K LINE EXTENSION TO TORRANCE
Frequently Asked Questions

What is the K Line Extension to Torrance Project?

The Project will extend light rail into the South Bay from the existing Redondo Beach (Marine) Station approximately 4.7 miles south to the Mary K. Giordano Transit Center in Torrance. The Project will travel through the cities of Lawndale, Redondo Beach, and Torrance and includes two new rail stations, including the South Bay Galleria Station and Torrance Transit Center. By providing a fast, frequent and reliable transit option to the South Bay, the Project will improve environmental and economic outcomes across LA County and:

> Expand access to opportunities with over 4.9 million Project boardings per year.

> Attract over 1.7 million annual new riders to the Metro system.

> Generate over 15,000 jobs (8,600 construction and 6,400 non-construction).

> Support economic development by generating $16.2B in regional gross domestic product (GDP) growth over a 20-year operating period.

> Connect to the Metro C and E Lines on the expanding rail network and the Torrance Transit Center, a regional bus hub.

> Help address climate change by shifting drivers to transit and reducing auto travel, greenhouse gas emissions and regional energy use.

> Reduce travel times across the region with a 19-minute trip from the Torrance Transit Center to LAX.

Why is the Project now called the K Line Extension to Torrance?

The Project was previously called the C (Green) Line Extension to Torrance as it planned to extend the C Line further south to Torrance. In fall 2024, Metro adjusted the operating patterns for the Metro C and K Lines in anticipation of the rail connection to LAX at the Metro Transit Center (MTC), which opened in June 2025.

The K Line operates north/south between the E Line and the South Bay, while the C Line now operates east/west between Norwalk and LAX. This Project will operate as part of the K Line with two new stations in the South Bay.

What stage is the Project in?

The Project is advancing design and engineering, following completion of the environmental review process under the California Environmental Quality Act (CEQA), certification of the Final Environmental Impact Report (EIR) and project approval by the Metro Board of Directors (Metro Board) in January 2026.

What is the approved Project route?

As part of project approval, the Metro Board selected the Hawthorne Option, evaluated in the EIR, as the approved alignment (route) for the K Line Extension to Torrance Project. The Project alignment extends the K Line south of the existing Redondo Beach (Marine) Station in an elevated guideway. It leaves the Metro/BNSF shared right-of-way (ROW) to run along Interstate 405 (I-405), then turns onto Hawthorne Boulevard near 162nd Street to travel in the center median of the street before rejoining the Metro/BNSF shared ROW south of 190th Street and terminating at the Torrance Transit Center.

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Where are the planned stations?

The Project includes two new stations. An elevated station will be located in the median of Hawthorne Boulevard, adjacent to the South Bay Galleria with easy access to neighborhoods in Lawndale, Redondo Beach and Torrance. A new terminus station would be adjacent to the Torrance Transit Center to provide easy bus-to-rail connections as well as access to parking and other multi-modal connections.

What factors were considered by the Metro Board to select the Hawthorne Option as the final Project alignment?

The decision was informed by extensive technical analysis, environmental review conducted under CEQA, Project benefits and objectives, cost and funding, stakeholder coordination, public comments and community input received throughout the planning process.

The Metro Board selected the Hawthorne Option based on its strong ridership, access to the South Bay Galleria and Hawthorne Boulevard commercial corridor, and to directly address community feedback.

What other actions did the Metro Board take?

As part of project approval, the Metro Board approved a motion directing staff to:

> Evaluate access to South Bay Galleria Station including a potential pedestrian bridge or crossing improvements.

> Expand Metro's construction mitigation programs and analysis of construction impacts to businesses, including a Business Interruption Fund, Eat, Shop & Play, and a Business Solutions Center.

> Prioritize the Project for inclusion in a Pilot Investment Fund to maximize businesses preservation after construction.

> Continue to refine the Project including additional analysis, value engineering, and identification of pre-construction and early works activities to reduce Project cost.

> Continue to pursue state and local funding.

> Track progress on Caltrans Director's Transit Priority Policy and relinquishment of Hawthorne Blvd to Redondo Beach and Torrance.

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What are the next steps for the Project?

Metro will advance engineering and design for the Project and continue coordination with the following near-term activities:

> Continue public outreach: Metro will keep the public informed about Project milestones and next steps.

> Conduct ground investigations: The Project team will gather additional data about existing site conditions to support engineering and construction planning.

> Advance engineering and design: Metro will 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.

> Complete additional environmental analysis: Metro will prepare additional environmental analysis to support project approvals and permits with third parties.

> Develop cooperative agreements: Metro will coordinate with cities, agencies, and other third parties to establish terms for how construction would proceed.

> Assist with First/Last Mile (FLM) Planning: Metro will 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.

> Pursue funding opportunities: Metro will continue to identify and pursue funding sources to close the gap between current cost estimates and secured funding.

> Prepare delivery approach: Metro will prepare an implementation approach for construction based on the Project scope and funding available. This will include evaluation of phasing and/or early works activities to reduce impacts to cost and schedule and deliver community benefits.

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

What type of field work will occur during Preliminary Engineering?

Field investigations may include land surveying, identifying utilities within the Project area, taking soil samples and measurements to understand conditions beneath the ground surface through potholing (or drilling small holes), traffic and roadway assessments, and other site evaluations. Most activities will be temporary and localized. Metro will notify affected property owners, businesses, and residents in advance of work occurring near their properties and will coordinate with corridor cities throughout the process.

What is First/Last Mile Planning?

First/Last Mile Planning focuses on improving how people travel to and from transit stations. Metro will work with local cities, CBOs, and the community to identify opportunities to make it easier, safer, and more convenient for people to access stations whether they walk, bike, roll, take transit, or drive.

The planning effort will result in a list of priority FLM improvements, which may include enhanced sidewalks, crosswalks, bike facilities, bus connections, wayfinding, lighting, and other access improvements near stations. Metro will work closely with the public to identify priorities and develop recommendations that reflect community needs.

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How will Metro engage with the community during this phase of work?

Community involvement will continue to be an important part of the K Line Extension to Torrance as the Project advances through design and engineering. Metro will continue working closely with corridor cities, community-based organizations (CBOs), local businesses, stakeholders, and residents to share Project information and gather feedback.

Engagement activities may include community events, pop-up outreach, transit rider intercepts, and Project newsletters and videos.

Community members can stay informed by signing up for updates at **metro.net/KLET**, visiting the Project website and StoryMap at **bit.ly/kletstorymap**, and participating in future engagement opportunities.

What is the Project schedule?

Metro anticipates the next stage of work to complete preliminary engineering and related activities to prepare for construction will extend from 2026 to 2028. Following completion of 30% design, Metro will bring a recommendation before the Metro Board for construction.

Based on early engineering completed during the environmental review process, Metro anticipates the Project could open for revenue service in late 2036, pending funding availability.

As design advances, Metro will continue to refine Project schedules, costs and delivery strategies, and evaluate opportunities for phased implementation and early works activities to deliver community benefits and reduce cost/ schedule impacts.

We Are Here

WINTER 2021	EARLY 2023 - SUMMER 2025	WINTER 2026	2026 - 2028	2029-2036
CEQA Process Started	Draft and Final Environmental Impact Reports	Certification of Final EIR & Project Approval	Preliminary Engineering, Field Investigations and First/Last Mile Planning and Procurement	Final Design and Construction; Revenue Service in Late 2036, Pending Funding Availability

ONGOING PUBLIC PARTICIPATION

Where can I find more information on the Project?

Project studies and documents are available on the Project website at **metro.net/KLET**, as well as an interactive platform called PlanEngage at **us.planengage.com/clineextension** to make it easier for the public to navigate documents.

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