



# Administrative Report

---

N.1., File # 23-6794

Meeting Date: 9/19/2023

---

**To:** MAYOR AND CITY COUNCIL  
**From:** TED SEMAAN, PUBLIC WORKS DIRECTOR

## **TITLE**

DISCUSSION AND POSSIBLE ACTION ON THE CITY'S POSITION ON THE PROPOSED LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (METRO) C (GREEN) LINE EXTENSION TO TORRANCE PROJECT AND THE CONTRIBUTION OF FUNDS FOR CHARTERING A BUS TO THE OCTOBER 26, 2023 METRO BOARD MEETING

## **EXECUTIVE SUMMARY**

The City Council approved an official comment letter on the proposed LA County Metro Green Line Extension Project on March 21, 2023, which was subsequently emailed to Metro staff on March 22, 2023. The letter included detailed input from the City Council, the Planning and Public Works & Sustainability Commissions, along with resident feedback regarding the Draft Environmental Impact Report (DEIR) issued on January 26, 2023. The link to the DEIR is included in this report, and the official comment letter is attached for reference.

Since the City Council's last action regarding the project, Metro has 1) finalized the DEIR comment period, in which it received over 2,200 comments from 1,879 individuals, 2) released updated project funding estimates, and 3) added/described the "High Frequency Bus" (HFB) and "No Build" Project Alternatives. This information is included in Metro Staff's latest working draft project updates and is summarized in the attached PowerPoint presentation dated August 2, 2023.

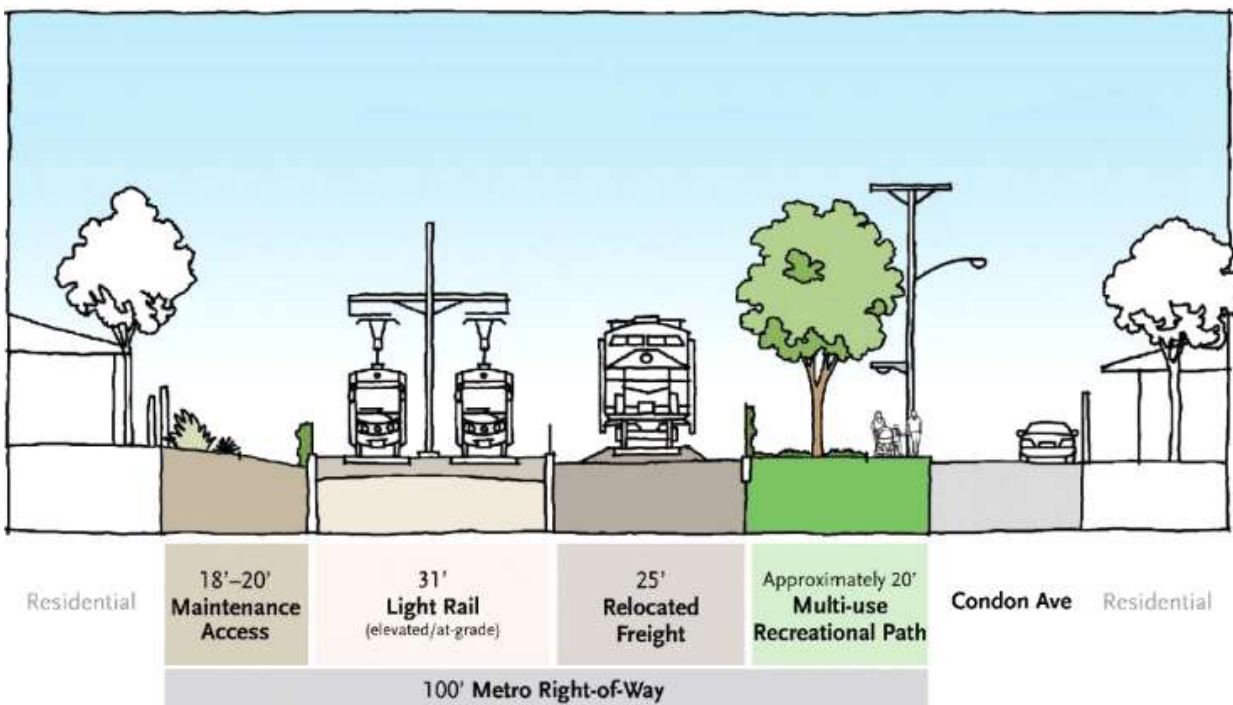
Metro Staff is scheduled to present a project update to the Metro Planning and Programming Committee on Wednesday, September 20<sup>th</sup>, at 1:00 PM and to the Executive Management Committee on Thursday, September 21<sup>st</sup>, at 11:00 AM. As outlined in the attached "Metro C Line Extension on the Agenda at the September and October Board Meetings" email dated September 13, 2023, both Committee meetings are "Receive & File" project updates where "no Committee action will be taken". Metro staff is also tentatively scheduled to present their recommendation of the Locally Preferred Alternative (LPA), which has yet to be identified, to the Metro Board on October 26<sup>th</sup>, at 10:00 AM.

In light of this new information, this item provides the City Council an opportunity to further discuss and potentially prepare subsequent comments on the Metro C (Green) Line Extension to Torrance Project and to consider contributing funds towards the chartering of a bus (estimated to cost between \$1,600 and \$2,600) to help residents attend at the October 26th Metro Board meeting.

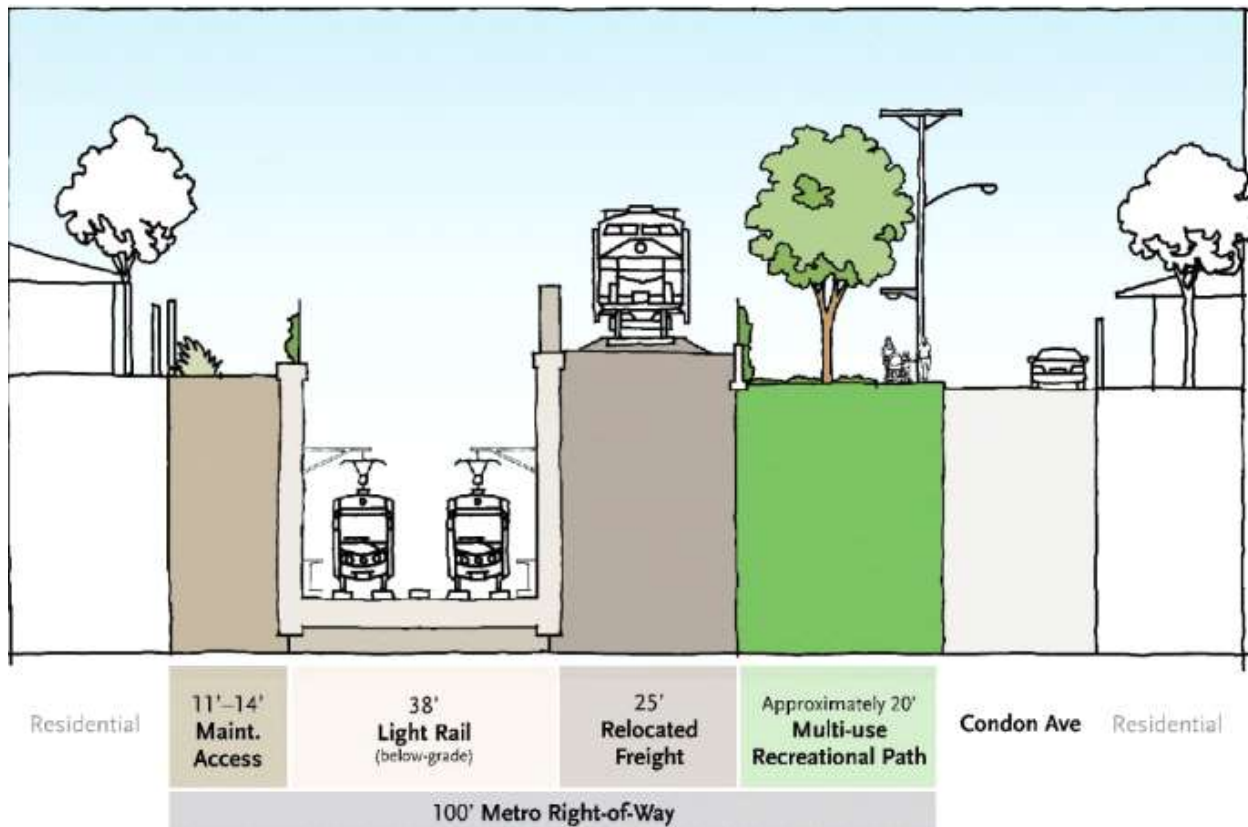
## **BACKGROUND**

The DEIR for the Metro C Line Extension was issued on January 26, 2023, and the project consists of extending the Metro C Line approximately 4.5 miles south of the current terminus at the Redondo Beach Green Line Station on Marine Avenue. Two new stations are proposed: Redondo Beach Station (at either the newly constructed Redondo Beach Transit Center or the Hawthorne Boulevard at the South Bay Galleria location depending on the alignment selected), both of which would connect to the existing rail alignment at Hawthorne Boulevard and 190<sup>th</sup> Street, and the Mary K. Giordano Regional Transit Center (Torrance Transit Center) in Torrance. Three options along two alignments were originally studied, which are summarized below. (Note: Metro has not identified a recommended preference at this time.) The options are:

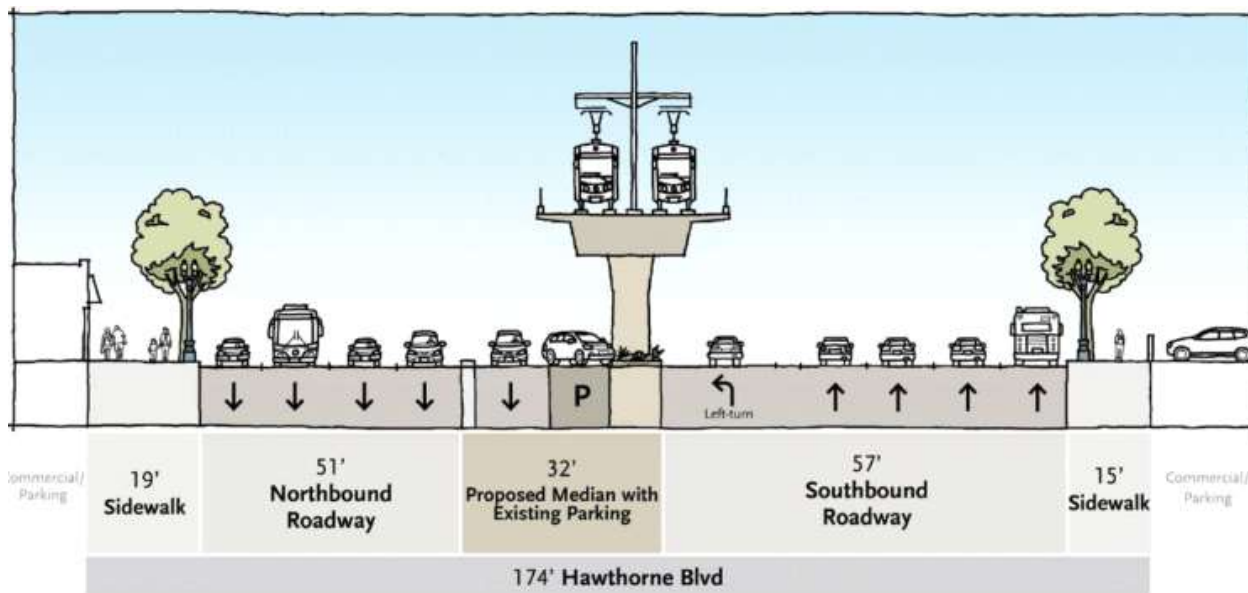
- Right of Way at Grade Option (this is referred to as the “Proposed Project” because it was the originally studied route, not due to preference)



- Right of Way Trench Option



- Hawthorne Elevated Option



In addition to the three original options, the DEIR presented other alternatives:

- 170th/182nd Grade Separated Alternative

- High Frequency Bus (HFB) Alternative; and
- No Build - No Project Alternative

The 170<sup>th</sup>/182<sup>nd</sup> Grade Separated Alternative is similar to the at grade option yet dropped to a grade separation trench at these two crossing streets.

The HFB alternative is the environmentally superior alternative, per Metro’s analysis, as it would avoid or reduce impacts to less than significant level. However, this alternative would not realize the same level of benefits in trying to reach the project objectives. Bus travel time with the HFB Alternative would be 25 minutes along the extension compared to 7 minutes along light rail.

Also per Metro, the No Build - No Project Alternative, while an option, is inconsistent with local and regional multi-modal transportation plans for light rail, and could lead to the loss of opportunity for future rail in the South Bay, and carries the potential loss of \$231M in Transit and Intercity Rail Capital Program (TIRCP) Grant funds.

The table below shows estimated costs, as developed by Metro, for the first three options.

<b>Metro C Line Extension Options</b>	<b>Estimated Cost (includes escalation 3.5%)</b>	<b>Estimated Completion Date</b>
Proposed Project (ROW at Grade)	\$1.96 Billion	2033
ROW Trench	\$2.84 Billion	2036
Hawthorne Elevated	\$2.96 Billion	2035

The following table illustrates the estimated project funding secured by 2031, showing total secured funding of \$1.55 Billion in 2031. This total represents a \$1.41 Billion funding shortfall for the Hawthorne Elevated option. The least expensive option, ROW at Grade, still projects a \$410M funding shortfall. Additional funding would need to be identified with any of the potential options. In addition, there is a three percent (3%) local contribution that is required for all cities in which a new transit station is proposed. The proportional share of the 3% local funding is based on centerline track miles in each city. Staff is still working with Metro to determine what that local contribution would be for the various alignments and any credits that the City may obtain due to in-kind projects, staff time, and other contributions.

<b>Funding Sources Secured</b>	<b>Funding Amount</b>
Measure R (2008)	\$272 million
Measure M (2015) <sup>1</sup>	\$619 million
TIRCP Grant (2018)	\$231 million
3% Local Match Requirement <sup>2</sup>	\$59 million
<b>Total</b>	<b>\$1.18 billion</b>
<b>Total Escalated to 2031 (mid-point of construction)</b>	<b>\$1.55 billion</b>

<sup>1</sup> Actual funding amount from Measure M will depend on when Measure M is expended and the actual level of sales tax collected.

<sup>2</sup> Current estimate is based on 15% design for Metro ROW Elevated/At-Grade. Local contribution to be established at 30% design.

In response to the initial release of the DEIR, the City Council approved an official comment letter on

March 21, 2023, which was emailed to Metro staff on March 22, 2023. The letter (see attached) included detailed input from the City Council, the Planning and Public Works & Sustainability Commissions, along with feedback from the public.

During the comment period Metro received over 2,200 comments (1,879 regarding alignment preferences). Metro’s assessment of the comments received is summarized in the matrix below, identifying the support for each alternative.

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

The cities of Lawndale and Torrance are the two other South Bay cities impacted by the proposed alignment alternatives. The Torrance City Council tasked its Transportation Committee to consider the alternatives and recommend a preferred alignment to their City Council. The City Council was tentatively scheduled to review and consider the recommendation of their Transportation Subcommittee at the September 26<sup>th</sup> City Council meeting. It is staff’s understanding that the matter has now been rescheduled for the Council’s October 24<sup>th</sup> meeting.

Metro Staff is scheduled to present a project update to the Metro Planning and Programming Committee on September 20<sup>th</sup> at 1:00 PM and to the Executive Management Committee on September 21<sup>st</sup> at 11:00 AM. Metro Staff is tentatively scheduled to present their recommendation, which is not yet identified, to the Metro Board for the Locally Preferred Alternative (LPA) on October 26<sup>th</sup> at 10:00 AM.

Staff contacted charter bus companies and received costs between \$1,600 and \$2,600 to charter a 49-passenger bus between the hours of 8:00 AM and 3:00 PM to deliver community members to the October 26<sup>th</sup> Metro Board meeting. The reservations can be made online with agreed upon pick-up and drop-off locations. In order for the Council to provide financial support for the charter bus, an allocation from the Mayor and City Council’s annual operating budget would be required. If approved, staff would work with community members to determine the pick-up and drop-off locations along with establishing a process for residents to reserve a spot on the bus.

**COORDINATION**

The report and draft letter have been coordinated with the Community Development Department, the Public Works Department, and the City Manager’s Office.

**FISCAL IMPACT**

The cost to charter a 49-passenger bus to the Metro Board meeting is between \$1,600 and \$2,600.

Funding for the bus could be provided from the Mayor and City Council's annual special department supplies budget.

**APPROVED BY:**

*Mike Witzansky, City Manager*

**ATTACHMENTS**

- Official Comment Letter and Attachments from City of Redondo Beach for Metro C Line Extension, March 22, 2023
- Metro PowerPoint, August 2, 2023
- City Council Administrative Report, March 21, 2023
- Metro C Line Committee Meetings Update Email, September 13, 2023

**LINKS**

- The DEIR can be accessed via this link:  
[C Line \(Green\) Extension to Torrance - LA Metro <https://www.metro.net/projects/green-line-extension/>](https://www.metro.net/projects/green-line-extension/)