



C LINE EXTENSION TO TORRANCE

Frequently Asked Questions on Final EIR & Project Next Steps

What is the C Line Extension to Torrance Project?

The project would extend light rail into the South Bay from the existing Redondo Beach (Marine) Station approximately 4.5 miles south to the Mary K. Giordano Transit Center in Torrance off Crenshaw Boulevard just south of Del Amo Boulevard. The project would travel through the cities of Lawndale, Redondo Beach, and Torrance and would include two new rail stations. 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 new riders to the Metro system per year
- > Generate over 15,000 jobs
- > 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 vehicle miles traveled (VMT), greenhouse gas emissions, and regional energy use.

Would the C Line Extension project become part of the K Line?

Yes, this project would operate as the K Line. In Fall 2024, Metro adjusted the operating patterns for the Metro C and K Lines in anticipation of the rail connection to LAX, which opened in June 2025. Both the Metro C and K Lines now directly connect to the airport at the new LAX/Metro Transit Center Station. The K Line operates north/south between the E Line and the Redondo Beach (Marine Station), while the C Line operates east/west between Norwalk and LAX.

This project would extend the K Line further into the South Bay, with a new terminus in Torrance.

What planning stage is the project in?

Metro is leading the environmental review process under the California Environmental Quality Act (CEQA). This process began in early 2021, and the Draft Environmental Impact Report (EIR) was released for public comment in January 2023. In May 2024, the Metro Board of Directors (Metro Board) selected the Hybrid Alternative as the Locally Preferred Alternative (LPA) and directed staff to prepare the Final EIR, further develop information to support responses to public comments on the ROW and Hawthorne alignments, and refine cost estimates and a funding strategy for the LPA. The benefits of the LPA are discussed in the May 2024 Board Report (2024-0272).

What is the Locally Preferred Alternative (LPA)?

The Draft EIR evaluated three light rail alignment options, along with two project alternatives under CEQA intended to reduce or avoid potential impacts, as well as a No Project Alternative. In May 2024, the Metro Board selected the 170th/182nd Grade-Separated Light Rail Transit Alternative—referred to in other Metro materials as the Hybrid Alternative—as the LPA for ongoing planning and design, such as advancing preliminary engineering. All alignment options evaluated in the Draft EIR remain under consideration pending completion of the environmental review process. The final decision on the project will not be made until after the Final EIR is issued and the Metro Board holds a final public meeting on whether to certify the Final EIR and approve the project, including any of the options or alternatives evaluated in the EIR.



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Was the LPA studied in the Draft EIR?

Yes, the Hybrid Alternative was evaluated in Chapter 4 (Evaluation of Alternatives) of the Draft EIR, called the 170th/182nd Grade-Separated Light Rail Transit Alternative, as a potentially feasible alternative that would meet most of the project objectives while substantially reducing or eliminating significant noise impacts associated with the Elevated/At-Grade Metro ROW Alignment. By incorporating two under-crossings (short trenches) to grade separate light rail along the Metro ROW at 170th & 182nd Streets, the Hybrid Alternative, with mitigation, would eliminate a significant and unavoidable operational noise impact identified for the Elevated/At-Grade Metro ROW Alignment.

How will the Project respond to the Metro Board motion from May 2024?

In May 2024, the Metro Board of Directors approved the staff recommendation to select the Hybrid Alternative as the LPA and provided additional direction to guide the next steps in the environmental review process. Key aspects of the motion directing this included:

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

Metro staff have continued the EIR process and have released the Final EIR, which includes responses to all public comments received during the Draft EIR public review period that raised significant environmental issues, as required by CEQA. Consistent with the May 2024 Board direction, the Final EIR also includes responses to comments specifically related to the ROW and Hawthorne Boulevard alignments. Metro has also published an updated summary of refined cost estimates for the alignments studied in the Draft EIR and will present an updated funding plan to the Metro Board. For more information on the analysis and to view your comments, visit the project website at metro.net/clineext.

What alignments are studied in the Final EIR?

The Final EIR includes all alignment options and alternatives evaluated in the Draft EIR. It also reflects design refinements since the Draft EIR was published. These design refinements are described in the Final EIR, along with updates and revisions to the environmental analysis, where applicable. However, no alignment options or alternatives have been eliminated from consideration, and all remain under evaluation in the Final EIR. The alignment options and alternatives evaluated include:

- > Elevated/At-Grade Metro ROW Alignment (identified as the Proposed Project in the Draft EIR)
- > Trench Option
- > Hawthorne Option
- > Hybrid Alternative / LPA (identified as the 170th/ 182nd Grade-Separated Light Rail Transit Alternative in the Draft EIR)
- > High Frequency Bus Alternative
- > No Project Alternative





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What types of environmental impacts are evaluated in the EIR?

The Draft EIR describes the alignment options and project alternatives, identifies potential environmental impacts, and proposes mitigation measures to reduce or avoid significant impacts. The Final EIR includes clarifications, corrections, and revisions to the Draft EIR, where appropriate, consistent with CEQA requirements. These changes do not constitute significant new information that would trigger recirculation under CEQA. Environmental topics studied in the Draft EIR include:

- > Transportation
- > Land Use and Planning
- > Aesthetics
- > Air Quality
- > Greenhouse Gas Emissions
- > Noise and Vibration
- > Biological Resources
- > Geology, Soils and Paleontological Resources
- > Hazards and Hazardous Materials
- > Hydrology and Water Quality
- > Utilities and Service Systems
- > Energy Resources
- > Cultural Resources
- > Tribal Cultural Resources
- > Public Services

What type of information is included in the Final Environmental Impact Report (EIR)?

The Final EIR 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 Final EIR also includes individual responses to more than 2,000 public comments received during the Draft EIR review period, consistent with CEQA requirements. The Final EIR can be accessed on the Metro project website at www.metro.net/clineext.

How is the Final EIR organized? What elements are included?

The Final EIR includes the following key components:

- > Description of the project's history and background including its importance for communities in Los Angeles County
- > Description of LPA (Hybrid Alternative)
- > Design Refinements
- > Environmental Impact Analysis of the Design Refinements
- > Corrections & Additions to the Draft EIR
- > Responses to Comments Received on the Draft EIR
- > Summary of Public Notifications & Engagement

Accompanying the Final EIR is the Mitigation Monitoring and Reporting Program (MMRP), which describes how Metro would implement the mitigation measures described in the Final EIR. Metro has also refined cost estimates and real estate needs, which are summarized in separate but related reports available on the project website.



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Where can I find responses to my comments on the Draft EIR?

Chapter 5 of the Final EIR includes responses to all comments on the Draft EIR received during the public comment period. Each comment has been assigned a number, which corresponds to a written response. Comments and responses are organized by commenter type (e.g. agencies, businesses, individuals, public hearings). Copies of all comments submitted on the Draft EIR are included in the Appendix for reference.

Can I provide input after the Final EIR is released?

Yes. While CEQA does not provide a public comment period on the Final EIR, members of the public may share input with the Metro Board before it considers whether to certify the Final EIR and approve the project. Input received after the Final EIR is released will be compiled and shared with the Metro Board as part of the public record. Members of the public may provide input through the following channels:

- > **Email:** greenlineextension@metro.net
- > **Mail:** Metro, One Gateway Plaza, MS 99-22-3, Los Angeles, CA 90012
- > **Voicemail:** 213.922.4004
- > **Public Comment:** Attend the Metro Board meeting at which the Final EIR and project approval will be considered.

When will the Metro Board consider certification of the Final EIR?

It is anticipated that the Metro Board will consider certification of the Final EIR and project approval at a Metro Board Meeting in fall 2025.



How do I attend the Metro Board meeting on the Final EIR?

Metro will provide public notice of the Metro Board meeting at which the Metro Board will consider whether to certify the Final EIR and approve the project. Metro Board meetings can be attended in person at Metro Headquarters, One Gateway Plaza, Los Angeles, CA 90012, located on the corner of Cesar E. Chavez Ave. and Vignes Street. The meeting will also be streamed online on the [Metro Board's webpage](#).

How can I make comments at the Metro Board meeting?

There are multiple ways to provide public comments at the Metro Board meeting:

- > **In-person:** If you wish to address the Board in-person, please sign up for public comment using the tablets available in the lobby at the Metro Headquarters before 9:45 a.m. on the day of the meeting. Comments will be taken as each agenda item is considered.
- > **By phone:** Call-in instructions to submit public comments by phone will be posted the evening before the Metro Board meeting on the same page where the meeting is live streamed.
- > **Speaking time:** Whether commenting in person or by phone, each speaker will be allotted one minute.
- > **Written comments:** You may also submit written comments in advance of the meeting by:
 - **Emailing:** boardclerk@metro.net
 - **Mailing:** Office of Board Administration, One Gateway Plaza, MS: 99-3-1, Los Angeles, CA 90012
 - **Note:** Mailed comments must be received by 5:00 p.m. on the day prior to the meeting.



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What does it mean to certify the Final EIR?

As the decision-making body of the Lead Agency under CEQA, the Metro Board is responsible for certifying the Final EIR and considering project approval. By certifying the Final EIR, the Metro Board affirms that the document has been completed in compliance with CEQA, that the Final EIR was presented to and considered by the Metro Board prior to project approval, and that the Final EIR reflects Metro’s independent judgment and analysis.

Following certification, and if the Metro Board approves the project, Metro would file a notice of determination (NOD) with the Los Angeles County Clerk’s Office and the California State Clearinghouse (SCH) within five working days of the Metro Board’s action. Filing the NOD marks the formal completion of the CEQA review process and starts the 30-calendar-day statute of limitations for legal challenges to the project approval under CEQA.

What are the next steps for the project if the Metro Board certifies the Final EIR and approves the project?

Following completion of environmental review, Metro would advance design for the Project and continue coordination with the following near-term activities:

- > Assist with First/Last Mile (FLM) Planning: Metro would assist cities in engaging communities and planning for enhanced connections to and from the future transit stations to improve access for people of all ages and abilities.
- > Develop cooperative agreements: Metro would coordinate with cities, agencies, and other third parties to establish terms for how construction would proceed.

- > Pursue funding opportunities: Metro would continue to identify and pursue funding sources to close the gap between current cost estimates and secured funding.
- > Conduct ground investigations: The project team would gather additional data about existing site conditions along the alignment to support engineering and construction planning. This could include potholing (digging holes to confirm exact utility locations), borings, and trenches to characterize precise soil conditions.
- > Advance engineering and design: Metro would further advance and hone the project design, working with local jurisdictions, property owners, and utility providers to coordinate implementation and minimize disruptions. This also includes updating cost estimates upon completion of 30% design and conducting value engineering.
- > Prepare delivery approach: Metro would prepare an implementation approach for construction based on the project scope and funding available.
- > Continue public outreach: Metro would keep the public informed about project milestones and next steps.

Following completion of 30% design, Metro would return to the Metro Board to consider taking action on the project delivery method and construction timeframe.