

Final EIR

Metro has prepared a Final EIR for the C Line Extension to Torrance Project in accordance with CEQA guidelines.

The Final EIR includes the following key components:

- > Description of LPA (Hybrid Alternative)
- > Design Refinements
- > Corrections & Additions
- > Responses to Public Comments

To view the Final EIR and learn more about the project, visit metro.net/clineext or scan the QR code.



What's Next

The Final EIR is now available. Metro encourages community members to read the Final EIR and share input on the Project with the Metro Board to inform project next steps. Metro anticipates bringing the Final EIR before the Metro Board at a public Metro Board meeting this fall 2025, where the Board will consider certification of the Final EIR and full project approval. All feedback received will be compiled and presented to the Board before this meeting. To receive updates on the project and future Metro Board meeting, please sign up to our project contact list at greenlineextension@metro.net.

The public will have other opportunities to provide input as ongoing community involvement is vital throughout the environmental process. Please visit the project StoryMap for additional information at bit.ly/cletstory or scan the code.



Project Timeline



ONGOING PUBLIC PARTICIPATION

CONTACT US

Please use the following contact tools to access more project information, ask a question or provide comments:

- Metro
One Gateway Plaza, MS 99-22-3
Los Angeles, CA 90012
- 213.922.4004
- greenlineextension@metro.net
- metro.net/clineext
- [@metrolosangeles](https://twitter.com/metrolosangeles)
- [losangelesmetro](https://www.facebook.com/losangelesmetro)

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Next stop: more rail in the South Bay.

C LINE EXTENSION TO TORRANCE Fact Sheet



C LINE (GREEN) EXTENSION TO TORRANCE TRANSIT PROJECT STUDY AREA

Metro Rail & Busway

metro.net



Metro has released the Final Environmental Impact Report (EIR) for the C Line (Green) Extension to Torrance Project. The Final EIR evaluates the proposed light rail project and its potential environmental impacts in accordance with the California Environmental Quality Act (CEQA). It includes responses to more than 2,000 public comments received during the Draft EIR review period and design refinements, as well as clarifications, corrections, and revisions to the Draft EIR.

Project Benefits

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 annual 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, greenhouse gas emissions and regional energy use.

Overview

Metro has plans to connect more of the South Bay by extending the C Line from the Redondo Beach (Marine) Station to the new Torrance Transit Center, which would bring light rail to the area. This extension would run as the southern part of the K Line with direct access to LAX and would support between 11,500 to 15,600 daily transit trips making it easier for residents to travel to and from the South Bay.

Project at a Glance

The 4.5-mile C Line Extension will travel through Lawndale, Redondo Beach, and Torrance and add two new light rail stations from the existing Metro Redondo Beach (Marine) Station to the new Torrance Transit Center to better serve the South Bay. The project is funded by Measure M and R, as well

as a state grant through the Transit and Intercity Rail Capital Program (TIRCP).

Project Description

Prior to the release of the Final EIR, Metro prepared a Draft Environmental Impact Report (EIR) to evaluate the light rail project, which would travel along segments of the Metro-owned Harbor Subdivision freight corridor (Metro ROW) and the potential for environmental impacts per California Environmental Quality Act (CEQA), which can be found on the project website.

The Hybrid Alternative (referred to as the 170th/182nd Grade Separated Light Rail Alternative in the Draft EIR) was selected as the Locally Preferred Alternative (LPA) by the Metro Board of Directors in May 2024 based on findings from the Draft EIR, public comments made during the comment period, technical analysis, stakeholder input, and other factors such as ridership and project objectives. The Hybrid Alternative uses the Metro-owned ROW to balance transit efficiency, connectivity, and community concerns through detailed studies and mitigation efforts including grade separations at all street crossings, freight improvements to enhance safety, new walking paths where sidewalks are lacking today, and sound walls to mitigate noise and vibration. The alignment incorporates two new stations in Redondo Beach and Torrance that connect to local bus centers, enhancing transit in the South Bay.

The Final EIR describes the Locally Preferred Alternative and includes clarifications, corrections, and revisions to the Draft EIR based on design refinements, additional or refined analysis, public comments and community input and the Metro Board's selection of the LPA.

The Measure M schedule identifies an opening date between 2030–2033. However, depending on the final alignment to be approved by the Metro Board, funding, and project delivery methods, the construction schedule could take longer.