage and public health issues around extreme heat. For these reasons, the No Project Alternative results in multiple significant and unavoidable long-term impacts related to transportation, land use, air quality, GHG emissions, and

energy due to potential inconsistencies with the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP)/SCS.

With a No Project Alternative, the South Bay and greater LA region would not receive the following Project benefits:

- Increased mobility: 3.6 million project trips/year
- Expanded access: 1.49 million new riders/year
- Reduced vehicle miles traveled: 19.5 million VMT/year
- Reduced GHG emissions: 2,369.4 MTCO₂e/year

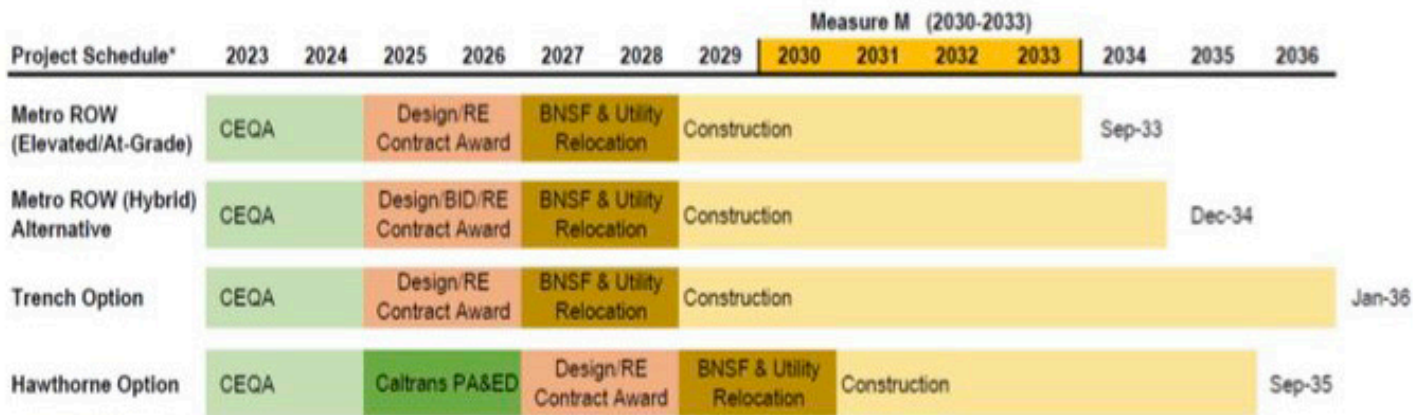
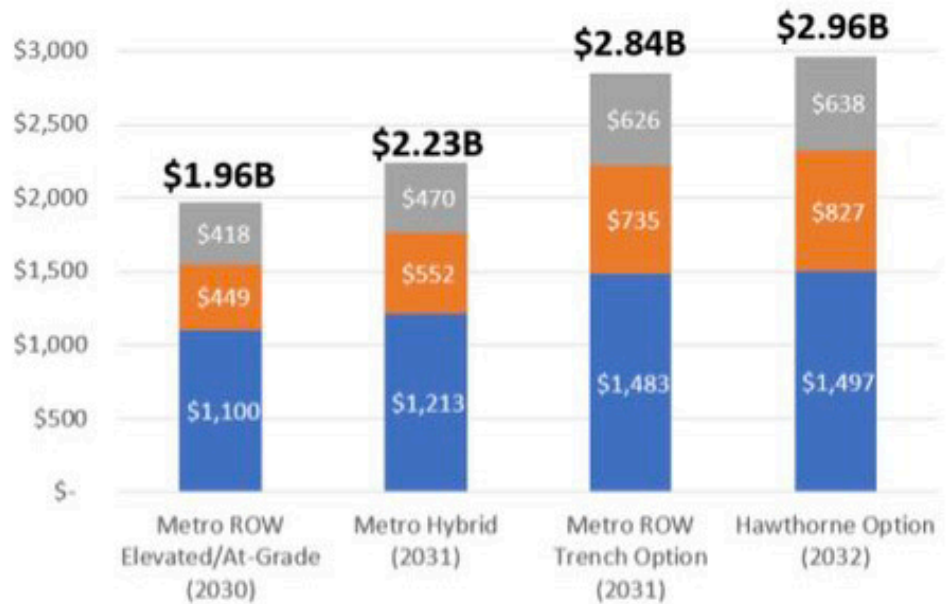
Lastly, the No Project Alternative could result in a loss of the \$231 million TIRCP grant, intended for a transit project.

Topic Area	No Project Alternative
Significant & Unavoidable Environmental Impacts	Construction (Short-term): None Operation (Long-term): Transportation, Land Use and Planning, Air Quality, Greenhouse Gas emissions, Energy
Other Concerns	Fails to increase ridership and attract new riders Fails to reduce vehicle miles traveled Fail to reduce air pollution and GHG emissions, which contribute to climate change, energy use, and heat-related health concerns Fails to connect new transit centers with the regional rail network

Cost Estimates & Construction Schedule

With support from the Metro Early Intervention Team (EIT) and Metro Cost Estimating Department, Metro worked with two firms to prepare and peer review construction cost estimates for the four light rail alignments, following Federal Transit Administration (FTA) guidance for transit projects based on the level of design. The cost estimates include three key components: 1) construction costs in 2022\$ including labor and materials, 2) escalation, and 3) contingency to account for known and unknown project risks. Escalation is tied to the midpoint of construction, based on a preliminary construction schedule (see below), which includes a buffer (25%) between the start of the final design and the start of operations, per FTA guidance. The cost estimates include approximately 30% allocated and 10% unallocated (40% total) contingencies per FTA, given that the project is at 15% design. As the project advances, the cost estimates will be updated, and the recommended contingencies will be revised based on more detailed engineering and risk assessment.

Follows FTA Guidance
Based on 15% Design
Blue= 2022\$ Costs
Orange= Escalation 3.5%
Grey = Contingency (40%)
Escalation is set to midpoint of
construction, which varies by
alignment.



Source: Metro, STV, and Jacobs

Project Funding

The Project has secured local funding from four sources: Measure R, Measure M, a TIRCP grant, and a 3% local match. While Measure M funds escalate over time, Measure R and the TIRCP grant do not. Metro is developing a funding and project sequencing plan to address the funding gap.

Funding Sources	Funding Amount (Millions)	Estimate in 2031\$ (Millions)
Measure R (2008)	\$272	\$272
Measure M (2015)	\$619	\$993*
TIRCP Grant (2018)	\$231	\$231
3% Local Match Requirement	\$59	\$59
Total		\$1.55B*

*3% annual escalation used for calculation. Actual funding amount for Measure M will depend on when Measure M is expended and the actual increase in sales tax.

NEXT STEPS

Based on the input on the Draft EIR, the benefits the Project brings to the South Bay as historically documented and advocated for, and the results of recent public polling data, Metro staff will return to the Metro Board in September for a receive and file presentation and in October to recommend a preferred alignment to consider as the LPA.

ATTACHMENTS

Attachment A – Project Maps

Attachment B – Spring 2023 Community Poll

Support for C-Line (Green) Extension to Torrance: Right of Way Elevated/At-Grade

Please add your name to affirm your support for keeping Metro off Hawthorne boulevard and on the Right of Way.

Not shared

* Indicates required question

Used to only say
at grade for
public comment
period



Please sign here (first name, last name) to affirm your support the
Proposed Project: Metro Light Rail on Right-of-Way: Elevated/At-Grade

Your answer

Please add your affiliation (example - Resident, business, organization,
elected official, etc.)

Your answer

If you would like to be updated about this project in the future, please add
your phone number or email address.

Your answer

Would you like to leave any comments regarding this project?

Your answer