



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).
- > 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.

What is the name of the Metro 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 LAX 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 now operates east/west between Norwalk and LAX.

The Project was previously called the C (Green) Line Extension to Torrance. Moving forward, it is called the K Line Extension to Torrance, and will extend the K Line further into the South Bay with a new terminus station at the Torrance Transit Center.

What is the Project route?

The Metro Board selected the Hawthorne Option as the approved alignment (route) for the K Line Extension to Torrance Project in January 2026. The Project alignment extends the K Line south of the existing Redondo Beach (Marine) Station. 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. The Project alignment will be fully grade-separated from all roadways. A station will be located in the median of Hawthorne Boulevard, adjacent to the South Bay Galleria. South of 190th Street, the alignment turns southeast to run in the Metro/BNSF shared ROW, terminating with a station next to the Torrance Transit Center.



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How did the Metro Board decide on the Hawthorne Option as the final Project alignment?

The Metro Board of Directors selected the Hawthorne Option as part of Project approval and certification of the Final EIR. The decision was informed by extensive technical analysis, environmental review conducted under the California Environmental Quality Act (CEQA), stakeholder coordination, public comments, and community input received throughout the planning process. The Draft EIR evaluated multiple alignment options, Project alternatives, and a No Project Alternative to assess potential environmental impacts, operational considerations, ridership, connectivity, and Project objectives.

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 project for inclusion in Pilot Investment Fund to maximize businesses preservation after construction.
- > Continue to refine project including additional analysis, value engineering, and identification of pre-construction and earlyworks 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.

What stage is the Project in?

With Project approval now in place, Metro is advancing the Project into the next phase of design and engineering, including refining engineering plans, coordinating with partner agencies and corridor cities, advancing First/Last Mile improvements, pursuing funding opportunities, and identifying potential phasing and early works construction activities to minimize Project risks and manage cost and schedule impacts.

The K Line Extension to Torrance Project has completed the environmental review process under the California Environmental Quality Act (CEQA). Metro released the Draft Environmental Impact Report (EIR) for public review in January 2023 to evaluate the proposed Project, potential environmental impacts, mitigation measures, and project alternatives. Following extensive technical analysis, stakeholder coordination, and community input throughout the environmental review process, the Metro Board of Directors certified the Final EIR and approved the Project on January 22, 2026, and selected the Hawthorne Option as the Project alignment.

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.



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What types of environmental impacts were evaluated in the EIR?

The EIR describes the alignment options and Project alternatives, identifies potential environmental impacts, and proposes mitigation measures to reduce or avoid significant impacts. Environmental topics studied in the 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 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 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 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.
- > 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.

Following completion of 30% design, Metro will return to the Metro Board to consider taking action on the project delivery method and construction timeframe. This will include evaluation of phasing and/or early works activities to reduce impacts to cost and schedule and deliver community benefits.



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What is the Project schedule?

The next phase of work is estimated to go from 2026 to 2028 to complete preliminary engineering, field investigations and First/Last Mile planning. Following completion of 30% design, Metro will bring a recommendation before the Metro Board for construction delivery methods and timeframe.

Based on early engineering completed during the environmental review process, Metro currently 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.



ONGOING PUBLIC PARTICIPATION

What type of field work will occur during Preliminary Engineering?

Metro will conduct field investigations along the project corridor to gather information about existing conditions. These activities help refine project design, support environmental analysis and permitting, identify utility locations, and reduce potential risks before construction.

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. For the K Line Extension to Torrance, this effort will identify opportunities to make it easier, safer, and more convenient for people to access stations whether they walk, bike, roll, take transit, or drive.

Potential improvements 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?

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.

Where can I find the EIR?

The Draft EIR, Final EIR, Appendices and related documents are available on the project website at www.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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