Los Angeles County
Metropolitan Transportation
Authority
One Gateway Plaza
3rd Floor Board Room
Los Angeles, CA

Metro

Board Report

File #: 2024-0448, **File Type:** Minutes **Agenda Number:** 2.

REGULAR BOARD MEETING
June 27, 2024

SUBJECT: MINUTES

RECOMMENDATION

APPROVE Minutes of the Regular Board Meeting held May 23, 2024.

CITY OF NORWALK
A Connected Community

Margarita L. Rios, Mayor
Tony Ayala, Vice Mayor
Jennifer Perez, Councilmember
Rick Ramirez, Councilmember
Ana Valencia, Councilmember

Jesus M. Gomez, City Manager

May 20, 2024

The Honorable Karen Bass
Chair, Board of Directors
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, Los Angeles, CA 90012-2952

RE: **Item 11: Eastside Transit Corridor Phase 2 - Project Approval and Certification of Final Environmental Impact Report**
Notice of SUPPORT

Dear Chair Bass and Members of the Metro Board of Directors:

Thank you for your continued commitment to ensure that the Eastside Transit Corridor Phase 2 becomes a reality for the residents and communities of the Gateway Cities. On behalf of the City of Norwalk, I would like to express our enthusiastic support for this project.

Once fully completed, the Eastside Transit Corridor Phase 2 will be a 9-mile light-rail extension from the existing Metro E (Gold) Line serving the cities and communities of Commerce, Montebello, Pico Rivera, Santa Fe Springs, Whittier and unincorporated East Los Angeles and West Whittier-Los Nietos. There is minimal rail service in Southeast Los Angeles and this extension is anticipated to serve commuters in one of the most highly traveled corridors in the state.

The project will ease traffic congestion by reducing vehicle miles traveled (VMT) and greenhouse gas emissions. The construction and operation of the entire project is expected to create 1,493-1,606 jobs and generate $1 billion per year in economic activity for the region. This is a long-overdue project and we look forward to a continued partnership with Metro in delivering this transformative project.

Sincerely,

[redacted]

[redacted]

[redacted]

Via Electronic Mail (BoardClerk@metro.net)

May 22, 2024

Los Angeles County Metropolitan
Transportation Authority
Attn: Board of Directors
One Gateway Plaza, M/S 99-3-1
Los Angeles, CA 90012

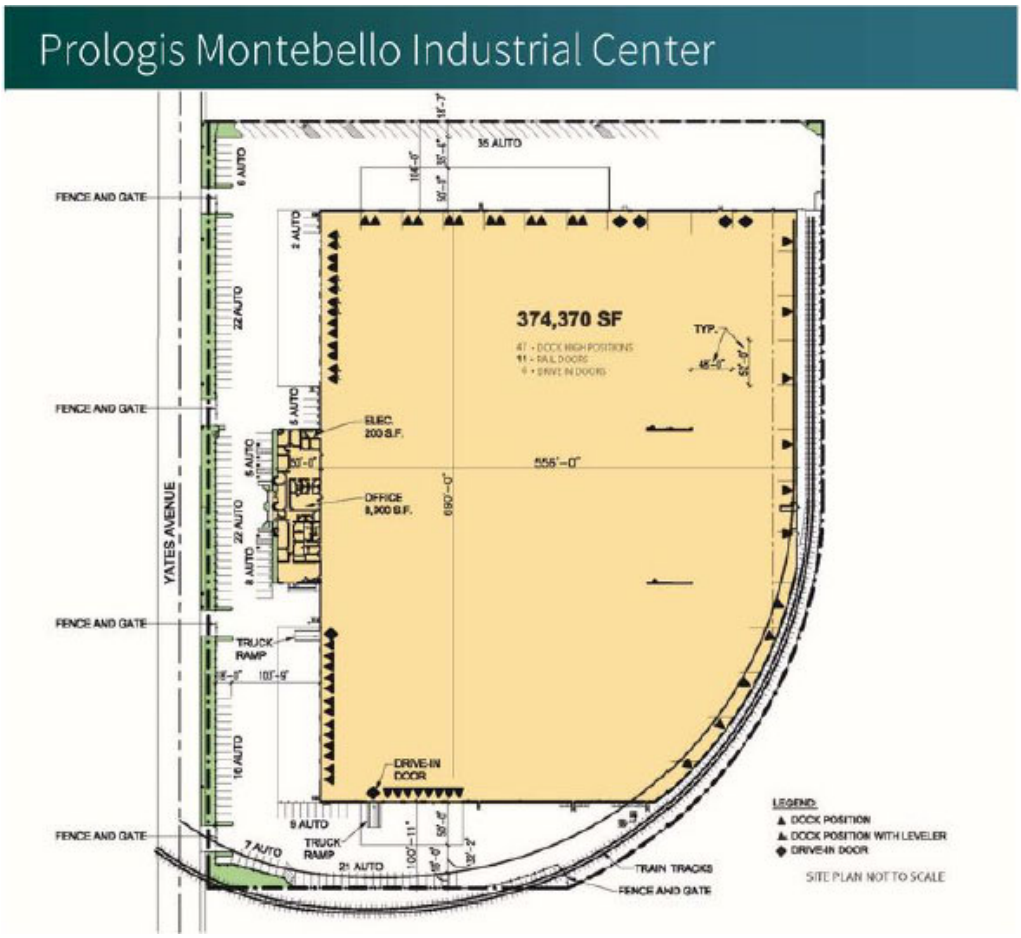
Re: Written Public Comment Against Agenda Item No. 11 - Final EIR for LA Metro Transit – Eastside Transit Corridor Phase 2 Project and Proposed Condemnation of Property Located at 2100 Yates Avenue, City of Montebello

Dear Honorable Board Members:

This firm represents Prologis, Inc. ("Prologis") in connection with its ownership of the approximately 13.8 acre property located at 2100 Yates Avenue in the City of Montebello ("Prologis Property"). The Prologis Property is situated west of the Garfield Avenue and immediately north of the Los Angeles County Metropolitan Transportation Authority's ("LACMTA") proposed new 9-mile extension of the Metro E Line further east from its current terminus at Pomona Bl and Atlantic Bl in East Los Angeles ("ETC Phase 2 Project"). In the Final Environmental Impact Report ("EIR") for the ETC Phase 2 Project, LACMTA has identified the Prologis Property for condemnation and use as one of two maintenance and storage facilities ("MSF") proposed along the 9 mile alignment to provide equipment and facilities to clean, maintain, and repair rail cars, vehicles, tracks, and other components of the Project.

The Prologis Property is developed with an existing 374,370-square-foot industrial warehouse facility that was originally constructed in 1987 ("Prologis Facility"). The Prologis Facility serves as a state-of-the-art Class A corporate headquarters with unique and strategic access to eight major freeways, Downtown Los Angeles, the Ports of Los Angeles and Long Beach, and LAX. The building includes 8,900 square feet of single-story office space and features 24'-33' clearance height, 47 dock-high truck doors, six ground-level doors, 4,000 amps of power, an ESFR sprinkler system, skylights, and LED motion-sensored lighting. Additionally, the building includes a large, secured yard and BNSF rail service with 11 rail doors, which has long served to ensure its logistical capabilities and underscore its importance as a logistics and distribution hub. The Prologis Facility commands approximately $595,248 in leasable rent per month ($1.59/square foot)

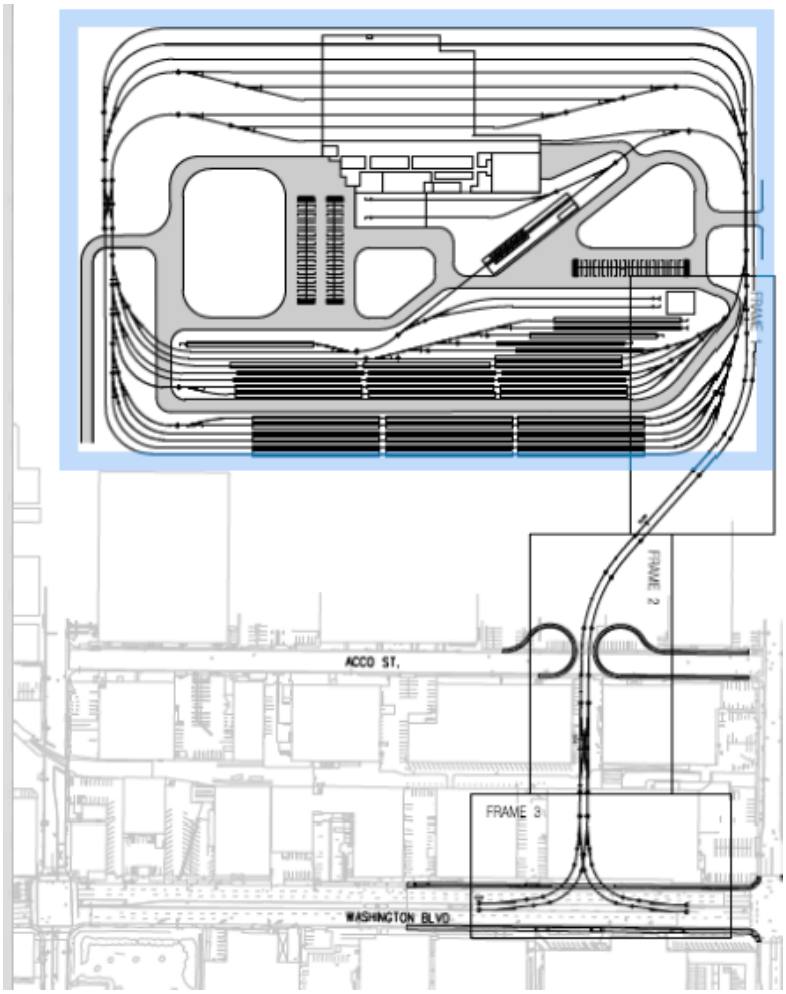
consistent with market rent for such a facility in this location. A site plan depicting the existing Prologis Facility is shown below:



The Final EIR discloses that under both Alternative 1 and Alternative 3 (selected as the locally preferred alternative, "LPA"), which would include four new rail stations, LACMTA proposes an MSF in the City of Montebello to enable storage of light rail vehicles ("LRV") that are not in service and would connect to the mainline with one lead track, provide office space for Metro rail operation staff, administrative staff, and communications staff as well as functioning as the primary physical employment center for rail operation employees, including train operators, maintenance workers, supervisors, administrative, security personnel and other related roles. To Prologis' surprise, the MSF is proposed across 30 acres north of Washington Boulevard and south of Flotilla Street between Yates Avenue and South Vail Avenue ("Montebello MSF"), encompassing the entirety of the Prologis Property. The Final EIR provides that "[t]he Montebello MSF would require the acquisition of several properties with commercial and industrial uses" and that the parcels to be acquired are "classified as Heavy Manufacturing under the City of Montebello

zoning code" and are largely "occupied by an industrial/commercial paving business." (Final EIR, p. 1-13.)

The Final EIR includes the below concept drawings in relation to the Montebello MSF depicting the location directly over the existing Prologis Property and Prologis Facility:



Final EIR, Appendix C, p. 108

At no point in the years long process, which began in 2009, did LACMTA ever coordinate with or engage in any outreach to Prologis about their purported need to acquire the Prologis Property or the significant environmental effects that would arise as a result of this acquisition. Moreover, Prologis has not been provided with any form of notice about either the Final EIR or proposed plans to acquire the Prologis Property. The lack of adequate public disclosure and

opportunity for public comment on the full acquisition of the Prologis Property and the significant direct and indirect economic and environmental effects that would result from closure and demolition of the Prologis Facility is extremely troubling and legally questionable.

Prologis wishes to register its vehement opposition and objection to LACMTA's proposed permanent taking of the Prologis Property for use as the Montebello MSF for the ETC Phase 2 Project. The unique nature of the Prologis Property as a large one-of-a-kind warehouse and distribution facility located in Montebello located directly abutting BNSF rail service with 11 rail doors and direct access to eight major freeways feeding directly to into the Ports of Los Angeles and Long Beach, make it a critical piece of the logistics and supply chain network. Additionally, the City of Montebello and surrounding zoning codes contain increasingly restrictive prohibitions and moratoria that would almost certainly prohibit relocating the existing Prologis Facility nearby and it would likely be impossible to find a location similarly positioned abutting BNSF rail service loading areas; therefore, the existing 368,653-square-foot Prologis Facility could almost certainly not be relocated and reconstructed at a new, different site in the City of Montebello or in the vicinity under applicable development regulations. There is no amount of just compensation that could or would accurately reflect the true value of the Prologis Property and Prologis Facility and their importance not only to Prologis and its customers and employees but to the greater distribution and supply chain network that originates from, and is driven by, the Ports.

Moreover, and perhaps more significantly, the proposed taking of the Prologis Property and removal of the Prologis Facility would create significant economic and environmental impacts, the consequences of which are not yet known and have not been accounted for or studied by the LACMTA. For example, not only would Prologis' customers and employees be severely affected by elimination of the Prologis Facility (loss of jobs and vital local warehouse/distribution infrastructure necessary for the facilitation of goods through the supply chain), but it would require operators to be forced out of necessity to utilize facilities located further from the Ports of Los Angeles and Long Beach, such as in the Inland Empire where there is more available space and more accommodating industrial development regulations. The effect of this would be to substantially drive up costs to operators and goods producers, which increases would then be passed on to consumers and the general public in the form of higher retail prices.

In addition to the economic consequences, the condemnation of the Prologis Property and removal of the Prologis Facility would also give rise to new and increased direct, indirect, and cumulative environmental impacts associated with the use of older non-Class A warehouse facilities and the extended transportation of goods to facilities located further away from the Ports of Los Angeles and Long Beach. These impacts – which were not studied or disclosed in the Final EIR – include direct, indirect, and cumulative environmental impacts related to traffic operations, freight, vehicle miles traveled ("VMT"), air quality, greenhouse gas emissions, climate change, noise, safety, land use, environmental justice, and a host of other known and unknown issues. The economic and environmental "ripple effects" of the LACMTA's proposed taking of the Prologis

Property for the ETC Phase 2 Project would be substantial and would involve impacts of a nature and on a scale that the LACMTA have yet to understand, evaluate, or disclose to the public in accordance with the California Environmental Quality Act ("CEQA").[1]

In light of the foregoing, we strongly urge the LACMTA to identify and utilize an alternative site as an MSF for the ETC Phase 2 Project in lieu of condemnation of the Prologis Property. The Prologis Property is surrounded by several viable alternative sites that are just as (if not more) suitable for use as an manufacturing and storage facility (MSF) for the ETC Phase 2 Project than the Prologis Property and their condemnation would not require the displacement and removal of an active business operation, particularly one as unique and critical to the supply chain network and movement of goods from the Ports as the Prologis Property and Prologis Facility. This is in addition to the substantially lower acquisition costs and just compensation payment that would be required for condemnation of the Prologis Property and Prologis Facility.

As explained in the remainder of the letter below, the Final EIR is riddled with numerous defects that render the environmental analysis set forth therein inaccurate, incomplete, unreliable, and unsupported, and the Final EIR itself fundamentally flawed as an informational document, in violation of CEQA. The LACMTA must, accordingly, refuse to certify the Final EIR. The LACMTA instead must supplement and recirculate the Final EIR to remedy these deficiencies before approving the ETC Phase 2 Project.

LACMTA Must Supplement and Recirculate the EIR to Consider Less-Impactful Alternative Locations for a Manufacturing and Storage Facility (MSF)

CEQA requires a lead agency to evaluate alternatives and mitigation measures that would avoid or lessen significant environmental impacts. As explained throughout this letter, acquiring the Prologis Property for use as the Montebello MSF and demolishing the Prologis Facility will have enormous environmental effects. The Final EIR does not explain the LACMTA's reasons for deciding to use the Prologis Property (as opposed to other locations) for construction of an MSF. Thus, it is impossible for Prologis and other members of the public to evaluate and identify other potential locations for an LACMTA manufacturing and storage area that would meet LACMTA's needs but with less environmental impacts.

The Final EIR must thoroughly explore alternative sites for the MSF, especially locations that would result in fewer significant impacts. The analysis in the Final EIR appears to prioritize the Prologis Property in Montebello without sufficient (or any) justification or any consideration of less impactful alternatives.

There are multiple nearby underutilized properties adjacent to or in close proximity to proposed alignment and the ETC Phase 2 Project footprint that could satisfy the LACMTA's need

[1] California Public Resources Code, §§ 21000 *et seq*.

for a manufacturing and storage facility (MSF) without causing the substantial economic and environmental effects that would result from use of the Prologis Property and displacement of the Prologis Facility. The LACMTA must supplement and recirculate the EIR to include an analysis of alternative locations for the proposed MSF.

The Final EIR Improperly Considers Mitigation Measures to be "Project Measures"

The Final EIR includes numerous mitigation measures that are improperly referred to as "project measures," violating two important principles of CEQA. First, the failure to "separately identify and analyze the significance of the impacts . . . before proposing mitigation measures . . . subverts the purposes of CEQA by omitting material necessary to informed decision-making and informed public participation. It precludes both identification of potential environmental consequences arising from the project and also thoughtful analysis of the sufficiency of measures to mitigate those consequences."[2] Second, many of these measures, including, but not limited to, Project Measures GEO PM-1, HAZ PM-1, HAZ PM-2, HYDRO PM-2, NOI PM-3, TRAFFIC PM-4, are improperly deferred mitigation because it is feasible to include details about mitigation in the Final EIR, the measures do not contain specific performance standards, and/or the measures do not identify the types of potential actions that can feasibly achieve a performance standard (if such a standard is even identified).[3]

LACMTA must recirculate the EIR to: (i) properly disclose that project measures are, in fact, mitigation measures, (ii) revise the CEQA analysis of impact significance accordingly, and (iii) modify those mitigation measures to avoid improper deferral of mitigation.

The Final EIR Lacks an Adequate Project Description

Generally, an adequate EIR must be "prepared with a sufficient degree of analysis to provide decisionmakers with information which enables them to make a decision which intelligently takes account of environmental consequences."[4] "A project description must contain sufficiently specific information about the project to allow the public and reviewing agencies to evaluate and review its environmental impacts. California courts have repeatedly held that "an accurate, stable and finite project description is the *sine qua non* of an informative and legally sufficient EIR."[5] Without a complete, stable and accurate project description, the environmental analysis under CEQA is

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2 See *Lotus v. California Department of Transportation* (2014) 223 Cal.App.4th 645, 658.
3 *See* CEQA Guidelines, § 15126.4(a)(1)(B).
4 *Dry Creek Citizens Coalition v. County of Tulare* (1999) 70 Cal.App.4th 20, 26.
5 *Stopthemillenniumhollywood.com v. City of Los Angeles* (2019) 39 Cal.App.5th 1, 17; *Communities for a Better Environment v. City of Richmond* (2010) 184 Cal.App.4th 70, 85-89; *County of Inyo v. City of Los Angeles* (1977) 71 Cal.App.3d 185, 193.

impermissibly limited, thus minimizing the project's impacts and undermining meaningful public review.[6]

CEQA Guidelines section 15378 defines "project" to mean "the whole of an action, which has a potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment."[7] "The term "project" refers to the activity which is being approved and which may be subject to several discretionary approvals by governmental agencies. The term project does not mean each separate governmental approval."[8] Courts have explained that a complete description of a project must "address not only the immediate environmental consequences of going forward with the project, but also all "*reasonably foreseeable* consequence[s] of the initial project."[9] "If a[n]…EIR…does not adequately apprise all interested parties of the true scope of the project for intelligent weighing of the environmental consequences of the project, informed decisionmaking cannot occur under CEQA and the final EIR is inadequate as a matter of law."[10]

Here, the Final EIR provides almost no discussion or description of the parcels or plans to seek to acquire by eminent domain the properties that would encompass the proposed MSF Montebello site. The Final EIR completely brushes over this critical aspect of the Project in mentioning as an aside that "[t]he Montebello MSF would require the acquisition of several properties with commercial and industrial uses" and that the parcels to be acquired are "classified as Heavy Manufacturing under the City of Montebello zoning code" and are largely "occupied by an industrial/commercial paving business." (Final EIR, p. 1-13.) No specific mention of the Prologis Property/Prologis Facility, eminent domain, or specific parcels are described in the project description.

The Final EIR's blatant omission of information about the specific parcels subject to reasonably foreseeable taking through eminent domain and the timing and procedures related thereto is fatally deficient. The Final EIR's failure to provide this information about the Montebello MSF causes the Final EIR to fail as an informational document.

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6 *Stopthemillenniumhollywood.com*, *supra,* 39 Cal.App.5th at 17.

7 CEQA Guidelines § 15378.

8 *Id*. § 15378(c).

9 *Laurel Heights Improvement Ass'n v. Regents of Univ. of Cal.* (1988) 47 Cal.3d 376, 398 (emphasis added); *see also Vineyard Area Citizens for Responsible Growth, Inc. v. City of Rancho Cordova* (2007) 40 Cal. 4th 412, 449-50.

10 *Riverwatch v. Olivenhain Municipal Water Dist*. (2009) 170 Cal. App. 4th 1186, 1201.

The Final EIR Fails to Consider Reasonably Foreseeable Potential Impacts of the Montebello Maintenance and Storage Facility (MSF) on Nearby Properties, Including, But Not Limited to, Increased Noise, Traffic, and Air Pollution

To comply with CEQA, a lead agency must make "a reasoned and good faith effort to inform decision makers and the public" about the project's potential impacts."[11] This includes a meaningful analysis of all reasonably foreseeable project impacts, including the project's various allowed uses.[12]

The Final EIR acknowledges that the Montebello MSF will result in significant noise impacts but proposes mitigation measures that are insufficient and not fully developed. For example, the use of noise barriers and operational restrictions during nighttime hours are suggested, but these measures are deferred and lack specific performance standards. This deferred mitigation fails to provide enforceable requirements that would effectively minimize noise pollution during construction and operation.

Furthermore, the analysis of traffic impacts associated with the Montebello MSF is similarly inadequate. The proposed traffic management plan and improvements to local intersections do not comprehensively address the increased congestion and safety hazards that will arise from the additional traffic generated by the Montebello MSF facility and greater ETC Phase 2 Project. The Final EIR does not sufficiently detail how these measures will be implemented or monitored, making it impossible to ensure that traffic impacts will be mitigated to less than significant levels.

Air pollution is another critical impact that the Final EIR fails to address adequately. The reliance on low-emission construction equipment and adherence to air quality management district regulations are mentioned as mitigation measures, but these too are deferred without specific implementation details. The EIR does not provide an adequate and comprehensive analysis of the cumulative air quality impacts resulting from the construction and operation of the Montebello MSF, particularly in relation to the increased vehicle miles traveled by freight vehicles forced to relocate further from the Ports of Los Angeles and Long Beach due to the Montebello MSF's construction and relocation of the Prologis Facility.

The failure to properly identify and analyze these impacts as part of a thorough environmental review process undermines the credibility of the Final EIR as an informational document. The LACMTA must supplement and recirculate the EIS/EIR to include a detailed and enforceable set of mitigation measures that address the significant noise, traffic, and air pollution impacts associated with the Montebello MSF and forced removal of the Prologis Facility. This supplemental review is necessary to ensure compliance with CEQA and to protect the health and

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[11] *Berkeley Keep Jets Over the Bay v. Bd. of Port Comm'rs.* (2001) 91 Cal.App.4th 1344, 1367.
[12] *Laurel Heights I, supra,* 47 Cal.3d at p. 396.

well-being of the community and the environment surrounding the Prologis Property and area impacted by the proposed ETC Phase 2 Project.

The Analysis of Displacement Impacts in the Final EIR is Flawed and Unsupported by Substantial Evidence, and Must be Remedied in a Supplemental and Recirculated EIR

The Final EIR contains almost no discussion of displacement of commercial property owners or businesses in connection with the MSF Montebello facility, resulting in flawed analysis and unsupported conclusions. The Final EIR – with almost no analysis or information – reaches the conclusion that there will be sufficient number of comparable replacement sites for displaced industrial businesses to relocate within the City of Montebello and that there would be a less than significant impact under CEQA. However, as described above, the Prologis Property would almost certainly be unable to relocate to a similar site within the City of Montebello and would likely be forced to relocate to the Inland Empire, much further from the Ports of Los Angeles and Long Beach. This is a significant discrepancy – an order of magnitude – that results in a flawed and unsupported analysis, depriving the public of a meaningful opportunity to understand and comment on the ETC Phase 2 Project's displacement impacts.

Furthermore, in addition to these analytical flaws, the Final EIR does not support its conclusion that there will be a less than significant impact under CEQA Threshold DIS-1. The Final EIR discloses that there will be a substantial number of businesses that will be displaced; many of those businesses will require construction of new facilities if they are able to relocate; and many businesses may be unable to relocate within their same city or the surrounding six miles. As discussed above, the Final EIR significantly overstates the ability of the Prologis Property and other displaced businesses to relocate within their same city or the surrounding six miles. The Final EIR makes a conclusory finding, without adequate factual support or explanation, that this will be a less than significant impact under CEQA. LACMTA must supplement and recirculate the EIR with a revised analysis of displacement impacts, based on accurate data and reasonable assumptions, that accounts for the actual number of available replacement properties, the unique requirements of Class A industrial facilities like the Prologis Facility and legal limitations on where the Prologis Property and other displaced industrial businesses could relocate.

* * *

As outlined above, Prologis strongly objects to and opposes the use of the Prologis Property for the ETC Phase 2 Project because removing the Prologis Property will result in severe economic and environmental effects that the LACMTA has failed to consider and/or adequately analyze in the Final EIR. LACMTA must supplement and recirculate the EIR to analyze and disclose these adverse effects in accordance with CEQA, to analyze alternative locations for the proposed Montebello MSF, and to remedy other legal deficiencies with the Final EIR. Prologis strongly

urges the LACMTA to fully evaluate and use an alternative site as an MSF area for the ETC Phase 2 Project in lieu of taking the Prologis Property and forcing removal of the Prologis Facility.

Please contact me if you have any questions and/or if you would like to discuss this letter and the comments and concerns set forth above in further detail.



cc: ETC Phase 2 Project Coordinator (via email at eastsidephase2@metro.net)
Prologis (via e-mail)

[redacted]

May 22, 2024

Honorable Karen Bass, Chair
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza Los Angeles, CA 90012-2952

RE: **SUPPORT #11 Eastside Transit Corridor Phase 2 Project Approval and Final Environmental Impact Report**

Dear Chair Bass and Members of the Metro Board of Directors:

Thank you for your continued commitment to ensure that the Eastside Transit Corridor Phase 2 becomes a reality for the residents and communities of the Gateway Cities. On behalf of the City of Lakewood, I would like to express our enthusiastic support for this project.

Once fully completed, the Eastside Transit Corridor Phase 2 will be a 9-mile light-rail extension from the existing Metro E (Gold) Line serving the cities and communities of Commerce, Montebello, Pico Rivera, Santa Fe Springs, Whittier and unincorporated East Los Angeles and West Whittier-Los Nietos. There is minimal rail service in Southeast Los Angeles and this extension is anticipated to serve commuters in one of the most highly traveled corridors in the state.

The project will ease traffic congestion by reducing vehicle miles traveled and greenhouse gas emissions. The construction and operation of the entire project is expected to create 1,493-1,606 jobs and generate $1 billion per year in economic activity for the region. This is a long-overdue project and we look forward to a continued partnership with Metro in delivering this transformative project.

[redacted]

[redacted]

[redacted]

[redacted]

Joe Vinatieri
Mayor

Cathy Warner
Mayor Pro Tem

Octavio Martinez
Council Member

Fernando Dutra
Council Member

Mary Ann Pacheco
Council Member

Brian Saeki
City Manager

May 22, 2024

Honorable Karen Bass, Chair
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952

RE: SUPPORT #11 Eastside Transit Corridor Phase 2 Project Approval and Final Environmental Impact Report

Dear Chair Bass and Members of the Metro Board of Directors:

Thank you for your continued commitment to ensure that the Eastside Transit Corridor Phase 2 becomes a reality for the residents and communities of the Gateway Cities. On behalf of the City of Whittier, I would like to express our enthusiastic support for this project.

Once fully completed, the Eastside Transit Corridor Phase 2 will be a 9-mile light-rail extension from the existing Metro E (Gold) Line serving the cities and communities of Commerce, Montebello, Pico Rivera, Santa Fe Springs, Whittier and unincorporated East Los Angeles and West Whittier-Los Nietos. There is minimal rail service in Southeast Los Angeles and this extension is anticipated to serve commuters in one of the most highly traveled corridors in the state.

The project will ease traffic congestion by reducing vehicle miles traveled (VMT) and greenhouse gas emissions. The construction and operation of the entire project is expected to create 1,493-1,606 jobs and generate $1 billion per year in economic activity for the region. This is a long-overdue project and we look forward to a continued partnership with Metro in delivering this transformative project.

[redacted]

Artesia
Avalon
Bell
Bellflower
Bell Gardens
Cerritos
Commerce
Compton
Cudahy
Downey
Hawaiian Gardens
Huntington Park
Industry
La Mirada
Lakewood
Long Beach
Lynwood
Maywood
Montebello
Norwalk
Paramount
Pico Rivera
Santa Fe Springs
Signal Hill
South Gate
Vernon
Whittier
County of Los Angeles
Port of Long Beach

[redacted]

May 17, 2024

Honorable Karen Bass, Chair
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952

Dear Chair Bass and Members of the Metro Board of Directors:

SUPPORT #11 Eastside Transit Corridor Phase 2 Project Approval and Final Environmental Impact Report

Thank you for your continued commitment to ensure that the Eastside Transit Corridor Phase 2 becomes a reality for the residents and communities of the Southeast Los Angeles County. On behalf of the Gateway Cities Council of Governments (Gateway Cities), I would like to express our enthusiastic support for this project.

Gateway Cities is a joint powers authority of 27 cities and 11 unincorporated areas in southeast Los Angeles County, with over two million residents. We are over 5% of California's population, but have over 14% of the disadvantaged community census tracts in the state including a significant number along the proposed route for the Eastside Line extension.

The Eastside Transit Corridor Phase 2 will be a nine-mile light rail extension from the existing Metro E (Gold) Line terminus to serve additional cities and communities of Commerce, Montebello, Pico Rivera, Santa Fe Springs, Whittier, and unincorporated East Los Angeles and West Whittier-Los Nietos. Currently, there is minimal rail transit service in Southeast Los Angeles and this extension is anticipated to serve a large number of working-class commuters (who do not work from home) in one of the most highly traveled corridors in the state.

Moreover, the extension will ease traffic congestion by reducing vehicle miles traveled (VMT) and greenhouse gas emissions. The construction and operation of the entire project is expected to create 1,493-1,606 jobs and generate $1 billion per year in economic activity for the region. This is a long-overdue project and we look forward to a continued partnership with Metro to deliver this transformative project.

Thank you for your consideration and support, and feel free to reach out with any questions,
hdelatorre@GatewayCOG.org

[redacted]

[redacted]

Antelope Valley Transit Authority
Arcadia Transit
Beach Cities Transit
Claremont Dial-a-Ride
Commerce Municipal Bus Lines
Culver CityBus
Foothill Transit
City of Gardena's GTrans
La Mirada Transit
Long Beach Transit
Los Angeles DOT
Montebello Bus Lines
Norwalk Transit System
Santa Clarita Transit
Santa Monica's Big Blue Bus
Torrance Transit System

Via Email

May 20, 2024

Metro Board of Directors
Los Angeles County Metropolitan
Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952

Dear Metro Board of Directors:

One behalf of the Los Angeles County Municipal Operators Association (LACMOA), consisting of 16 municipal transit agencies (MUNIS), we support TAP Plus, item 14 for your consideration at the May 23, Board Meeting.

The current regional fare collection system is the result of a long and collaborative process developed over the last 15 years and has consistently served the needs of all of our customers and is well regarded among the agencies. TAP provides a seamless fare payment system which gives customers the ability to ride all our systems throughout the county, easily and efficiently.

We are looking forward to the TAP Plus upgrade as it will provide open payment and an account-based systems, which expands our ability to accept more types of fare media such as credit/debit cards and removing the need to load funds on to TAP cards. These new features are vital as we prepare to transport visitors to Olympic venues that are in our service areas.

Sincerely,

[redacted]

cc: LA Metro Chief Executive Officer
LACMOA

May 2024 RBM Public Comments – Item 14

From: [redacted]
Sent: Thursday, May 16, 2024 2:42 PM
To: Wiggins, Stephanie <WIGGINSS@metro.net>; Karen.Bass@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; councilmember.yaroslavsky@lacity.org; jdupontw@aol.com; tim.sandoval@pomonaca.gov; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov
Cc: Board Clerk <BoardClerk@metro.net>; BudgetComments <BudgetComments@metro.net>
Subject: DO NOT APPROVE: Agenda item #14 - TAP Plus

Dear Metro Board and CEO Stephanie Wiggins:

I urge against approving Agenda item #14: TAP Plus recommendations at this month's operations committee. Instead, initiate a transparent process for Metro's fare system contract. Over 22 years, 176 modifications have cost $562M+. We demand:

1. Transparency: This no-bid contract lacks rider input, especially from cash users. A community engagement process is needed.
2. Accountability: Penalties for milestone delays are minimal. Specify timelines for contractor accountability.
3. Contractor Concerns: Cubic's history of delays and overruns raises doubts about its ability to deliver. Examples from NY and Boston show significant issues.

Please address these urgent concerns and send this proposal back for further review.

[redacted]

From: [redacted]
Sent: Thursday, May 16, 2024 4:13 PM
To: Wiggins, Stephanie <WIGGINSS@metro.net>; Karen.Bass@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; councilmember.yaroslavsky@lacity.org; jdupontw@aol.com; tim.sandoval@pomonaca.gov; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov
Cc: Board Clerk <BoardClerk@metro.net>; BudgetComments <BudgetComments@metro.net>
Subject: DO NOT APPROVE: Agenda item #14 - TAP Plus

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1. Transparency: This no-bid contract lacks rider input, especially from cash users. A community engagement process is needed.
2. Accountability: Penalties for milestone delays are minimal. Specify timelines for contractor accountability.
3. Contractor Concerns: Cubic's history of delays and overruns raises doubts about its ability to deliver. Examples from NY and Boston show significant issues.

Please address these urgent concerns and send this proposal back for further review.

Sent from my iPhone

From: [redacted]
Sent: Thursday, May 16, 2024 4:58 PM
To: HollyJMitchell@bos.lacounty.gov; Karen.Bass@lacity.org; ThirdDistrict@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; councilmember.yaroslavsky@lacity.org; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; fourthdistrict@bos.lacounty.gov; jdupontw@aol.com; kathryn@bos.lacounty.gov; tim.sandoval@pomonaca.gov
Cc: Board Clerk <BoardClerk@metro.net>; BudgetComments <BudgetComments@metro.net>
Subject: DO NOT APPROVE: Agenda item #14 - TAP Plus

Dear Metro Board and CEO Stephanie Wiggins:

I urge against approving Agenda item #14: TAP Plus recommendations at this month's operations committee. Instead, initiate a transparent process for Metro's fare system contract. Over 22 years, 176 modifications have cost $562M+. We demand:

1. Transparency: This no-bid contract lacks rider input, especially from cash users. A community engagement process is needed.
2. Accountability: Penalties for milestone delays are minimal. Specify timelines for contractor accountability.
3. Contractor Concerns: Cubic's history of delays and overruns raises doubts about its ability to deliver. Examples from NY and Boston show significant issues.

Please address these urgent concerns and send this proposal back for further review.

From: [redacted]
Sent: Thursday, May 16, 2024 8:44 PM
To: Wiggins, Stephanie <WIGGINSS@metro.net>; Karen.Bass@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; councilmember.yaroslavsky@lacity.org; jdupontw@aol.com; tim.sandoval@pomonaca.gov; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov
Cc: Board Clerk <BoardClerk@metro.net>; BudgetComments <BudgetComments@metro.net>
Subject: DO NOT APPROVE: Agenda item #14 - TAP Plus

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2. Accountability: Penalties for milestone delays are minimal. Specify timelines for contractor accountability.
3. Contractor Concerns: Cubic's history of delays and overruns raises doubts about its ability to deliver. Examples from NY and Boston show significant issues.

Please address these urgent concerns and send this proposal back for further review.

From: [redacted]
Sent: Tuesday, May 21, 2024 8:17 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: 5/23 ITEM 14: TAP Plus

Dear Directors,

I am emailing as a long time bus rider to express my frustration with ZERO outreach to bus riders before this contract approval. We needed credit card payment yesterday and ticketing on our phones.

A quick search on Cubic shows they are being demoted in NYC - **MTA Demotes OMNY Contractor Cubic In Hopes of Speeding Up Commuter Rail Fare Integration.**

https://nyc.streetsblog.org/2024/05/20/mtas-demotes-omny-contractor-cubic-in-hopes-of-speeding-up-commuter-rail-fare-integration

And they are delayed in the Bay Area: **Free Transit Transfers and Clipper II Rollout Delayed Indefinitely**

https://sf.streetsblog.org/2024/05/20/free-transit-transfers-and-clipper-ii-rollout-delayed-indefinitely

With this wild quote:

Other agency directors were perturbed that Cubic Transportation Systems, the vendor responsible for the current Clipper system and the transition to Clipper II, wasn't in the room to answer for the delay. "As a former contractor myself, that is very surprising," said SFMTA's Jeffrey Tumlin. "It didn't go unnoticed to me that our contractor isn't here," said BART's Robert Powers. "To me it speaks of the partnership—or maybe it speaks to not having a partnership."

Is this really the best vendor for TAP? Has there been any research on other options?

Thank you for reading my note, sorry for the frustration.

[redacted]

From: [redacted]
Sent: Wednesday, May 22, 2024 6:51 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: Item #14 - Against - May 23 2024 LA Metro BOD Meeting

Hello LA Metro. My name is Faraz, and I'm a daily rider who uses the bus and train daily to commute to work.

I just found out during last week's committee meetings that LA Metro wants to spend $66 million dollars on a contract with Cubic to upgrade their fare system (in total will be $562 million that LA Metro has spent on the Cubic TAP fare system since the start of Cubic's 2002 contract, [Attachment B]). And if a different vendor is picked, the costs could escalate to around $750 million-$2 billion dollars (meaning it would be much cheaper for LA Metro to go Universally Free Fareless since just the revenue from passenger fares for Fiscal Year 2025 is just $174.6 million [less than 2% of the total revenue for the budget]). From what I understand, LA Metro will therefore either be forced to pick the Cubic contractor for another 4-years, or decide to no longer have a fare system (transitioning to Universal Free Fareless).

Spending $66.4 million just for this fare collection system upgrade, plus paying officers and security to focus on fare enforcement instead of more urgent security problems on the buses/trains system, plus running the Go Pass & LIFE Program, having to pay the Cubic contractor in fixing fare gates and fare boxes, plans to replace fare gates with a more advance system, and any other costs related to fares I haven't mentioned is very expensive and costs hundreds of millions of dollars. With the low amount of fares collected (when compared to the budget's total revenue) and the farebox recovery rate at around 5% (from 2023 Fiscal Year), it looking more and more expensive to have fares, then it is to have Universal Free-Fares.

Also the amount of fees LA Metro will be charged from credit card and digital wallets (like Google Pay) will further reduce the amount of revenue collected from fares. And although LA Metro owns its equipment, it does not own the software as that is proprietary intellectual property owned by Cubic.

Not to mention safety wise, it's better to have Fareless Fares. Bus operators would be safer if they did not have to enforce/quote fares due to the escalations/arguments that come from it. Personally I've seen when bus operators ask fare evaders riders to pay for their fare; and most of the time the bus has to stop (wasting my and other riders' time) and the rider gets argumentative with the bus operator. The real safety on LA Metro's system comes when more people ride the buses/trains. When less people use the system, this results in criminals who break Metro's code of conducts in being emboldened when no one/barely anyone is there.

Lastly because Cubic is involved and it's mentioned Cubic is part of the defense contract industry (Attachment E), I would strongly ask LA Metro to disassociate with a company that profits off of war. And although I am unable to confirm if Cubic has made contracts with the Israeli IDF military, if this is indeed true, than I strongly condemn the Cubic company for profiting off of the violence, murder, and the purposeful killing of the people of Gaza (and the West Bank), which is going on as we speak. I ask that

our tax payer money and my money no longer goes to this defense contractor company and that you enforce higher standards when selecting a company as a contractor.

Thank you for taking the time in reading my comment.

Sincerely,

[redacted]

May 2024 RBM Public Comments – Item 14.1

From: [redacted]
Sent: Wednesday, May 22, 2024 6:51 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: Item #14.1 - Item Needs More Consideration - May 23 2024 LA Metro BOD Meeting

Hello LA Metro, this is Faraz. Adding to my comments from Item 14, for Item 14.1:

Instead of spending million upon millions of dollars to upgrade the LIFE program to Phase II and instead of paying $34.3 million (from Fiscal Year 2025 alone) to run the LIFE program, it would be a more streamlined process (less applications & administration costs) to just go Free Fareless. With over 80% of riders with incomes that qualifies them for the LIFE program & 89% of riders with incomes underneath $50,000, removing fares will benefit all the low-income riders which represents about every 9 out of 10 riders (whereas the TAP program will always continue to have a fraction of that number since it's very difficult to capture every single low-income rider and have them join the TAP program).

LA Metro goal of safety will happen since staff/officers will no longer have to risk ask/quoting fares, it'll get more car users out of their cars (by making transit cheaper and less complicated to figure out if I can just step into a bus or train station), and it just makes more fiscally sense because LA Metro will no longer need to add to the costs of fare enforcement (like fare gates) and the projected $562 million dollar lifetime contract with Cubic.

Thank you for your time.

Sincerely,

[redacted]

May 2024 RBM Public Comments – Item 15

From: [redacted]
Sent: Monday, May 20, 2024 5:17 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: Budget Motion for Care-based Safety Strategies

Dear Board Clerk Board Clerk,

You have the option to direct public safety dollars to programs that actually work. I encourage you and your colleagues to introduce a motion that expands Metro's transit ambassador program and mental health and housing outreach worker programs, in the upcoming annual budget.

Riders need real care and services that police are not equipped to provide. The ambassador program has saved more than 130 lives since the fall and more than half of customers say the Green Shirts make them want to ride the system more. I call on you to invest $70 million to $100 million annually in expanding the ambassador program by doubling the number of ambassadors, expanding their coverage to buses and elevators, and bringing them in-house to Metro with an LA County housing minimum wage ($35/hour), ongoing job support, and professional development opportunities.

Additionally, outreach workers for housing are 27 times more effective than police in placing people into housing despite working with less than a tenth of Metro's police spending. I call on you to invest $80 million to $100 million annually in expanding your outreach worker program for mental health and housing to buses, paying an LA County housing minimum wage ($35/hour), and providing outreach workers with the tools, including available shelter beds and permanent housing, that outreach workers can offer to riders.

Every dollar gambled away on police is one that we cannot spend on care based strategies that make customers feel safer. You can read more about these strategies and what a care based budget would look like here: act-la.org/three-ways-metros-police-dollars-would-be-better-spent/. I urge you to introduce a motion this month that directs investment toward ambassadors and outreach workers for mental health and housing to catalyze meaningful and lasting change to riding transit in LA.

Thank you,
[redacted]

From: [redacted]
Sent: Tuesday, May 21, 2024 12:51 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: Budget Motion for Care-based Safety Strategies

Dear Board Clerk Board Clerk,

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Thank you,
[redacted]

May 2024 RBM Public Comments – Item 15.1

From: [redacted]
Sent: Wednesday, May 22, 2024 2:21 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: Item 15.1 Position: Item Needs More Consideration

Item 15.1
Position: Item Needs More Consideration

I'd like to thank the Board Members and Mayor for the recent surge in enforcement on Metro. I support this motion, but I am concerned about the wording in the amendment that suggests that Code of Conduct violators should not be criminalized. The Code of Conduct is a comprehensive list of 20+ behaviors ranging from eating and drinking food to illegal drug use and sexual harassment. Certain behaviors contained within it are inexcusable and should be enforced by law accordingly. I'm not convinced that criminal charges should ever be taken off the table.

I request the following amendments: that all Metro staff, security, and law enforcement partners go through supplemental training about existing Code of Conduct prior to the June meeting. At the June meeting, pain points that impede enforcement of the Code of Conduct should be identified with Law Enforcement Partners and solutions should be discussed. There must be consequences for violating the Code of Conduct, the same way that car drivers face consequences for violating the motor vehicle code and parking rules. The Code of Conduct already contains a rather lenient fine schedule and the ability to receive a discount on those fines for completing Transit School. Perhaps we can even expand to an in-person Transit School model similar to Traffic School to clear certain citations from the record, but the Metro Code of Conduct, as it exists today is a well-written document that simply must be enforced. Otherwise we end up with what we are struggling with today: a system where it feels like no one is watching or really cares what happens to us.

I also urge the Metro Board of Directors to continue to pursue staffing their own law enforcement department to work in tandem with the existing multi-agency law enforcement partners so that Metro has the ability to direct resources in a more timely manner, in a more focused way, without relying on officers on overtime, and with officers that are more familiar with the Metro system, riders, and the Code of Conduct because it is the work they do every day.

[redacted]

[redacted]

510 South Vermont Avenue
Los Angeles, CA 90020
(213) 738-2788
hrc.lacounty.gov

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Robin S. Toma, Esq.
Executive Director

May 22, 2024

Dear MTA Board of Directors,

We write on behalf of the LA County Commission on Human Relations to express support for the motion to increase public safety personnel and internet access for all riders (agenda item 31), because of the need to provide greater protection for those vulnerable to hate crimes.

Our Commission supports this motion because we track and analyze hundreds of reports of hate crimes from all law enforcement agencies in LA County, providing the most comprehensive report on hate crimes in LA County. And our most recent annual reports have indicated a rise in hate crimes occurring on public transit.[1] Moreover, the County residents most commonly targeted for hate are similar to the profile of MTA passengers, which are predominately people of color of our county. The persistent year-over-year increases in reported hate crime affecting mainly these vulnerable sectors of our community are the reason why Supervisor Hilda Solis put forward the Board of Supervisors' motion, which was unanimously approved, that directed us to create the LA vs Hate system. Collectively, we must take stronger action so that we protect our most vulnerable communities from hate violence when using public transportation systems.

We also support this motion because riders and staff need to have reliable cellular phone and internet access to make use of the anti-hate services offered by our LA vs Hate system. We also know that hate crime is underreported, which means many victims of hate crime don't get the help they need. So we have created another way for hate crime victims to confidentially report online or via phone to our multilingual 24/7 community-centered system, LAvsHate.org/211LA.

The Commission and its LA vs Hate partners have also been working with LA Metro staff, along with the LA City Civil and Human Rights Department, on various LA vs Hate/LA for All initiatives that include expanding awareness of free assistance and other resources to bus and train riders who are victims of hate crimes and incidents.

[1] Our data shows that the number of hate crimes reported in 2021 and 2022 on public transportation in LA County was respectively 96% and 48% higher than the average annual amount for 2016-2020.

Also, our Commission is currently working with LA Metro to develop a video on ‘bystander training’ to equip riders and other community members with the knowledge and skills to take effective and safe action to prevent hate violence they may witness.

LA vs Hate is unique in providing free assistance to any victim of hate, whether it is a hate crime or a hate incident such as hostile verbal name-calling, threats and harassment. We hope all Metro staff can be trained to ensure that every rider, employee, and safety personnel knows what to do to prevent hate violence, and to help victims of prejudice and bigotry of any kind. This motion is a step in the right direction.

Sincerely,



May 2024 RBM Public Comments – Item 31

From: [redacted]
Sent: Saturday, May 18, 2024 9:58 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: Azusa Stations

I hate this damn train! I can't even shop at my target because of the people who come in on the train! And those who grab what they can and run on the train without paying! We rode the train a couple times out to DTLA and won't ever ride it again! It smelled & dirty homeless people getting on & off the train as they please! It is not safe to ride or wait for the train & if it doesn't change soon it will only get worse!

1. Enforce fare checking.

2. If they won't, give Azusa PD the scanners and authority to patrol.

3. Enforce already in place rider rules.

4. Bring Deputy's/Officers back to patrol.

5. Cleanliness, the trains/stations need it.

6. Public Restrooms, with controlled access's. 7. Homeless Outreach.

8. Stop requiring everyone leave the train at the end of the night in Azusa/last station.

From: [redacted]
Sent: Saturday, May 18, 2024 10:18 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: Azusa P.D. pilot program on train.

Hey good morning. It would be really nice if you let Azusa P.D. enforce fares, be present on Platforms and trains from Irwindale Station to A.P.U./Citrus Station. It would make riders/operators feel so much safer knowing that approaching the end of the line Azusa P.D. will be there. I've been told by our city council you guys have denied their requests to help you guys out. I believe we're in a age and time were the safety of passengers and operators triumph to save a buck. Who knows, maybe if this does work out, it can expand to something much larger. We do hope you guys finally consider Azusa P.D. offer and not get any more time wasted.

From: [redacted]
Sent: Saturday, May 18, 2024 10:54 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: Public Comment

Attn: Metro Board of Directors

Thank you for the opportunity to provide this public comment for your consideration and immediate action.

I live in the City of Azusa and pass the metro train stop daily. While I used to enjoy riding the train into Pasadena or LA, I have to say I no longer do. I am fearful for my own personal safety. I have had friends take the train from Pasadena to Azusa harassed, assaulted and the threatened with a knife.

SOMETHING MUST BE DONE!

I am extremely active with my community and city, and even hold a commissioner position. So I am aware of the importance efforts our city and police have tried to put in place to help migrate the Metro problems, yet the same response is always delivered. THANKS BUT NO THANKS FROM METRO LEADERSHIP.

ENOUGH IS ENOUGH!

Here is a list of what needs immediate action:

1. Enforce fare checking.
2. If Metro won't, give Azusa PD the scanners and authority to patrol.
3. Enforce already in place rider rules.
4. Bring Deputy's/Officers back to patrol.
5. Cleanliness, the trains/stations need it.
6. Public Restrooms, with controlled access's.
7. Homeless Outreach.
8. Stop requiring everyone leave the train at the end of the night in Azusa/last station.

If you would like to discuss further, please contact me at he email above.

Thank you for your prompt attention to this matter!

[redacted]

Please excuse brevity and occasional typos. Sent from my iPhone.

From: [redacted]
Sent: Wednesday, May 22, 2024 8:53 AM
To: Board Clerk <BoardClerk@metro.net>; Karin Piet <karinmpiet@gmail.com>; flyntstone@tutanota.com; David Wertheimer <thelegalofficeofwertheimermd@gmail.com>
Subject: FOR/GENERAL COMMENT ON #31: BUS SAFETY

Hello. My name is Karin Piet, and I am a 67 year-old resident of Los Angeles. I live in the Mid-City area and I do not have a car. I have been using the Metro bus and train system since I lost my car (due to theft) in 2017.

THIS IS REGARDING BUS/TRAIN SAFETY.

WITHIN THIS TIME PERIOD OF USING MASS TRANSIT (8 years or more), I HAVE BEEN ASSAULTED AT LEAST FOUR TIMES. The last time was on a Metro Bus 217, when I was assaulted by a fellow passenger who came out of nowhere, referred to me as an "Ugly, Old, White Beach" (a hate crime!), and then sprayed me in the face with a combination of Lysol/Vodka and who knows what else.

I was visually disabled, traumatized, and could not work for at least three days. (I AM A RETIRED LAUSD TEACHER WHO IS CURRENTLY A SUBSTITUTE TEACHER AND A PARALEGAL.) I did what I could: 1) filed a Police Report with LAPD for Battery, 2) go to the Doctor for residual migraine headaches, and 3) file a claim for damages (with METRO). METRO, THROUGH ITS INSURANCE COMPANY, CARL WARREN & ASSOCIATES, DENIED MY CLAIM.)

Their insurance adjustor said that: "I assumed the risk by boarding an L.A. Metro Bus!"

NEEDLESS TO SAY, I DO NOT AGREE. AS A BUS PATRON OF A CERTAIN AGE, I AM DISAPPOINTED, DEMORALIZED, and INFURIATED!

Sincerely,

[redacted]

[redacted]

May 22, 2024

The Honorable Karen Bass
Chair, Metro Board of Directors
One Gateway Plaza, MS 3:99
Los Angeles, California 90012

To Chair Bass and the Metro Board of Directors:

While I am unable to join you all at our Board meeting on May 23, I wish to convey my position on Item 30: C-Line Extension to Torrance, which is a significant matter before us.

Once completed, this rail extension will provide an important connection from the South Bay to places across Los Angeles County. It will create a one-seat ride connecting the new state-of-the-art Torrance Transit Center to LAX, Inglewood, the Crenshaw District, and the E Line. That is why I have been advocating for getting this project built since my days in Congress.

Today's decision is not an easy one for our Board, as each of the communities who will be served by this rail extension have raised concerns about safety, noise, and impacts to local streets and businesses. It's important to acknowledge that the locally *perfect* alternative does not exist, and our job is to select the locally *preferred* alternative.

I support staff's recommendation of the "Hybrid Alternative," because this option eliminates all grade crossings, eliminating the need for crossing gates or train horns while also dramatically improving safety along the line.

I want to thank my colleague, Supervisor Holly Mitchell, who now represents Redondo Beach in addition to Lawndale, for all the outreach she has done with her communities about the different alignments to help raise awareness and understanding on this project and its importance. I also want to thank Metro staff for all the work they have done to get us to this point, including organizing tours, providing online virtual tours during the pandemic, and incorporating residents' feedback into their final recommendation. Finally, I want to thank our communities for engaging in this process and helping us deliver the best possible outcome for everyone.

[redacted]

LA Metro Regular Board Meeting - 5/23/2024

SUPPORTING ITEM #30: 2024-0272 Staff Recommendation for Torrance Hybrid ROW

To the LA Metro Board of Directors,

As a resident of the South Bay, I write to express my strong support for the C Line extension to Torrance project and for the staff recommendation for the Hybrid ROW Alternative.

The extension will provide an _____ light rail trip from Torrance to Redondo Beach, El Segundo, LAX, and Inglewood without. I wish to convey a few points to the Board:

- **LOCAL SUPPORT**: Public polling shows that 67% of Lawndale, Redondo Beach, and Torrance residents support the project, with 8% opposing the project. Elected officials who represent South Bay cities on a local and regional level have consistently supported the project for its benefits such as reducing pollution and reducing traffic.
- **DIRECT AIRPORT CONNECTION:** As a resident of Gardena, I am lucky enough to soon have a one-seat ride to the LAX people mover. I strongly support resident voices in Torrance, Redondo Beach, El Segundo, and Inglewood to enjoy the same convenience of a one-seat ride to the airport.
- **COST EFFECTIVNESS:** Many people in the South Bay community, myself included, support a cost-effective and reasonably deliverable project and would like to see this light rail extension be built without further delay. Metro already owns the right-of-way and can build without costly delays procuring easements or utilizing any eminent domain actions. Mobility organizations like Streets For All, MoveLA, and South Bay Forward support the right-of-way for the most cost-effective and deliverable project. Building on the existing rail corridor is the right solution for our region. I strongly support Metro staff recommendation and the City of Torrance's position for the Hybrid ROW alternative.

With over a billion dollars in funding for the project through Measure R, Measure M, and state grants, the extension on the Metro ROW is the cost-effective and time-efficient solution that provides equitable and safe transportation benefits to the entire South Bay region, promoting equity and mobility for all who live and work here. Thank you for enhancing public transit in LA County and the South Bay by approving item 2024-0272.

Sincerely,

[redacted]



May 22, 202

The Honorable Karen Bass
Chairwoman, Metro Board of Directors
Mayor, City of Los Angeles
One Gateway Plaza
Los Angeles, CA 90012-2952

RE: Metro C/K Line Extension to Torrance – (SUPPORT)

To the Honorable Metro Chair Karen Bass and the Metro Board of Directors:

On behalf of the above Real Estate trade associations representing a combined membership of over 15,000 members throughout Los Angeles County, including the cities of Beverly Hills, Culver City, Inglewood, Los Angeles, Santa Monica, West Hollywood and unincorporated LA County, we submit this letter in support of this vital extension Torrance as we recognize the regional importance from the South Bay to its eventual destination of Hollywood via West Hollywood and the current K Line.

This would provide a much-needed rail connection between LA County and the South Bay, attract new riders, and reduce travel times, while also responding to community concerns with mitigation measures and new amenities along the extension. We support the most cost-effective and community sensitive alternative that ensures that this vital extension will be delivered to nearly 67% of South Bay Measure M voters who supported the 2016 sales tax increase.

The South Bay suffers from congested streets and lack of rapid transportation options, resulting in long travel times for drivers and transit riders alike. Congestion is projected to worsen by 30% in 2045. The project will create a fast and reliable transportation option to connect people by rail to jobs, schools, and services across the County with benefits concentrated in many Equity-Focused Communities that will be linked along the Metro C and K Lines.

This extension is an important piece of the regional rail network that will connect job centers in the South Bay, with other cities and neighborhoods in LA County via reliable and frequent high capacity rail transportation. The project will also connect to two new regional activity centers and transportation hubs in Redondo Beach and Torrance, expanding access to the South Bay region. We envision this project will allow for a one-seat ride between Torrance, El Segundo, LAX, Inglewood and further connections to the Westside and Downtown Los Angeles via the Metro E Line.

This project will continue the momentum of a future 20+ mile north-south transportation corridor that will serve destinations in Mid-City LA, Miracle Mile, Fairfax District, Cedars Sinai, West Hollywood and Hollywood. This north-south regional corridor has been envisioned in some capacity since 1974. Once fully completed, this corridor will become one of the most heavily used public transit corridors and economic engines in the LA County region on par with the D line extension along the bustling Wilshire Corridor.

[redacted]

We encourage the Metro Board of Directors to select the **most cost-effective and community sensitive Locally Preferred Alternative that maximizes the effective use of the Metro owned right-of-way** so this project can move forward towards completing the environmental review process and prepare for design and construction.

This South Bay C/K Line extension to Torrance project is a critical component of Measure M that will transform mobility in LA County, while improving air quality and providing additional benefits to low-income households and disadvantaged communities. We thank you for your steadfast leadership on this project and look forward to supporting Metro's efforts to enhance Los Angeles County's multimodal transportation network not limited to quality of life, safety and economic development.

Sincerely,

[redacted]



Metro Los Angeles Board of Directors,

Hope you're doing well. I wanted to chat about something that's been on my mind lately. You see, I'm the proud owner of Blade and Barber, a little barbershop nestled right here in Lawndale. And let me tell you, I've seen my fair share of changes over the years.

Now, I'm all for progress and improving our area. But when it comes to Metro's proposed plans for the C-Line extension, I've got some concerns. Putting the train down the Right of Way (ROW) would cut our community in half - even if you choose the Hybrid ROW option (which has even more challenges than the at-grade ROW option). That's not just a physical divide but a social one too. It's like taking a pair of scissors to the heart of our neighborhood.

But here's the thing - there's another option. Hawthorne Boulevard. And let me tell you, that's the route we should be taking. Elevating the train along Hawthorne would not only keep our community connected, but it would also breathe new life into our business community. We're talking about revitalization, folks. We're talking about giving our local businesses a chance to thrive and grow.

So, here's my plea to the Metro Board of Directors: listen to the heartbeat of our community. Choose the Hawthorne Boulevard option. Let's keep our community whole and pave the way for a brighter, more vibrant future.

Thanks for listening, and I hope you truly take our community’s wishes into consideration,

[redacted]



TO: Metro Board of Directors,

I am writing you, on behalf of Bodycentre Redondo Bch, a local business in Redondo Beach serving the South Bay community for 25 years doing rehabilitation and injury Massage and Chiropractic Services, **expressing our utmost support for the Hawthorne Blvd option for the Metro C-line Extension for Torrance.** I firmly believe that this option is beneficial and a lasting servitude to our community and most of all to our business.

The Hawthorne Blvd option offers a more natural, scenic view transportation corridor especially for our international visitors- the 2028 Los Angeles Summer Olympic and Paralympic Games, improving fast connectivity to our local businesses, parks, and communities. This light rail that will run on Hawthorne Blvd will increase ridership on bus, rail and other ground passenger cars.

The Hawthorne Blvd option is a community preference making it a business preference option, too.

Hybrid ROW route location is dangerous to our innocent young kids who walk to school nearby a moving train thinking it is 5 feet away from their home, not wanting nor counting the possibility of a derailment disaster to happen.

Go for the Hawthorne Option!



addition, regarding the proposed



May 23, 2024

Dear Metro Board of Directors:

Hello, my name is Colleen Villegas. I am a Right-Of-Way homeowner and fifth generation South Bay Angelino. Thank you for putting the C-Line on this month's agenda . In reviewing attachment A, however, I found several discrepancies, and a glaring omission of the equity, climate and environmental impact along the ROW. This area is a green space lined with hundreds of beautiful mature trees and wildlife. It provides shade and is widely used by the residents. Lawndale is a park poor community that relies on this space. To lose it would be a devastating loss to this area. In this time of protecting climate and moving toward clean energy, we can not make the mistake of taking green space away, because once it’s gone it's gone. The solution is to put the

walking path on the west side of the project. Even if there is room for such a path, which

I don’t think there is, what kind of trade off is it?? To destroy green space and native habitat for a concrete path next to a train carrying liquid petroleum and two light rail trains is no compromise. People don’t want to walk with children and pets next to loud trains. It is not good for their mental health and they risk health issues such as noise induced hearing loss (NIHL). It makes absolutely no logical sense. Also, people living on the east side wouldn't even have access to a west side path! The solution is to put the Metro C-Line elevated down the commercial corridor on Hawthorne Blvd. We have a unique opportunity now to get this right for future generations and let it be the model for a well planned community, with green space and good public transportation and overall quality of life for the residents. It is what’s best for the future of the South Bay.

Thank you.

[redacted]

[redacted]

**https://education.nationalgeographic.org/resource/noise-pollution/



May 22nd, 2024

The Honorable Karen Bass
Chairwoman, Metro Board of Directors
Mayor, City of Los Angeles
One Gateway Plaza
Los Angeles, CA 90012-2952

RE: Item 30 - Coalition Letter of Support for Hybrid Alternative Staff Recommendation for C Line Extension to Torrance

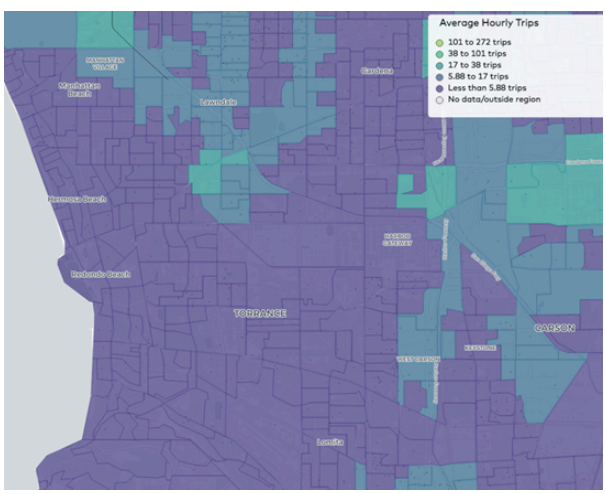
Dear Mayor Bass:

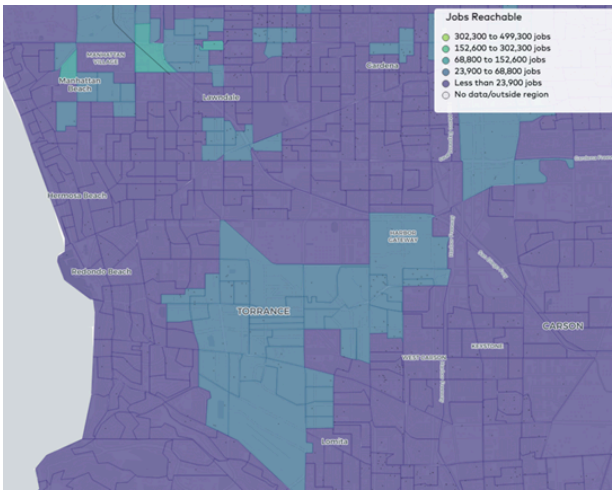
On behalf of the undersigned organizations representing mobility and housing advocates in the South Bay and LA County, **we submit this letter in strong support of the staff recommendation for the Hybrid Alternative to serve as a Locally Preferred Alternative for the C (Green) Line Extension to Torrance**. This would provide a much-needed rail connection between LA County and the South Bay, attract new riders, and reduce travel times, while also responding to community concerns with mitigation measures and new amenities along the Metro ROW. The Hybrid Alternative will align more closely to the available funding and Measure M schedule than the Hawthorne Bl or Trench Option.

This project will provide an extension of the C Line from where it currently ends at the Redondo Beach (Marine) Station to Torrance, where the city recently opened the Mary K. Giordano Regional Transit Center. This is an important piece of the regional rail network to connect the South Bay, an important jobs center, with other cities and neighborhoods in LA County via light rail transit. The Project will also connect to two new regional bus centers in Redondo Beach and Torrance, expanding access to the South Bay region. With the new operating pattern of the K Line, this Project will allow a one-seat ride between Torrance, LAX, Inglewood and further connections to the Westside and Downtown Los Angeles via the Metro E Line. The Project will create a fast and reliable transportation option to connect people by rail to jobs, schools, and services across the County with benefits concentrated in many Equity-Focused Communities that will be linked along the Metro C and K Lines.

The South Bay suffers from congested streets and lack of rapid transportation options, resulting in long travel times for drivers and transit riders alike. Congestion is projected to worsen by 30% in 2045. According to the Transit Center's Equity Dashboard, residents of the South Bay lack frequent transit

service which means fewer jobs are reachable via transit compared to other regions of LA (see maps below). Providing frequent and reliable rail service to the South Bay will address this inequity. Not only will this project provide more service to reach more jobs, it will create over 9,000 construction related job years (i.e. one job for one person for one year). A further increase of employment across a variety of industrial sectors and occupational categories is expected as employers hire to meet this increase in local consumer demand.





The Project would serve between 11,500 and 15,600 daily project trips in 2042. This equates to around 5,700 to 7,800 daily boardings per station, which is similar to the Metro B (Red) and E (Expo) Line average daily boardings in 2019 of 8,600 and 3,300 daily boardings, respectively. This service will primarily serve low-wage workers and unbanked residents in the South Bay, who currently complain about lack of fast, frequent, and reliable service. Two of Metro's current bus lines that serve the South Bay—the 125 from Norwalk through Gardena, Hawthorne and Manhattan Beach, and the 211/215 from Inglewood through Lennox, Hawthorne, and Lawndale (which terminates at the Redondo Beach Transit Center)—have **the highest levels of cash paying riders in the entire Metro system[1]**.

The Metro staff recommendation for the Hybrid Alternative on the Metro-owned right-of-way is most responsive to the available budget and addresses community concerns through design and mitigation. It provides the following mobility benefits:

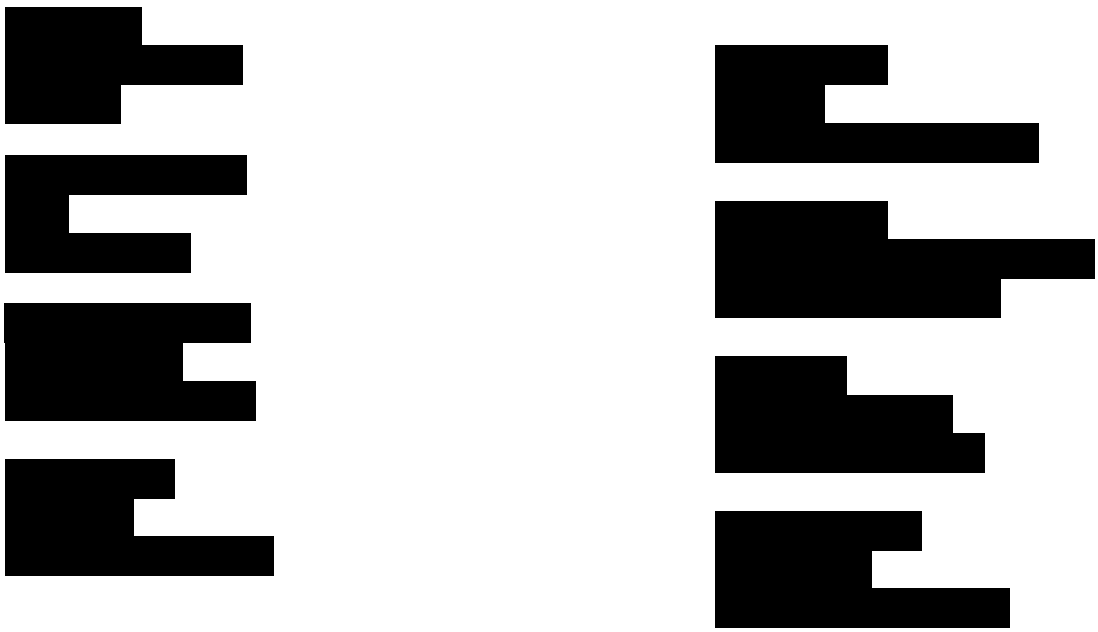
- **Grade-Separated**: Metro ROW Hybrid is grade-separated for light rail at 170th and 182nd reducing noise and vibration and minimizing conflicts with cars and pedestrians.
- **Multimodal Connections**: Provides direct connections to the two new transit centers in Redondo Beach and Torrance for multimodal pick-up and drop-off via light rail, bus, bike, and parking connections.
- **Neighborhood Amenities**: Adds amenities to the neighborhood with three new walking paths, and noise and vibration reduction with sound walls, modernized freight trackwork, and quiet-zone ready technology.
- **Minimal Disruptions**: Will not require acquisition of residential homes and will require minimal additional property acquisition as construction will be staged in the right-of-way.
- **Cost-Effective**: Metro ROW Hybrid has a lower cost per new rider than the Hawthorne and Trench Options and a more realistic funding and construction profile. It is $730 million less costly than the Hawthorne Option. It makes the best use of local transit investments to serve the most transit riders.

This is the best choice for the South Bay as a region. Without the Project, the existing jobs/housing imbalance is projected to worsen. Congestion and long travel times will continue to plague the region, limiting easy access to jobs and schools. Furthermore, the local cities will not be able to meet climate change commitments that rely on a rapid, rail connection to provide a meaningful shift from driving to transit.

Our organizations fully support Metro as it seeks environmental clearance for the C Line (Green) Extension to Torrance Project. This project provides local and regional transit system integration and modernization, while improving air quality and providing additional benefits to low-income households and disadvantaged communities in the South Bay.

The promise of public transportation made in Measure R and M for all sub-regions of LA County must be fulfilled. Advancing this project is vital to advancing all projects and any delay could jeopardize or delay other public transit projects in the Long Range Transportation Plan. We support Metro's community engagement process throughout the course of this project. **The South Bay will benefit greatly from high-quality transit and the staff recommended Hybrid Alternative provides a cost-effective, equitable, modernized, and deliverable project for the entire region**. For all these reasons, we request that you approve the recommendation and advance the C Line (Green) Extension.

Sincerely,



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[1] See PRA Request 22-1701: https://lametro.nextrequest.com/requests/22-1701

LA Metro Board of Directors,

465 people have signed a petition on Action Network telling you to Tell Metro: We Support the Train to Torrance on the Metro ROW.

Here is the petition they signed:

> As a resident of the South Bay and the Los Angeles region, I write in strong support of the Metro C (Green) Line Extension to Torrance and the Metro ROW options.
>
> The extension will provide an affordable, convenient, and efficient light rail trip from Torrance to Redondo Beach, El Segundo, LAX, and Inglewood without transfers plus easy connections to Santa Monica and Downtown LA from Expo Line transfers. It's time we get this built!
>
> This project has the support of over 67% of Torrance, Redondo Beach, and Lawndale residents. I support the staff recommendation for the Hybrid ROW alternative. This route is most financially feasible, connects to our bus centers for first-last mile connectivity, and adds much-needed modernization and rail safety measures to neighborhoods. The Hawthorne option is significantly more costly ($730 million more overall and more expensive in cost per new rider) and would involve lengthy Caltrans and NEPA approvals and potential veto points.
>
> Metro ROW options include new neighborhood multi-use trails, sound barriers, modern trackwork, and will be completed sooner. Hybrid ROW is fully grade-separated for light rail which will make the route safer and quieter in neighborhoods. It makes the best use of local transit investments and will upgrade the existing rail corridor while also connecting to destinations and future transit-oriented housing at the South Bay Galleria. I support Metro's extensive community engagement process and staff recommendations and would like to see this built without further delay. Please select the Hybrid ROW for the locally preferred alignment to advance this project.
>
> The South Bay has received over a billion dollars to fund the project through Measure R, Measure M, and state grants. I believe that the extension on the Metro ROW is the all-in-one solution adding light rail, freight corridor safety enhancements, and first-last mile connectivity in a cost-effective and time-efficient manner. The extension will offer transportation benefits for the entire South Bay region, promoting equity and mobility for all who live and work here. Thank you for enhancing public transit in LA County and the South Bay.

You can view each petition signer and the comments they left you below.

Thank you,

South Bay Forward

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

I live less than half a mile from the Torrance Transit Center, and will hear busses and trains all day at this location. And I couldn't be happier to have this new type of sound right in my backyard! More transit is great for everyone in Torrance!

[redacted]

Expand all transit options now. It’s not a luxury but a necessity for the climate and for a future without using kid killer cars.

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

Building rail transit is beneficial to the community, economy, and environment. To increase mobility for all, we need transportation alternatives such as rail.

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

My second home is Torrance / the South Bay since I went to high school in this area. I live in Long Beach and still frequently visit my friends and family here, but it is always such a hassle to get there. I want to take transit, but I would have to take 2 buses over the course of 2 hours to get to where I want to go. I can't even take Metro because it doesn't take me anywhere near my destination of Torrance. I've considered living in South Bay one day, but one of the biggest cons is the lack of accessible metro transit. This would be a game-changer, and would bring a lot of joy and accessibility to the South Bay. I hope we can push forward with the Metro ROW option.

[redacted]

[redacted]

[redacted]

We need reliable public transportation!

[redacted]

[redacted]

[redacted]

[redacted]

I am a resident of Redondo Beach and I want to see this extension built. Transit is a valuable component of every great city.

[redacted]

[redacted]

Andrea Iraheta

[redacted]

I support the C Line Hybrid Option.

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

Please put me down as supporting the ROW extension - this extension is way past overdue!

[redacted]

[redacted]

[redacted]
Giving the people of Torrance a car free alternative to get to LAX is a valued option that i support and look forward to using when completed. Thank you for making this happen.

[redacted]
n.a

[redacted])
Would love to have this in our city!

[redacted])

[redacted]
I support the C Line extension to the city of Torrance. Torrance is a beautiful city that I would like to explore more.

[redacted])

[redacted])

[redacted])
The people have a right to public transportation

[redacted])

[redacted])

[redacted])
Public transportation is important in a growing city and helps in mobility for the old and those in need.

[redacted]

[redacted]
I am for this! I work @ the airport and would save much more time and gas if we have line going thru torrance. YES for me

[redacted]

[redacted]
The Green Line is needed on the Right of Way, not a major traffic street, Hawthorne Blvd.

[redacted]
Yes! Mobility!

[redacted]
For commuters, for all

[redacted]

[redacted]
I am sympathetic to people who live close to the tracks - but like buying near an airport- you knew the choice you were making. ROW will get this project finished quicker at the least expense.

[redacted]
Time to connect the South Bay to the rest of the Southland. As a rider of Meyro, Torrance Transit, and the Big Blue Bus, I am fully behind the project

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]
We need transit options ASAP!

[redacted])
Build the line to Torrance and then add another line that goes from Long Beach up through the Sepúlveda pass into the valley please

[redacted])
We need more trains, now

[redacted]

[redacted])

[redacted]
Stay out of our backyards with transiants, crime & pollution.

[redacted])

[redacted]
We need this train. Let’s get it built and without further delay. Using the Metro ROW makes the most sense for cost, efficiency, and first/last mile mobility, while also improving safety and modernizing the rail corridor. It will look so nice once it’s all built. Thank you for bringing light rail to the South Bay!

[redacted]
Low-hanging fruit that should’ve been started by now. The ROW is already there. This should be a slam dunk.

[redacted]*)*

[redacted]*)*
There is no reason why the C line extension should not use the ROW. It brings quality transit to the area at a fraction of the cost when cost savings need to be made.

[redacted]*)*
Build the train in Metro Owned ROW! Say no to NIMBYS!!

[redacted]

[redacted]*)*

[redacted]

[redacted]*)*
YES I support the metro coming to Torrance especially as I get older !

[redacted]

[redacted]*)*

[redacted]

[redacted]*)*

[redacted]

[redacted]*)*

[redacted]*)*

[redacted]

[redacted]*)*

[redacted]
cindy wang

[redacted]

[redacted]

[redacted]

[redacted]

[redacted])
I work in Torrance but hate driving and would love to be able to take the different methods of getting around. I'm sick of traffic and how bad things can get

[redacted]
We needed this transit decades ago.

[redacted])
Build it!!!!

[redacted])
Please!

[redacted])
This project is long overdue. As a resident of North Redondo for over 30 years I support the Metro ROW option.

[redacted])
I support this rail

[redacted]
I am tired of the NIMBY's supporting tweakers in our subways and buses. I hope that in the future, we improve our public transportation regardless of whatever the rich fucks in those areas say. People tend to forget that in order to help out ANY COMMUNITY rich or poor, an reliable mode of transportation (public) and Safety must be PRIORITIZED.

[redacted])
More connection!

[redacted])
Build it!

[redacted])

[redacted]

[redacted])

I support the Torrance rail/ metro

[redacted])

[redacted])

[redacted])

[redacted])

The Right of Way should be selected to allow Metro to add Sound Walls and to remove the toxic old tracks and to remediate the Freight ROW and to install the light rail, install landscaping and add a walking path and bike path.

[redacted])

Please select the ROW alignment for the C Line extension to save desperately needed funds and shift them to other critical projects!

[redacted])

[redacted])

[redacted]
[redacted] needed investment in Los Angeles for our children and our communities for years to come. Traffic will never get better, we need to build the alternatives now!

[redacted])

[redacted])

[redacted])

[redacted])

[redacted])

Rail transit is a net positive.

[redacted])

[redacted])

I live in Lakewood and use the C-Line to go to Torrance for work once in awhile. I have to make two trasnfers right now to buses to get to work. This would really give me a more direct ride into the City of

Torrance from Norwalk or Lakewood Blvd. Station.

[redacted])
Love the idea

[redacted])

[redacted]

[redacted])
The placement of the station in Torrance is quite close to factories where my family work and would benefit from added service to.

[redacted]
Please extend to Torrance on the ROW! I need this train to make it to Long Beach in my lifetime!

[redacted])

[redacted]

[redacted])

[redacted])

[redacted])
I support the extension of the green line as a way of fighting climate change by reducing greenhouse gas emissions and making local communities more walkable and bikeable

[redacted])
Yes definitely

[redacted])

[redacted])
Yes to expanding farther south, to Torrance, and doing a better job of connecting LB/Pedro/Carson/Torrance to the South Bay (Redondo/Hermosa/MB/beyond would provide additional relief to 24/7 congestion on the freeways.

[redacted]

[redacted])
We need more public transportation options than the bumper to bumper 405. Please move forward with the extension of the Metro line.

[redacted])
C’mon guys don’t be jerks, help us have better transit

[redacted])

[redacted]

[redacted]
When i lived in South Redondo, I would have loved to have had a Metro light rail station nearby. I support this line, in the right of way owned by Metro.

[redacted])
I am in support of the train to Torrance on the ROW!

[redacted])

[redacted])
Hardworking people deserve alternatives to navigate this sprawling city, and our future generations deserve the opportunity to live with less impacted gridlock. Give the train a chance.

[redacted])

[redacted])
I strongly oppose the Metro ROW. If it has a derailment of liquid petroleum or other chemicals it will be another East Palestine. This is an ugly proposal which will be a danger and nuisance to the residents. Clearly Metro does not care about quality of life or safety for these folks or their homes and families. The high-sounding rhetoric of this article does not tell the whole story, or about the negatives of ROW and the impact it would have upon residents and safety. I support the Hawthorne option. Torrance doesn't care, and all Metro seems to care about is $$$ and forcing this monstrosity upon Redondo and Lawndale.

[redacted]

[redacted])

[redacted])
The only way for me to get to Redondo Beach or Torrance is to ride the Metro 232 which slowly drifts along PCH. Last time I went to Torrance, it took 90 minutes. I almost could walk faster.

[redacted])

[redacted])

[redacted])

[redacted])

[redacted])

[redacted])

[redacted])
We need a comprehensive system that covers all over LA

[redacted])
The ROW is not only the best economical option for the transit project but as a resident I believe it is the safest, more accessible and convenient alignment that could be planned for this C line extension. We are most excited for the construction to begin in connecting our community with the rest of Los Angeles via the Metro train network! :)

[redacted])
The ROW is the Right Way!!

[redacted])
Let’s get this built

[redacted])
Very much needed transit connection for the South Bay and LA. Light rail is much quieter than cars on the roads and highways. Also much less polluting because of low emissions and no tires.

[redacted])

[redacted])

[redacted]
Please, please, please, remove the homeless, the vagrants and the mentally ill from the trains.
Those of us who need to use metro rail to commute to both work and school are fed up with having to pay fares while these individuals assault our senses daily.
Jus this past week I saw on the red line a man pulling his pants, another smoke crack and a third one was insulting people with screams.
Neither the cameras, nor the so called “safety ambassadors” did anything!
Its a shame a real shame that metro doesn’t take care of its paying patrons.

[redacted])
The traffic caused by too many cars on the road is ridiculous sometimes!! When I was traveling abroad so many people used public transit because it was convenient. We are so behind and deserve more options

[redacted])

[redacted])
Any public transport is a good thing. Cars have had our cities for too long. Time to give our cities back to the people!

[redacted])

[redacted]

[redacted])
Build it now!!!

[redacted])

[redacted])

[redacted])

[redacted])
Jorge

[redacted])

[redacted])
I support the extension!

[redacted])
Build the rail!

[redacted])

[redacted])
Hello I absolutely support the train to Torrance. It is absolutely vital that we decrease car usage and all of the pollution and deaths it causes (car crashes etc).

[redacted])
As a longtime resident of the Westside without a car, getting to the South Bay or LAX is time-prohibitive via public transit and cost-prohibitive via Uber. While great progress has been made in recent years with the Expo and Purple Line expansions, we still lack good north-south transit options that connect the South Bay, Westside, and SFV. This project would be a great first step in rectifying that issue and providing more equitable transportation options for all.

[redacted])
Please extend the C Line!

[redacted])

[redacted])

[redacted])

[redacted])
Go with the route that is more cost-effective, more direct and more popular. The Hybrid ROW checks those boxes.

[redacted])
This would be good to commute to work

[redacted]
We need the ROW option with the train station right next to the bus transit center.

[redacted])

[redacted])

[redacted])

[redacted])

[redacted])
This infrastructure change is needed by Californians. It is a common-sense change that will aid citizens and bring America up to the level of other first-world countries with better infrastructure.

[redacted]

[redacted]
This would be a huge asset to the community at large by providing a sorely needed alternative to sitting in a car in traffic and polluting the environment. Let's do this!

[redacted]

[redacted]

[redacted])

[redacted])

[redacted]

[redacted])

[redacted]
We need this rail line now. Please ignore the NIMBYs

[redacted]
More public transportation plz

[redacted])

[redacted]

[redacted])
Torrance needs Metro rail as soon as possible, and the ROW option will bring just that.

[redacted])
I live in Torrance and ride transit every day. It is important to me to see the South Bay grow with the rest of the region by adding supporting this light rail extension, and by doing so in the most efficent and cost-effective way by choosing the ROW alignment.

[redacted]

[redacted])
The farther the MTA system reaches, the more beneficial to all.

[redacted]

[redacted])

[redacted])
Supporting a common-sense, extensively researched and transparent public transit solution that's overdue for the South Bay region. Thank you for your consideration.

[redacted]

[redacted])
I support

[redacted]

[redacted])

[redacted]

[redacted])

[redacted])

[redacted]

[redacted])
All in on the ROW alternative. Best for interconnectivity, best for cost.

[redacted]
More trains!

[redacted])

[redacted])

[redacted]
I support a Torrence line.

[redacted])

[redacted])

[redacted]

[redacted])

[redacted])
As a lifetime resident of the South Bay, I have only dreamed of being able to easily take reliable and fast public transit. The purchase of the freight corridor occurred when I was 2 years old, and I would love to use this while alive.

[redacted])

[redacted]

[redacted])
This train will play an essential role in fleshing out our transit system and connecting communities. To not build it in Metros ROW would be a massive misstep.

[redacted])
We need the train to go everywhere!

[redacted]

[redacted])

[redacted]
Connect the south bay to LAX!

[redacted])

[redacted]
The South Bay desperately needs more access to public transportation. I am in full support of this initiative.

[redacted]

[redacted])

[redacted]

[redacted] (*ZIP* [redacted])

[redacted]
Yes to the Metro ROW extension to Torrance!!!

[redacted])

[redacted]

[redacted])
I'm a resident of Torrance who lives car-free. We urgently need light rail, more public transportation options and improved pedestrian-friendly infrastructure implemented.

[redacted]
More rail

[redacted])

[redacted]

[redacted])

[redacted])
Very important for our community

[redacted])
Yes! I live in North Redondo and support the train on the existing ROW. Please build it.

[redacted]

[redacted])

[redacted]

I want to take day trips but during the daytime it is soooo bad trying to get around especially on weekdays. Plus gas is so expensive lately that it isn't worth it. I would ride the trolley if it was better and more extensive

[redacted])

[redacted]

[redacted]

My family and I ride Metro - and would use the new extension to get to Torrance. The C Line extension is needed to expand safer green mobility for all Angelenos. The ROW is the most cost-effective option. Please make it happen as soon as possible.

[redacted]

[redacted])

[redacted])

[redacted]

[redacted]

[redacted]

[redacted])

[redacted]

Please select the ROW option

[redacted])

[redacted]

Don't let Torrance turn the new transit center into an expensive white elephant.

[redacted])

[redacted]

[redacted])

Bring Metro Rail to Torrance!

[redacted]
MORE TRAINS

[redacted])

[redacted]

[redacted])
Save money and build faster!

[redacted]
We need this to allow Torrance residents easy access to downtown LA and other areas via the metro.

[redacted])

[redacted]
We want the ROW route for its economy and usefulness. Select it now and build it soon.

[redacted])

[redacted]
I support the Metro C Mine extension in South Bay

[redacted])

[redacted]

[redacted])
The south bay deserves better transit.

[redacted]

[redacted])

[redacted]
Hope this Torrance green line extension happens quickly

[redacted])

[redacted]

[redacted])
I support the Train to Torrance on the Metro ROW - Or nothing.

[redacted]

[redacted]
YES I support the metro coming to Torrance !

[redacted])
North Redondo resident. Our area desperately needs more mass transit options that can connect us to the larger transit system. Please support the train to Torrance!

[redacted]

[redacted])
I am very excited for this project to be built along the current RoW. Lowest cost, lowest travel time, highest ridership!

[redacted]

[redacted])

[redacted]

[redacted])

[redacted]

[redacted])
this will eat away at traffic on the 405 cuz we could go straight to lax and the westside by train. make the grade separations elevated tho it's cheaper and less disruptive to traffic and you get nice views from the train

[redacted]

[redacted])
That's hysterical

[redacted]
Great idea

[redacted]

[redacted]
Would be great to have trains towards OC and Downtown

[redacted]

[redacted]

[redacted]

[redacted])

[redacted]

[redacted])
It must be built.

[redacted])

[redacted]

[redacted])

[redacted]
This plan would provide viable transportation alternatives in the future where we can reliably get to work on time without sitting for hours in traffic daily. It will help remove single occupant cars off the 405 and help provide affordable transit alternatives than relying on costly and dirty automobiles.

[redacted]
I would love to have the Metro in Torrance.

[redacted]
On vacation in London right now and experiencing their Underground makes me with LA built transit more and quicker. Yes to ROW for the extension.

[redacted])

[redacted])
Extend ALL the transit lines!

[redacted]
Fully support this project

[redacted]

[redacted]

[redacted])
I support public transportation.

[redacted]

[redacted])
I strongly support the Metro ROW alignment over the Hawthorne segment. Mainly because the tracking is ready and doesn't require extra property removal and accommodations for and distance between the ROW & Hawthorne Blvd is close enough, alternative transit and the first/last mile mobility hubs can be utilized to reach those destinations. Once a resident of Torrance for half a decade, this C/K Line extension is crucial to improving the transportation network into the deeper South Bay.

[redacted])
Build the C line extension to Torrance!

[redacted])
I live in 90018 by Western expo and all my doctor visits and family are in Torrance, my hometown. I grew up riding the 4 and 232 since I was 12 years old and look forward to being able to get to Torrance by metro now, as there is really no existing good way to get to Torrance from LA

[redacted]

[redacted])

[redacted]

[redacted])
I definitely ? support this project

[redacted]

[redacted])
Alternatives to 1 person in 1 car are desperately needed. This metro connection will bring economic development to the south bay and decrease dependency on cars.

[redacted]

[redacted])

[redacted])
Closest point to Orange County to go to LAX and West Los Angeles

[redacted]
Needs to go to San Pedro.

[redacted])
Vote for train

[redacted])

[redacted]

[redacted])
To the Metro board.

I support the ROW option or the ROW Hybrid for the C line extension to Torrance.

This option allows for the quickest construction time, no interference with Caltrans and connects to the existing Redondo Beach and Torrance Transit Centers.

[redacted])

[redacted]

[redacted])
We need the C Line Extension down here and perhaps more importantly, we need Metro Board of Directors leadership to demonstrate the type of fearless leadership we're lacking down here. So many of our leaders are full of negativity, hysteria, and fear-mongering. Metro's leadership can help us and we ask you to come help resolve concerns so we can get public transit working in the South Bay. Please!

[redacted])
We need this light rail project in Torrance.

[redacted]
More local public transit! Signed, a Torrance resident.

[redacted])
I hear my coworkers wait ridiculously long times just for a bus or train to get to their stop.

[redacted])

[redacted])
Metro extension is much needed in torrance!

[redacted]

[redacted])

[redacted]

[redacted])

[redacted])

[redacted]

[redacted])

[redacted]

[redacted])

With the expansion of the C/K line to LAX in a few years, its essential that we extend the K line to better serve jobs, transportation, and overall QOL in the South Bay!

[redacted]

[redacted])

No way do we want it up Hawthorne Blvd! More expensive! More noise! Less room for regular traffic!

[redacted]

Trains >>>>>> Freeways.

[redacted])

[redacted]

[redacted])

The trains will reduce congestion and are very quiet compared to nonelectric models.

[redacted]

[redacted])

More trains and bike lanes!

[redacted]

[redacted])

Let’s get this done !

[redacted]

I live in North Redondo Beach. Unlike many of my neighbors, I ride transit and I ride my bike for errands. The ROW would bring the station closer to my home AND provide crucial first/last mile multi-modal links that would make my shopping trips for groceries much safer. The short path between Grant to the train station can add a spur to Target, eliminating the dangerous conditions at Grant/Kingsdale for cyclists and pedestrians.

[redacted])
This will bring less traffic and pollution. We need this!

[redacted]
I live in south torrance and use public transportation to go to DTLA, would love to have the train option

[redacted])

[redacted]

[redacted]
Extend to South Bay and Torrance ASAP we need this!

[redacted]

[redacted]
Definitely a need

[redacted]

[redacted])

[redacted]
As someone who is working class, this would open up so many opportunities for people without cars like myself. Public transit is incredibly inconvenient and could be made so much better. The opposition to this simply do not understand what it is like to have to deal with public transit that is underfunded

[redacted])

[redacted]
trains, PLEASE

[redacted])

[redacted]

[redacted])

[redacted]
Transit is a public good.

[redacted])

[redacted]

[redacted])

[redacted]

[redacted])

I support the Metro’s choice. It is the best choice for the city of Torrance and the cities of Redondo and Lawndale. The idea of doing an elevated train down Hawthorne Blvd is not only too expensive but it would also be a terrible eyesore for the community.

[redacted]

Trains are the future!!

[redacted])

[redacted]

WE NEED THIS TRAIN! Time to make the South Bay more accessible for those who live and work here in a way that reduces pollution and traffic. please move forward with the Metro ROW option as it is cost effective and will completely update/upgrade the are, including seamless bus, bike and parking connections. Please don't hold the South Bay hostage any longer.

[redacted])

Sooner the better!!!

[redacted]

[redacted])

We are a family that often travels on transit, and this would make it much easier to visit our friends in Torrance--and vice versa!

[redacted]

I moved to Torrance from out in the oilfields of southeast New Mexico. My hope was to be able to ride the public transit to easily get around L.A. but Torrance seems to be a glaring break in the chain of lightrail and streetcars and protected bike lanes. I support moving forward with all these projects to improve transit and take a lot of traffic off the roads

[redacted])

[redacted]

[redacted])

[redacted]

[redacted])

[redacted]

[redacted])
This project would make seeing my family and friends in Torrance faster, more convenient, and less expensive. Let’s get it done!

[redacted]
I'm a Whittier Resident and would like the line to extend to here or Santa fe Springs aswell.

[redacted])

[redacted]

[redacted])
Please support the ROW option for this Metro project. That would be greatly beneficial to us student commuters and workers. Thank you.

[redacted]
Yes!! Bring tjhe metro train to the Torrance Transit Centet. Better for senior and will brinng mmore to the great Old Cdowntown Torrance for the monthly faire and pld down toown business owners

[redacted])

[redacted]
As a redondo beach resident, I support the extension.

[redacted])

[redacted]

[redacted])

[redacted]
It’s ultimately wrong to waste a right of way.

[redacted])
Let's get this train built as quickly and efficiently as possible

[redacted]

[redacted])

[redacted]

[redacted])

[redacted]
We need it.

[redacted])

[redacted]
I support the ROW option and the extension of the C line! I will use this often to commute to the area of Torrance.

[redacted]

Tell Metro: We Support the Train to Torrance on the Metro ROW

LA METRO BOARD OF DIRECTORS



K Line Florence Ave - Wikimedia

The South Bay is home to many hard-working Angelenos who travel daily throughout the county for work and leisure. However, those trips are crippled by traffic and congestion because our region is largely underserved by fast and efficient public transit. It doesn't have to be this way: **we could**

465 Signatures Collected

Only 335 more until our goal of 800

SIGN THIS PETITION

Welcome back, S!
Not S? Click here.

Comments

ADD YOUR NAME

You may receive email updates from *South Bay Forward,* the sponsor of this petition.

Edit Subscription Preferences

transform mobility in the South Bay with the Metro C Line Extension–*but it needs our support!*

Flag As Spam

UPDATE: Metro has released their staff recommendation for the Hybrid ROW after extensive study and community outreach. We support the staff recommendation and are inviting South Bay residents to show up and provide supportive comments at the May 23rd Metro Board Meeting at 10 am (Agenda I).

e our toolkit for public comment.

The **Metro C Line Extension extends the Metro C/K Line light rail system by 4.5 miles and adds 2 new stations in Redondo Beach and Torrance**. The extension will provide an affordable, convenient, and efficient light rail trip from Torrance to Redondo Beach, El Segundo, LAX, and Inglewood without transfers, plus easy connections to Santa Monica and Downtown LA from the Expo Line. LA Metro purchased the Harbor Subdivision freight corridor in 1993 with the goal of providing rail service to the South Bay, and has been studying the extension since at least 2002. *It's time we get this built!*

Here's a few more key details about the project overall (you can also read more on the Metro project webpage and StoryMap):

- **HIGH-QUALITY TRANSIT**: South Bay LA is a major jobs center (think: aerospace, logistics, healthcare, tech) but lacks high-quality transit. Transit is the best way to move more people as the region adds more jobs and housing.

These benefits extend throughout the South Bay – including the Beach Cities, Palos Verdes Peninsula, Torrance, Lomita, Lawndale, Gardena, Carson, Hawthorne, and Harbor Area.

- : The extension will connec

FASTER THAN DRIVING

epulveda Blvd and the 405. Projected travel time from Torrance Transit Center to LAX is 19 minutes compared to 40+ minutes during rush hour. The train would take 23.5 minutes to get to Inglewood for game days and 63.5 minutes to get to Downtown Santa Monica. When people choose transit, it reduces car traffic on the road for people who still choose to drive.

- **FUTURE INVESTMENTS**: This extension will join the K Line, and Metro plans to extend the K Line further to the North, linking to the D and B subway lines in Mid-City and Hollywood. This will create a major North-South light rail line connecting destinations in LA like The Grove, Hollywood Walk of Fame, Miracle Mile and so much more. One day you can ride to UCLA and the Hollywood Bowl from Torrance entirely via Metro rail.

- **LOCAL SUPPORT**: Public polling shows that 67% of Lawndale, Redondo Beach, and Torrance residents support the project, with 8% opposing the project and 24% with no opinion. Elected officials who represent South Bay cities on a local and regional level have consistently supported the project for its benefits such as reducing pollution and reducing traffic.

need your help to tell the Metro Board that South Bay families, professionals, and students support high-quality and cost-effective transit.

Metro staff engaged in extensive studies in the past few years and has **recently released their recommendation to the Metro Board for the Hybrid ROW option, which we support.** In the Draft EIR, they studied 2 main routes: one on Metro's property (right-of-way or "Metro ROW") where a freight train currently travels, and another elevated over Hawthorne Blvd, the "Hawthorne option" (see simulation video and StoryMap).

The biggest differences between the two alignments are

rider than Metro ROW and is $730 million more costly overall.

- **TIMELINE**: Metro ROW Hybrid is scheduled to open in early 2034 while the Hawthorne option would open in late 2035. Caltrans, which has jurisdiction ove
  - has not yet approved an encroachment permit

oints for the project and add risk of cost escalation and further delays.

- **CONNECTIVITY**: Metro ROW options will add a station along the tracks directly next to the new Redondo Beach Transit Center which opened in 2023 for $15 million and serves Beach Cities Transit, GTrans, Lawndale Beat, Torrance Transit, and Metro buses. The Hawthorne option, in addition to being $730M more costly, will construct a station in the middle of busy Hawthorne Blvd, a state highway and a dangerous environment for pedestrians. Both options provide good service to the South Bay Galleria/South Bay Social District.



Overall, we support the staff recommendation that the Metro Hybrid ROW is the best choice for this project for the following reasons:

1. **COST-EFFECTIVE**: Metro Hybrid ROW will be completed sooner and with the most efficient use of taxpayer dollars ($730 million less expensive than Hawthorne Blvd and less cost per new rider) allowing for quicker completion and realization of VMT reductions. Metro already owns the right-of-way and will not need to acquire or demolish any homes.

2. : Metro Hybrid ROW will provide seamless bus, bike, and parking connections at the new Redondo Beach Transit Center on Kingsdale Ave. The RBTC station has already been constructed next to the tracks, has bike lockers and over 300 parking spaces, and is quieter and more pleasant for transit riders compared to a hig

ENHANCED MOBILITY new neighborhood multi-use trails ng in Lawndale parallel to Condon Ave, and at the RBTC station spanning the train tracks from Grant and 182nd. ROW bike and walk paths will enhance our pedestrian and bicycle network and will allow people in Lawndale and Redondo Beach to connect to their train by foot, bike, or bus.

4. **MODERNIZATION & SAFETY UPGRADES**: The ROW currently serves an old freight rail and pipeline corridor, and the Metro ROW option would revitalize the route by upgrading aging freight tracks (decreasing noise and vibration), securing pipelines, and building new bridges

and grade separation for light rail. These safety plans and mitigations would not occur if light rail is not installed on the Metro ROW. Additional planned upgrades include new pedestrian gates, sound walls, tree plantings, and quiet-zone technology to make conditions safer and more beautiful for the entire neighborhood. Hybrid ROW will also be fully grade-separated at 170th and 182n

ZERO RESIDENTIAL DISPLACEMENTS

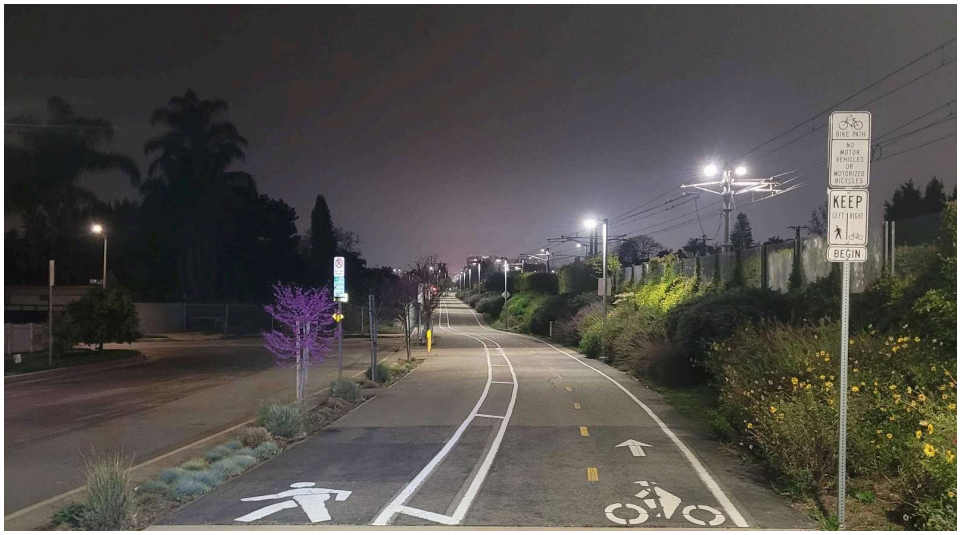
ay. No residential displacement would occur. Metro will work with the various utilities in the corridor to secure and relocate utilities using a phased construction approach. Hawthorne option would require significant property acquisitions of 13 commercial parcels and 1 residential parcel. It would also involve challenging utilities relocations of an underground storm drain in the center of Hawthorne Blvd and overhead high voltage transmission lines.

6. **SAFETY & SECURITY**: The location of the Redondo Beach Station along the rail corridor will be safer, quieter, and easier to access than the ground-level street crossing at Hawthorne Blvd – a 6-8 lane state highway (SR 107) and high-injury corridor. The Redondo station next to the Transit Center will be easier to manage from a security and and fare enforcement standpoint than an elevated station in the center of Hawthorne Blvd.

Metro has been met with fierce opposition from people who live near the freight tracks in Lawndale and Redondo who oppose ROW options. They question Metro's engineering reports, data, and records, and are **trying to hold the South Bay hostage for nearly $1 billion** to build the Hawthorne option. **But the rest of the South Bay would like to see this**

project get built efficiently, cost-effectively, and without more delays. Similar opposition occurred years ago in the Cheviot Hills neighborhood with the Expo Line in an old freight ROW. In the end the line was built and neighbors there today enjoy reliable light rail transit and a ROW bike and walk path (pictured below).





As we look to the future, this project will be a game-changer for South Bay transportation and mobility. With our population and jobs growth projected to grow, we need alternatives to driving and endless traffic congestion. Our state assemblymember Al Muratsuchi delivered $231 million in state funding to get the train to Torrance and supports the ROW options. *It's time to get this project built.*

The LA Metro Board needs to hear that the South Bay overwhelmingly supports the C (K) Line Extension and supports Metro using their right-of-way. We support the route that is most financially feasible, that connects to our bus centers for first/last mile connectivity, and that adds much-needed modernization and rail safety measures to neighborhoods. We support Metro's community engagement process and staff recommendations and would like to see this built without further delay!

IMPORTANT: The Metro Board will hear the final update and vote on the staff recommendation for the Hybrid ROW Alternative at their **board meeting on Thursday, May 23 at 10 am (Agenda Item 30).**

But due to opposition from people who don't want this project or don't want it near their homes, this project is not guaranteed. We are *asking all supporters to attend* this meeting, either in-person or via telephone to share a 1-minute public comment in support of the staff recommendation for ROW Hybrid.

- RSVP to let us know you'll be there.
- Visit our toolkit for public comments..

Join your pro-transit friends to speak on this historic and transformational project and add your voice to a chorus of South Bay residents saying YES to the Extension and YES to the Metro ROW.

Thank you for supporting modernized, cost-effective, and enhanced public transit to the South Bay!

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To learn more about how to support housing, transit, and mobility improvements in the South Bay, find us at South Bay Forward and @southbayforward on social media.



SPONSORED BY

SOUTH BAY FORWARD

Torrance, CA

To: LA Metro Board of Directors
From: S B

As a resident of the South Bay and the Los Angeles region, I write in strong support of the Metro C (Green) Line Extension to Torrance and the Metro ROW options.

The extension will provide an affordable, convenient, and efficient light rail trip from Torrance to Redondo Beach, El Segundo, LAX, and Inglewood without transfers plus easy connections to Santa Moni

on for the Hybrid ROW alternative. This route is most financially feasible, connects to our bus centers for first-last mile connectivity, and adds much-needed modernization and rail safety measures to neighborhoods. The Hawthorne option is significantly more costly ($730 million more overall and more expensive in cost per new rider) and would involve lengthy Caltrans and NEPA approvals and potential veto points.

Metro ROW options include new neighborhood multi-use trails, sound barriers, modern trackwork, and will be completed sooner. Hybrid ROW is fully grade-separated for light rail which will make the route safer and quieter in neighborhoods. It makes the best use of local transit investments and will upgrade the existing rail corridor while also connecting to destinations and future transit-oriented housing at the South Bay

Galleria. I support Metro's extensive community engagement process and staff recommendations and would like to see this built without further delay. Please select the Hybrid ROW for the locally preferred alignment to advance this project.

The South Bay has received over a billion dollars to fund the project through Measure R, Measure M, and state grants. I believe that the extension on the Metro ROW is the all-in-one solution adding light rail, freight corridor safety enhancements, and first-last mile connectivity in a cost-effective and time-efficient manner. The extension will offer transportation benefits for the entire South Bay region, promoting equity and mobility for all who live and work here. Thank you for enhancing public transit in LA County and the South Bay.

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[redacted]

Mayor Karen Bass
Honorable Los Angeles Metro Board of Directors
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, Los Angeles, CA 90012-2952

Updated: May 22nd, 2024

Subject: 5/23/24 Board Meeting: #30 - FOR Hybrid ROW for C Line Extension to Torrance

Honorable Chair Bass and Metro Board of Directors:

We write in strong support of the Metro C/Green Line Extension to Torrance and the Hybrid ROW Alternative for the Locally Preferred Alignment. Public transit is a key public investment providing tangible benefits to cities it serves. This Metro light rail extension has been decades in the planning and will benefit the South Bay and its residents for decades to come. It is the next right step for our transportation future, and would meaningfully connect our region to the growing LA Metro rail system.

South Bay Forward seeks to move the South Bay region forward on housing, transit, and active mobility. We are a volunteer-run chapter of Abundant Housing LA, a grassroots nonprofit organization working to solve Southern California's housing crisis. We envision a South Bay with abundant and affordable housing near good jobs with convenient, sustainable transportation. We have closely supported the C Line to Torrance, and have engaged with Supervisor Mitchell's office and local agencies over the past 7 months.

South Bay Forward is composed of advocates in Torrance, the Beach Cities (Redondo Beach, Hermosa Beach, Manhattan Beach, El Segundo), Inland South Bay (Carson, Gardena, Hawthorne, Inglewood, Lawndale, Lomita), Harbor Area (Harbor City, Harbor Gateway, San Pedro and Wilmington), and the Palos Verdes Peninsula (Palos Verdes Estates, Rancho Palos Verdes, Rolling Hills, Rolling Hills Estates). We have urged Lawndale, Redondo Beach, and Torrance to continue to support the C Line Extension and to commit to working with LA Metro for the benefit of the South Bay region, no matter the route chosen.

Recent polling confirms strong support among South Bay residents for the C Line Extension: Among 670 residents surveyed from Lawndale, Redondo Beach, and Torrance, 60% were familiar with the project and 67% supported the project, with 8% opposing the project and 24% with no opinion.[1] Those who were very familiar with the project supported the project at higher levels, with 81% in support.[2] Support was high across the three cities. The Draft EIR received significant public input, with 2,200 comments and 66% in support of the Metro ROW Elevated/At-Grade Alignment, 19% in support of the Hawthorne Option, and only 6% preferring the No Project option.[3] The Draft EIR comment period was available for 61 days with multiple rounds of public outreach. Polling data followed best practices for public opinion research. Today we also submit our petition in support of Hybrid ROW with over 450 signatures.

The C Line Extension provides numerous economic, climate, and transportation benefits to the South Bay. Our region is a major jobs center, from aerospace to healthcare and manufacturing to technology. The light rail extension will serve workers who commute into the South Bay and residents who commute out to Central LA, Santa Monica, and Downtown LA. Around 12,000-16,000 daily trips are projected by 2042, reducing 49,000 vehicle miles traveled (VMT) and over 2,000 metric tons of carbon dioxide equivalent per

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[1] https://thesource.metro.net/2023/08/16/recent-poll-show-community-support-for-c-line-green-extension-to-torrance-project/
[2] August 14, 2023. C Line Extension to Torrance Project Update to Metro Board of Directors.
[3] Ibid.

year. The extension will be part of the K Line, which currently extends to the E (Expo) Line, with plans to connect via the K Line Northern Extension to Mid-Wilshire and Hollywood. Residents of the South Bay will have a one-seat ride to LAX, Inglewood (SoFi Stadium), the E Line, and one day, the Hollywood Bowl. This extension is critical to extending the line further to LA Harbor cities and Long Beach. Torrance will be just one stop along a larger line.

In addition to giving residents the option to drive or take the train, the extension will alleviate traffic for those who still choose to drive. Transit benefits all road users. People who choose to drive will benefit from the congestion relief of many transit riders sharing a bus or train instead of consuming much more road space by driving individual cars instead.

The South Bay was historically connected to Los Angeles and the Harbor via passenger rail.[4,5] Since the decline of the Red Car Line in the 1940s, the proliferation of the highway system, and growth in population from the mid-20th century, vehicle traffic has significantly worsened in the South Bay. Local policymakers and agencies have responded with costly and polluting street-widening[6] and highway-widening projects[7] which further induce driving and traffic.

The South Bay also suffers a jobs-housing imbalance and an affordability crisis. According to SCAG data, Torrance-Carson is the third-largest jobs center in Los Angeles County but severely lacks high-quality transit.[8,9] Additionally, the South Bay experiences a disturbing trend of senior homelessness, with a 42% increase in persons 55+ identified during the 2022 South Bay/SPA 8 Los Angeles Homeless Count.[10] The C Line Extension will spur development of transit-oriented and deed-restricted affordable housing near the Redondo Beach and Torrance stations. In fact, Lawndale,[11] Redondo Beach,[12] and Torrance[13] have designated low-income housing sites near the proposed stations as part of their 6th Cycle Housing Element. All three cities can address the local jobs-housing imbalance and foster equity by incentivizing transit-oriented housing at these locations.

Importantly, we cannot afford further delays and cost increases on this critical piece of transit infrastructure, which has been studied for at least 3 decades. After a careful study of the options in the DEIR and accounting for differences in timeline, costs, and design, we are in strong support of the C (Green) Line Extension overall and in support of the options along the Metro-owned right-of-way, including the staff recommendation for H t. opening 2034) provide: the best utilization of taxpayer funds with the earliest opening dates and lowest estimated costs; a direct rail connection to the Redondo Beach Transit Center for optimal bus & bike network connectivity; three new sections of multi-use recreational paths; and safety modernizations to the existing freight corridor with new bridges, trackwork, pedestrian gates, quiet-zone technology, and other engineering upgrades for freight and light rail. Similar configurations of light rail, heavy rail, and walking paths near homes and schools exist along the A Line in South Pasadena, Highland Park, South LA, and the San Gabriel Valley, and the E Line in West LA. Engineering enhancements will make the existing freight tracks quieter and safer for nearby residents. The ROW Hybrid option is fully grade-separated for light rail to minimize pedestrian and vehicular conflicts

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[4] https://patch.com/calif
[5] https://la.curbed.com/2015/11/9/9902244/red-car-map-los-angeles
[6] https://torrancepchhawthorneproject.com/
[7] https://la.streetsblog.org/2022/09/28/where-metro-and-caltrans-are-widening-the-405-freeway
[8] https://hub.scag.ca.gov/datasets/5a9796e44aba46f1b217af1b211ce2ac
[9] https://gisdata-scag.opendata.arcgis.com/datasets/1f6204210fa9420b87bb2e6c147e85c3
[10] https://www.sbceh.org/homeless-count-2022.html
[11] https://www.hcd.ca.gov/housing-elements/docs/lawndale-6th-adopted021522.pdf
t.asp
[13] https://www.torranceca.gov/our-city/community-development/housing-el

with light rail. Freight crossings will be quiet-zone ready. We support the extensive work of Metro staff in their outreach to the community and planned mitigations which meaningfully address concerns from residents. The $15 million Redondo Beach Transit Center opened in 2023 and serves Beach Cities Transit Line 102, GTrans 3, Lawndale Beat, Los Angeles Metro 40, 210, 211, and Torrance Transit 2.[14] The transit center has 320 parking spots, covered bicycle parking, and 12 bicycle lockers to enhance multimodal mobility. Co-locating the light rail station at the Redondo Beach Transit Center will significantly expand regional mobility connecting directly to bus lines that serve Inglewood, Gardena, El Camino College, Compton, Carson, and Hermosa Beach. The station would be adjacent to South Bay Marketplace, Target, and South Bay Social District, which is undergoing Phase 1 and 2 redevelopment adding 300 units of housing.[15] ROW options provide the best multimodal and transit-oriented connections and a seamless, quiet experience for transit riders while making needed upgrades to existing freight tracks.

The Hawthorne Elevated alignment ($2.96B, est. opening 2035) faces steep challenges including: a higher $730 million-$1 billion cost to taxpayers; lengthy and costly Caltrans & NEPA approvals; significant property acquisitions; disruptions to businesses and traffic patterns; and a highway median station design that would not be conducive to pick-up, drop-off, and multimodal transit connections. If Hawthorne Elevated is selected, important upgrades to the aging freight tracks in Lawndale and Redondo Beach with new trackwork and quiet zone crossings will not be accomplished. The funding gap for Hawthorne Elevated is significant and cannot be understated: Selecting this option would further delay approval and construction of this project in search of additional funding while regional mobility suffers. We support mitigations for residents near the right-of-way, including but not limited to: enhancement and additions to neighborhood green space, traffic safety measures, phased construction, sound barriers, and modern trackwork to improve overall safety of the corridor. LA Metro has safely delivered complex projects throughout the county, and this project is no different.

The South Bay has received over a billion dollars to fund the project and the new Redondo Beach and Torrance regional transit centers through Measure R, Measure M, and state grants. Transit projects compete for limited state and federal funding. Our climate cannot wait: Mode shift and high-quality transit is urgently needed for the South Bay to reach its climate goals. We ask you to advance the C Line Extension to Torrance for Hybrid ROW, which is the all-in-one solution adding light rail, grade separations, freight corridor safety enhancements, and multimodal bus and bike connections in a cost-effective and time-efficient manner. The extension will offer transportation benefits for the entire South Bay region, promoting equity and mobility for all who live and work here. Thank you for your diligent work to enhance public transit in LA County and the South Bay.

Sincerely,

[redacted]

[redacted]

[14] https://www.redondo.org/depts/recreation/transit/redondo_beach_transit_center/default.asp
[15] https://www.southbaysocialdistrict.com/

Metro Board of Directors,

I am writing to express my deep concerns regarding the proposed Metro C-Line extension project and its potential impact on my business, DCS Testing & Equipment. As Metro's maps indicate, portions of my property are slated to be taken to make way for infrastructure on the "Hybrid ROW" route.

In addition, as a business owner located directly along the Right of Way (ROW) in Lawndale, I am acutely aware of the significant challenges that this project poses not only to my business – but to my neighbors and our community.

If chosen, the Hybrid ROW route will have devastating consequences for not only my business but also for many homes and livelihoods along its path. The prospect of having commuter trains passing through our neighborhood every few minutes is alarming, to say the least. The noise, vibrations, and disruptions to daily life would be unbearable for residents and businesses alike.

Furthermore, the ROW route threatens to destroy the fabric of our community. It would sever connections between neighborhoods, disrupt local commerce, and diminish the quality of life for everyone involved. As a business owner, I have invested my time, energy, and resources into building a thriving enterprise here. To see it jeopardized by an ill-conceived transportation project is deeply troubling.

On the other hand, the Hawthorne Boulevard option offers a ray of hope for our community. Elevating the train along Hawthorne would not only mitigate the negative impacts on businesses like mine but also pave the way for revitalizing a long-neglected business district. It would create opportunities for growth, attract investment, and foster a sense of pride and belonging among residents and business owners alike.

In light of these considerations, I urge the Metro Board of Directors to carefully weigh the consequences of their decision and prioritize the well-being of our community. Choosing the Hawthorne Boulevard route is not just about protecting businesses like mine; it's about preserving the fabric of our neighborhood and ensuring a brighter future for generations to come.

Thank you for your attention to this matter.
Sincerely,

[redacted]

[redacted]
[redacted]
[redacted]
[redacted]
4/25/2024

Dear Members of the Metro Board of Directors,

I am writing to express my strong support for the Hawthorne Blvd option for the Metro C-Line extension project in Lawndale and Redondo Beach. I represent the perspective of a local business owner who runs a business out of my home which is across from the ROW tracks.

The Hawthorne Blvd option presents a prudent and beneficial solution to the transportation needs of our neighboring communities while safeguarding the interests of local businesses and residents. As a mother and dogsitter I understand the importance of maintaining a harmonious environment conducive to health and well-being. By routing the extension along Hawthorne Blvd, we can mitigate potential disruptions to the tranquil atmosphere of residents including their pets in the Beach Cities.

Moreover, the Hawthorne Blvd option offers numerous advantages for businesses in Torrance and beyond. By preserving the integrity of residential neighborhoods and minimizing construction-related disturbances, this route ensures continued patronage and support for local establishments. Additionally, improved accessibility along Hawthorne Blvd will enhance the visibility and reach of businesses, attracting new clients and fostering economic growth.

In light of these considerations, I urge the Metro Board of Directors to give careful consideration to the Hawthorne Blvd option and its positive implications for our community. By selecting this route, we can uphold the values of sustainability, prosperity, and well-being that are integral to the fabric of our neighborhoods.

Thank you for your attention to this matter. Please do not hesitate to contact me if you require any further information.

Sincerely,

[redacted]



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Cc. anajarian@glendaleca.gov, jdupontw@aol.com, FourthDistrict@bos.lacounty.gov, fdutra@cityofwhittier.org, firstdistrict@bos.lacounty.gov, randall.winston@lacity.org, HollyJMitchell@bos.lacounty.gov, Councilmember.Yaroslavsky@lacity.org, jbutts@cityofinglewood.org, info@timsandoval.com Kidada.Malloy@lacity.org lawndalegnomeking@gmail.com, paul.krekporian@lacity.org, ThirdDistrict@bos.lacounty.gov, tina.backstrom@lacity.org, randall.winston@lacity.org, greenlineextension@metro.net, Kathryn@bos.lacounty.gov, kenneth.g.miller@lacity.org



Metro Board of Directors
Los Angeles Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

April 23, 2024

Dear Members of the Metro Board of Directors,

As advocates for health, equity, and livability in California communities, we are writing to express our concerns regarding the proposed C-Line extension project and to voice our support for the Hawthorne Blvd. option.

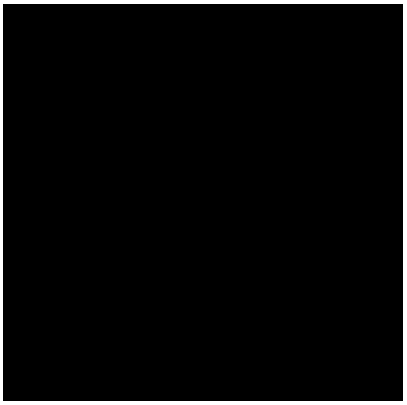
At California OneCare/HEAL California, we prioritize the well-being and safety of residents, especially those in underserved and vulnerable communities. The Hawthorne Blvd. option offers a safer and more equitable solution for transportation infrastructure development compared to alternative routes that may pose greater risks to public health and community cohesion.

We are particularly concerned about the potential health impacts of increased train traffic on nearby neighborhoods, including air pollution, noise pollution, and safety risks for pedestrians and cyclists. The Hawthorne Blvd. option, with its emphasis on safety and accessibility, aligns with our mission to create healthier and more sustainable communities for all Californians.

Furthermore, we believe that community input and engagement are essential components of any transportation planning process. It is imperative that the voices of residents, businesses, and community organizations are heard and respected throughout the decision-making process. We urge the Metro Board of Directors to prioritize transparency, accountability, and community engagement in the development of the C-Line extension project.

In conclusion, we urge the Metro Board of Directors to carefully consider the health, equity, and environmental justice implications of the proposed C-Line extension project and to prioritize the Hawthorne Blvd. option as the most equitable and sustainable choice for our communities. Thank you for your attention to this important matter.





Metro Board of Directors
Los Angeles Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

Dear Members of the Metro Board of Directors,

I am writing to you on behalf of Hermosa Social, a local business deeply invested in the well-being and development of our community. As stakeholders in the future of Hermosa Beach and the surrounding areas, we wish to express our strong support for the Hawthorne Blvd option for the Metro C-Line extension project.

It is our firm belief that the will of the people, as expressed through community input and feedback, is overwhelmingly in favor of routing the extension down Hawthorne Blvd. This option reflects the collective desire to prioritize the needs and interests of residents and businesses while ensuring the neighborhood's continued vibrancy and vitality.

By selecting the Hawthorne Blvd option, the Metro Board of Directors can honor the voices of our community and uphold the principles of democratic decision-making. This route not only aligns with the preferences of local residents and businesses but also offers numerous benefits, including improved accessibility, enhanced connectivity, and minimal disruption to existing infrastructure.

As a business that thrives on the energy and diversity of Hermosa Beach and the rest of the South Bay, we believe that the Hawthorne Blvd option represents the most prudent and forward-thinking choice for the Metro C-Line extension project. Its implementation will contribute to the long-term prosperity and sustainability of our community, fostering a vibrant environment where businesses can flourish and residents can thrive.

We urge the Metro Board of Directors to heed the wishes of the people and select the Hawthorne Blvd option for the Metro C-Line extension project. Together, we can create a transportation solution that meets the needs of our community while preserving the unique character and charm of Hermosa Beach.

Thank you for your attention to this matter.

Sincerely,

[redacted]

[redacted]

VIA EMAIL AND U.S. FIRST CLASS MAIL

May 16, 2024

Los Angeles County MTA Board
One Gateway Plaza, Mail Stop: 99-22-3
Los Angeles, CA 90012
Email: greenlineextension@metro.net

Re: No ROW C-Line Extension of any kind
Hawthorne Routing of Metro C Line Extension delivering equity, highest ridership, and largest potential economic stimulus to region

Dear Honorable L.A. County Metro Board Members:

For the third time in recent years, the Redondo Beach City Council and Mayor voted without opposition against the Hybrid ROW routing of the C-Line extension to Torrance. Once again, we repeated our endorsement of the Hawthorne Blvd. alternative similarly supported by our neighbors in Lawndale and Hawthorne.

Currently, we recognize that insufficient funding exists for any C-Line extension route. However, we ask that the Board select the best routing delivering the most equity, highest ridership, and largest potential economic stimulus to the region. Hawthorne Blvd. is the LPA – and we are sure that we and our neighbors will work with Metro to attain full funding of the C-Line down Hawthorne Blvd.

In our last letter of October 3, 2023, we expressed the many virtues associated with the Hawthorne Blvd. alignment. Today, we detail our thorough opposition to the Hybrid ROW because:

- The Hybrid ROW dangerously crams an unprecedented number of uses – fuel and gas movement on freight trains and underground pipelines with passenger light rail trains – in a model untested anywhere else in LA County.

- Placement of the C-Line stop at the back of the Redondo Beach Transit Center would make it one of the most unappealing and inherently dangerous stops in all of L.A. County. The area is dark, adjacent to a cemetery to the west of it. Adjacent to the cemetery further west is one our most dense residential neighborhoods. But, pedestrian access from that neighborhood along Inglewood Avenue directly to the Transit Center is unavailable, and would remain unavailable. To the east of the Transit Center stop would be a Target, a parking lot, our pallet shelter sites and future bus depot. The amount of land available for transit-oriented development is scant there.

- Of course, the data collected by Metro Staff favors use of the ROW. Torrance has campaigned its residents to support the ROW. There are 141,000 residents in Torrance compared to only 69,000 in Redondo Beach and 30,500 in Lawndale. The Board should expect the City of Torrance's influence on the poll to be outsized; not assign that outsized influence additional weight and reliance. Equity requires heeding the concerns of the smaller, more affected communities. Torrance residents are unaffected by any of the proposed routes.

The Hawthorne Blvd routing of also provides innumerable benefits, of which some are enumerated here:

- Current build costs versus ridership revenue clearly point towards the Hawthorne Blvd option as the better value for taxpayers. Over the course of 100-years, 47% more ridership, combined with higher future State RHNA obligations, the Hawthorne Blvd option clearly shows that METRO will have more revenue along Hawthorne Blvd than the ROW. Hawthorne Blvd provides the events, jobs, workforce housing, and destinations. 47% more revenue, not including the currently approved Housing Elements and future Housing Elements.

- Placement of the C-Line stop on Hawthorne revives the virtues of the former Red Car route. The Red Car Line promoted dense housing, job centers, and wide rights-of-way travel on Hawthorne Blvd. Placing the C-Line extension in the same space as the old Red Car Line capitalizes on the growth centers, density and economic opportunity developed around the old Red Car route.

- The recently approved Lawndale Housing Element specifically points to Hawthorne Blvd as having the highest density of diverse, disabled, and or single-parent households. Their future housing growth is centered on Hawthorne Blvd, not the ROW.

- The recently approved Redondo Beach Housing Element adds hundreds of net new residential units along Hawthorne Blvd., which are not accounted for the DEIR. So, the ridership estimates for Hawthorne Blvd. will be even greater when these units are built. Additionally, many of these net new units are at density levels required by the State for affordable housing.

- In future RHNA cycles, HCD will concentrate housing solutions in areas that combine housing, job centers, and the potential for further development. Hawthrone Blvd. provides a base for future growth in ridership, on top of the already expected 47% increase of ridership currently in the DEIR.

- The old street cars provided dramatic increases in both commercial density and 25% greater residential density. Using the path of the old Red Car line for the C-Line extension builds on a known past history and energizes high-ridership and the current model of a 15-minute live-work community.

- Placing the C-Line extension on Hawthorne Blvd. will provide more future revenue to the budget of METRO for more projects, such as extensions.

- Converting the ROW to open space provides an opportunity for, "Rails to Trails", or numerous transportation modes along the ROW in the future. The Orange County Transportation Authority has considered rails-to-trails opportunities "a no-brainer" by OCTA. At the ribbon cutting ceremony for the "Rail-to-Rail Bike/Walk Path Breaks Ground on Slauson; Officials Speak to Its Significance for Corridor," Directors Holly Mitchel and James Butts advocated for "rails to trails".

    - Supervisor Mitchel (nearly thirty years ago, while serving as Executive Director of the California Black Women's Health Project) stated "I will never forget the residents of that housing development [at 49th and] Central Avenue [where CABWHP was located] who told me quite frankly, 'You want me to walk. But it is less safe for me to walk the streets in my neighborhood than to sit at home waiting for a heart attack to happen,'" Mitchell recalled. The fact that that state of affairs remains a "harsh reality for far too many Angelenos" meant this project was "a dream deferred for far too long," she said.

    - Mayor Butts stated "This is where the train ran," Butts said of the ground where he was standing. "And then when the train didn't run anymore, [the corridor] was just ignored," leaving him to wonder just how long the city would allow it to remain that way."

As we have stated before, the Metro Board's prior success in Culver City with the E-Line (formerly Exposition Line) stands as a model for economic achievement Metro

could attain routing the C-Line extension down Hawthorne Blvd. Please do not cheat our region out of the same opportunity. Please select the best alignment - along Hawthorne Blvd.

However, if Metro chooses to select the Hybrid ROW option, please direct Metro staff to ensure a full National Environmental Policy Act (NEPA) Review is completed on both the Hybrid ROW and Hawthorne Blvd. options. This will ensure that each is eligible for Federal funding, which is expected to underwrite a large portion of the eventual construction costs for the project.

Thank you for your anticipated serious consideration of our comments.

Sincerely,



CC: L.A. County Metro Board
Mike Witzansky, City Manager
Luke Smude, Assistant to the City Manager
Andy Winje, Public Works Director
L.A. County Supervisor Holly J. Mitchell
L.A. County Supervisor Janice Hahn

Attachments:

- Official Comment Letter from City Council October 4, 2023
- Official DEIR Comment Letter from City Council March 22, 2023

- Redondo Beach Planning Commission Recommended Comments 2/16/2023
- Redondo Beach Public Works & Sustainability Commission Recommended Comments 2/27/2023
- Public Comments received by City Council in discussion of the DEIR
- City of Redondo Beach Comments and Request Letter on Metro C Line Extension to Torrance Project May 17, 2022
- City of Redondo Beach Letter Submitting Comments on Revised and Recirculated Notice of Preparation Dated March 16, 2021
- City of Redondo Beach Support Letter Green Line Alternative 3 Signed July 18, 2018

Sources

- Hawthorne El Nido Line: https://en.wikipedia.org/wiki/Hawthorne%E2%80%93El_Nido_Line#CITEREFVeysey1958
- METRO's Archive: 1958-history-of-rail-passenger-service-operated-by-pacific-electric-since-1911: https://libraryarchives.metro.net/dpgtl/pacificelectric/1958-history-of-rail-passenger-service-operated-by-pacific-electric-since-1911.pdf
- **Zócalo Public Square:** Trachtenberg School of Public Policy and Public Administration at the George Washington University.: https://www.zocalopublicsquare.org/2014/09/23/long-dead-streetcars-still-shape-l-a-neighborhoods/chronicles/who-we-were/
- Voice of OC: Brandon Pho Feb 8, 2023 https://voiceofoc.org/2023/02/rails-to-trails-old-train-tracks-may-be-key-in-solving-central-ocs-green-space-shortage
- LA Streets Blog .org, Rails to Trails: By Sahra Sulaiman July 12, 2022 https://la.streetsblog.org/2022/07/12/rail-to-rail-bike-walk-path-breaks-ground-on-slauson-officials-speak-to-its-significance-for-corridor

[redacted]

May 1, 2024

Los Angeles County Metropolitan Transportation Authority
1 Gateway Plaza, Mail Stop 99-3-1
Los Angeles, CA 90012
Email: BoardClerk@metro.net and greenlineextension@metro.net

Dear Honorable Chair and Members of the L.A. Metro Board of Directors,

On behalf of the City of Torrance, I am writing to convey our official position and continued support for the Proposed Project: Right-of-Way with Elevated/At-Grade (ROW) Option as the Locally Preferred Alternative for the C-Line Extension to Torrance Project. On March 12, 2024, the Torrance City Council once again reaffirmed its long standing support for expanding light rail service to the South Bay and the ROW Option alignment.

The ROW Option utilizes the existing L.A. Metro Right-of-Way with a combination of elevated and at-grade segments. Additionally, it does not encroach on I-405 Freeway, avoids business, traffic and parking impacts on Hawthorne Boulevard and is the most cost-effective option as by Metro's own assessments it will be completed the fastest and save nearly $1 Billion in construction costs. Under the ROW Option, revenue generation and job creation in correlation to the C-Line Extension will boost economic activities in the region. The ROW Option would also deliver residents from the Cities of Redondo Beach, Lawndale, Torrance, and Hawthorne conveniently to the new LAX People Mover, future Inglewood Transit Connector, and the Metro E and K Lines.

The other route options (Elevated Hawthorne Boulevard and Trench Option) would require major construction in the area and will result in further delays for the project. The Elevated Hawthorne Boulevard option in particular will disrupt existing vehicle movements through the extended construction phase by reducing travels lanes in each direction. This will exacerbate existing congestion for more than 70,000 daily motorists. It will cause significant impacts to local businesses and the economy, including loss of parking, impacting businesses along Hawthorne Boulevard, and creating accessibility and connectivity issues to the Redondo Beach Transit Center. It will also create burdens on local businesses and remove upward of a million dollars in sales tax revenue annually for our City through both partial and complete Torrance Big Box retail and Auto Dealer operations property takings.

More than 1,000 Torrance residents and businesses have provided their support for the Right-of-Way with Elevated/At-Grade Option. The ROW options also received supports from City of Torrance's Planning and Traffic Commissioners, Torrance Auto Dealer Association, and Torrance

[redacted]

Area Chamber of Commerce. We urge you to join other local and regional leaders, residents, and businesses in support of bringing light rail to the South Bay via the route planned years ago along with investments made to integrate the extension of the existing C-Line via the Metro Right-of-Way Elevated/At-Grade Option. Additionally, LA Metro staff conducted a telephone poll in Spring of 2023 for the Cities of Lawndale, Redondo Beach, and Torrance. 67 percent of the respondents stated that they support the C-Line Extension Project. Within City of Torrance, 69 percent stated they support the project. During the DEIR comment period, 66 percent of the comments on alignment preference supported using the Right-of-Way (ROW) Elevated/At-Grade Option.

We understand and empathize for residents living along the ROW in our neighboring cities, as they have strong concerns about noise and vibrations, and pedestrian safety with the additional passenger light rail added to the existing ROW. However, given LA Metro's history of successfully building light rail, connecting communities, and mitigating noise and vibration in other communities like Culver City (E-Line) and Pasadena (A-Line), we urge that LA Metro staff and the Board continue to work with these communities impacted to address their concerns and mitigate the noise and vibration, as a result of the added passenger light rail.

For too long the South Bay region has waited for light rail investment. Please advance the only option that builds on completed right-of-way investment, minimizes commuter disruption and realizes both environmental and ridership access the soonest: The Right-of-Way with Elevated/At-Grade Option.

Thank you for your time and consideration.

Sincerely,

[redacted]

Cc: Stephanie Wiggins CEO, LA Metro
Sharon Gookin, Deputy CEO, LA Metro
Nicole England, Chief of Staff, LA Metro
Collette Langston, Board Clerk, LA Metro
Georgia Sheridan, Project Manager, LA Metro
Mark Dierking, Director Community Relations, LA Metro
Jacki Bacharach, Executive Director (South Bay Cities Council of Governments)
Cedric Hicks, Board Chair of South Bay Cities Council of Governments
Janice Hahn, L.A. County Supervisor 4th District
Holly Mitchell, L.A. County Supervisor 2nd District

Attachments:

- City of Torrance Support Letter 09-19-2018
- City of Torrance Support Letter 03-03-2021
- City of Torrance Support Letter 01-11-2022
- City of Torrance Support Letter 03-15-2023
- City of Torrance Official DEIR Comment Letter 03-27-2023
- Support Letter from Senator Ben Allen 05-18-2023
- Support Letters from Torrance Traffic and Planning Commissioners
- Support Letter from Torrance Auto Dealer Association
- Support Letter from Torrance Area Chamber of Commerce

[redacted]

PATRICK J. FUREY
MAYOR

CITY COUNCIL MEMBERS
GEORGE K. CHEN
TIM GOODRICH
MIKE GRIFFITHS
MILTON S. HERRING, I
AURELIO MATTUCCI
GEOFF RIZZO

September 19, 2018

Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952
Attn: Mr. Phillip A. Washington, CEO/General Manager

RE: Proposed Green Line Extension to Torrance

Dear Mr. Washington,

On behalf of the City of Torrance, I am writing to convey our official position on the four proposed alternatives for extending the Green Line to Torrance. After careful review and analysis of the four alternatives, the City of Torrance recommends the Metro Board proceed with a full project Environmental Impact Report (EIR) to study **Alternative 1.** This alternative is fully funded and provides the best opportunity for project acceleration and completion by 2028. Implementation of Alternative 1 will create opportunity for greater regional connectivity, economic growth and traffic mitigation for the South Bay and all of Los Angeles County.

If Alternative 1 is not selected, Torrance recommends **Alternative 3** as a secondary/compromise option. We are aware that Alternative 3 is not presently fully funded and will require additional capital investment in order to complete. However, this option maintains certain components of the infrastructure needed for potential growth and service enhancement in the region.

The future of public transportation and regional connectivity will be heavily impacted by the decisions made in the selection of one of these four alternatives. As you know, there is presently limited light rail service into the South Bay region of Los Angeles County. Hence, this crucial enhancement of the transportation system is essentially our one great opportunity to build the infrastructure needed for the next several decades and generations of residents living and working in the South Bay. Therefore, in our assessment, **Alternative 1** is the best alternative to address all needs, present and future, for the South Bay.

If you have any questions, or if there is anything that we can do to continue our collaboration and advocacy to strengthen and enhance public transportation in the region, please do not hesitate to contact Kim Turner, the Director of Torrance Transit at (310) 618-6245.

[redacted]

[redacted]

[redacted]

PATRICK J. FUREY
MAYOR

CITY COUNCIL MEMBERS
HEIDI ANN ASHCRAFT
GEORGE CHEN
TIM GOODRICH
MIKE GRIFFITHS
SHARON KALANI
AURELIO MATTUCCI

March 3, 2021

Dolores Roybal Saltarelli, Project Manager
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, Mail Stop 99-22-4
Los Angeles, CA 90012

RE: Metro C Line (Green) Extension to Torrance Project

Dear Ms. Roybal Saltarelli,

On behalf of the City of Torrance, I am writing to convey our official position on the two proposed alternatives for extending the Metro C Line to Torrance (Project), and to provide comments related to preparation of the Draft Environmental Impact Report (Draft EIR) for the Project.

The City of Torrance supports the intent of the Project to provide high frequency transit service through the South Bay that will serve the City of Torrance and other communities. The City of Torrance appreciates being notified of the Revised and Recirculated Notice of Preparation (NOP) and Comments and Scoping Meeting for the Project, and that an Environmental Impact Report will be prepared in compliance with the California Environmental Quality Act.

After careful review of the two alternatives, the City of Torrance continues to affirm its support of **Alternative 1**. This alternative utilizes an existing railroad right-of-way as the most cost-effective and efficient route to the future Torrance Regional Transit Center, which reduces the environmental footprint and is least impactful. It is also fully funded and provides the best opportunity for project acceleration and completion by 2028.

The City of Torrance strongly opposes the Alternative 2 alignment. Alternative 2 would cause significant negative impacts in Torrance, specifically to: aesthetics; air quality and greenhouse gas emissions; noise and vibration; public services; traffic and transportation; hazards and safety; and the local economy.

The City of Torrance recommends the Draft EIR consider for each Project alternative the following topics of environmental analysis:

[redacted]

Air Quality and Greenhouse Gas Emissions: Assess the potential air quality and greenhouse emissions impacts to residential zones and park recreation located east of the Metro right-of-way. Include the potential impacts to sensitive receptors including Torrance residential communities, public and private schools, childcare facilities, and City facilities within a half-mile radius.

Hazards and Safety: Assess the potential construction hazard and operating hazard impacts to sensitive receptors including Torrance residential communities, public and private schools, childcare facilities, and City facilities within a half-mile radius.

Hydrology and Water Quality: Assess the potential hydrology and water quality impacts to Pioneer Sump located adjacent to the Metro right-of-way.

Noise and Vibration: Assess the potential noise and vibration impacts to residential and commercial zones and park recreation located along the Metro right-of-way. Horn soundings, crossing gate bells, rail noise, and construction noise and vibration may create impacts for adjacent residents and businesses. Include the potential impacts to sensitive receptors including Torrance residential communities, public and private schools, childcare facilities, and City facilities within a half-mile radius. The residential communities near the Alternative 1 alignment are largely composed of duplexes, multifamily structures, planned developments, and manufactured homes. Include detailed maps showing the locations of any proposed sound walls along with elevation views for City review and comment. Develop a mitigation plan to reduce these impacts for City review and comment.

Public Services and Recreation: Assess the potential recreation impacts to park facilities at El Nido Park located adjacent to the Metro right-of-way. Include detailed maps showing the proposed alignment and any proposed removal of trees or impact to park facilities. Develop a mitigation plan to reduce these impacts for City review and comment.

Alternative 2: Hawthorne Boulevard

Aesthetics: Assess the potential aesthetic impacts to residential and commercial zones located along Hawthorne Boulevard. The equipment and power traction system to operate the light rail train has the potential of creating negative aesthetic impacts along Hawthorne Boulevard, especially to the residential zones located east and west of Hawthorne Boulevard. In addition, the poles and the overhead wiring system, along Hawthorne Boulevard will have an adverse impact to the aesthetic value of the commercial corridor. Several commercial properties and nearby residential properties could be significantly impacted where the alignment rejoins the Metro right-of-way near 190th Street. The elevated portion of Alternative 2 from 182nd Street to 190th Street would pose fewer physical conflicts with vehicles, bicycles and pedestrians but would require a very large supporting structure with abutments and support columns that would occupy much if not all of the planted center median width, which may cause a significant impacts to nearby residential properties from light casting downward and excess glare. The elevated portion may also cause shadow impacts at sunrise and sunset to nearby residential properties. In addition, assess the potential impacts from loss of (removal or trimming) significant trees and vegetation along Hawthorne Boulevard.

Air Quality and Greenhouse Gas Emissions: Assess the potential air quality and greenhouse gas emissions impacts resulting from construction along Hawthorne Boulevard. This alternative would be highly visible and would take a significant amount of time to complete, and a thorough analysis and plan should be included to reduce construction air quality and excess greenhouse gas emissions impacts along the commercial corridor. Include the potential impacts to sensitive receptors including Torrance residential communities, public and private schools, childcare facilities, and City facilities within a half-mile radius.

Hazards and Safety: Assess the potential construction hazard and operating hazard impacts to sensitive receptors including Torrance residential communities, public and private schools, childcare facilities, and City facilities within a half-mile radius. At-grade crossings are undesirable as a rule and new crossings are highly discouraged due to the safety risks they pose to the public regardless of the safety measures employed. Additionally, the frequent and recurrent blockage of traffic on Hawthorne Boulevard caused by the proposed train may increase vehicle congestion at the proposed crossings and could negatively impact response times for emergency vehicles.

Hydrology and Water Quality: Assess the potential hydrology and water quality impacts to Pioneer Sump located adjacent to the Metro right-of-way.

Noise and Vibration: Assess the potential noise and vibration impacts to residential and commercial zones located along Hawthorne Boulevard. Horn soundings, crossing gate bells, rail noise, and construction noise and vibration may create impacts for adjacent residents and businesses. Include the potential impacts to sensitive receptors including Torrance residential communities, public and private schools, childcare facilities, and City facilities within a half-mile radius. The residential communities near the Alternative 2 alignment are largely composed of single-family homes, duplexes, multifamily structures, planned developments, and manufactured homes. Include detailed maps showing the locations of any proposed sound walls along with elevation views for City review and comment. Develop a mitigation plan to reduce these impacts for City review and comment.

Land Use and Planning: Assess the potential impacts to existing residential and commercial land uses along Hawthorne Boulevard. An at-grade rail line in the median as proposed from 166th Street to 182nd Street may cause a significant physical disconnection of the residential neighborhoods located east and west of Hawthorne Boulevard. Physical disconnection may also be further contributed by the existing high power transmission lines located between 177th Street and 178th Street. The elevated portion of Alternative 2 from 182nd Street to 190th Street would pose fewer physical conflicts with vehicles, bicycles and pedestrians but would require a very large supporting structure with abutments and support columns that would occupy much if not all of the planted center median width, which may cause a significant physical disconnection of the El Nido neighborhood west of Hawthorne Boulevard from the rest of the City.

Transportation and Traffic: Assess the potential traffic impacts to Hawthorne Boulevard and to residential and commercial uses along the corridor. Hawthorne Boulevard is the busiest roadway in Torrance carrying in excess of 69,000 vehicles per day. Construction of the C Line at-grade would impact five signalized intersections and three unsignalized intersections along Hawthorne Boulevard from Redondo Beach Boulevard to 190th Street. An at-grade rail line in the median as proposed from 166th Street to 182nd Street would likely require either the elimination of left-turn lanes at several of these intersections or street widening that would push Hawthorne Boulevard traffic closer to adjacent residential and commercial uses. Restriction of turning movements onto or off of Hawthorne Boulevard may be required and would cause the diversion of traffic to other routes and cut-through traffic in residential neighborhoods. At-grade rail systems would require the installation of traffic signal pre-emption systems that would stop vehicular traffic with signals, bells, and gates as trains pass through. At-grade crossings are undesirable as a rule and new crossings are highly discouraged due to the safety risks they pose to the public regardless of the safety measures employed. The frequent and recurrent blockage of traffic by the proposed train would cause increased vehicle congestion at the proposed crossings and would negatively impact response times for emergency vehicles. Additionally, the distance between the Alternative 2 alignment and the Redondo Beach Transit Center should be evaluated for connectivity and efficiency between transit systems. The approximate three-quarter mile distance between the two would reduce effectiveness to an efficient multi-modal outcome and not convenient for future users that have physical mobility limitations.

the installation of traffic signal pre-emption systems that would stop vehicular traffic with signals, bells, and gates as trains pass through. At-grade crossings are undesirable as a rule and new crossings are highly discouraged due to the safety risks they pose to the public regardless of the safety measures employed. The frequent and recurrent blockage of traffic by the proposed train would cause increased vehicle congestion at the proposed crossings and would negatively impact response times for emergency vehicles. Additionally, the distance between the Alternative 2 alignment and the Redondo Beach Transit Center should be evaluated for connectivity and efficiency between transit systems. The approximate three-quarter mile distance between the two would reduce effectiveness to an efficient multi-modal outcome and not convenient for future users that have physical mobility limitations.

Economic Impact: Assess the potential economic impacts to businesses located along the Hawthorne Boulevard commercial corridor that may occur with Alternative 2 both during construction due to reduced access or traffic detours, and after construction. Include an assessment of tax base for the City of Torrance during and after construction resulting from Alternative 2. Include the potential loss of existing commercial operations located on commercial and industrial properties and the impact to nearby residential properties where the alignment would rejoin the Metro right-of-way near 190th Street.

Finally, the environmental analysis for each Project alternative should assess the potential demand increase to the Torrance Regional Transit Center and need for additional parking resulting from introduction of the new mode of transit. The Draft EIR should include analysis for constructing a multilevel parking structure up to 1,500 vehicles at the Torrance Regional Transit Center to accommodate increased ridership along the C Line and connecting transit systems. The extension of the Line C to Torrance requires a 3% local match contribution, which is provided by the construction of the Torrance Regional Transit Center via South Bay Measure R Highway Program funds in the amount of $25.7 Million.

The City of Torrance has many mechanisms at its disposal to reach individual homeowners, business owners, homeowner associations, and business associations. It is strongly recommended that all stakeholders in the City be reached and engaged, particularly those that live near to where the Project alternatives are proposed.

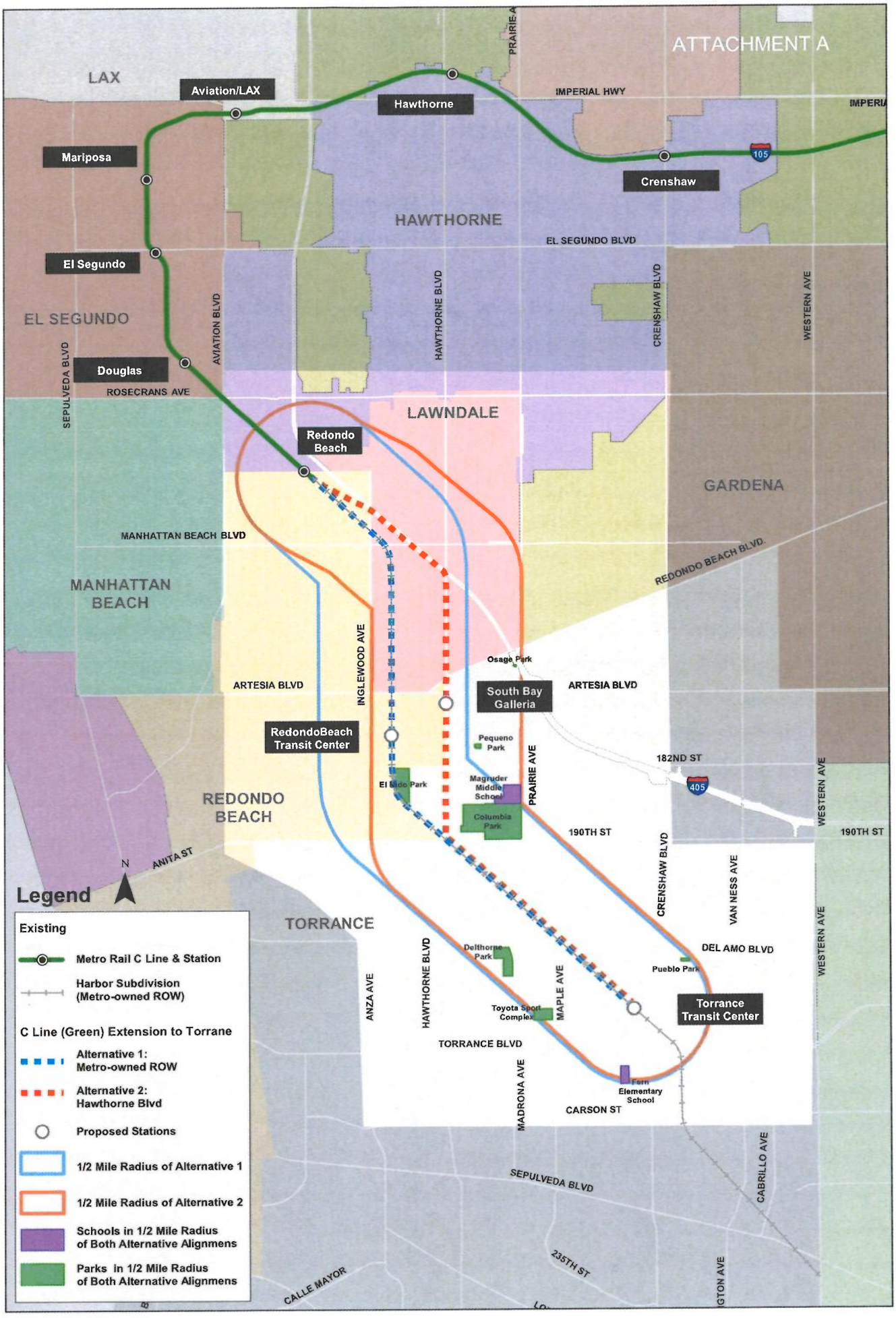
The future of public transportation and regional connectivity will be heavily impacted by the decisions made in the selection of one of these two alternatives. There is presently limited light rail service into the South Bay region of Los Angeles County, and this crucial enhancement of the transportation system is a great opportunity to building the infrastructure needed for the next generation of residents living and working in the South Bay. Therefore, the City of Torrance continues to affirm its support of **Alternative 1** as the best alternative to address all needs, present and future, for the South Bay.

If there are any questions, of if there is anything the City of Torrance can do to continue our collaboration and advocacy to the strengthen and enhance public transportation in the region, please do not hesitate to contact Kim Turner, the Director of Torrance Transit, at (310) 618-6245.

[redacted]

Attachment:

A. Torrance Vicinity Neighborhoods, Parks, and Schools Map



C Line (Formerly Green Line) Extension to Torrance Transit Project

[redacted]

GEORGE K. CHEN
MAYOR

CITY COUNCIL MEMBERS
MIKE GRIFFITHS
JONATHAN KAJI
SHARON KALANI
BRIDGETT LEWIS
AURELIO MATTUCCI
ASAM SHEIKH

November 1, 2022

Chairperson Ara J. Najarian and Members of the Metro Board
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952

Re: Metro South Bay C-Line Extension to Torrance Regional Transit Center

Honorable Ara J. Najarian and the Esteemed Members of the Board:

On behalf of the City of Torrance, I am writing to convey our official position and continued support for the C-Line Extension to Torrance using the existing L.A. Metro Railroad Right-of-Way (ROW) Alternative. This alignment provides the best opportunity for project acceleration and completion by the 2028 Olympics hosted in Los Angeles. Implementation of the ROW alignment will create opportunity for greater regional connectivity, economic growth, and traffic mitigation for the South Bay and all of Los Angeles County. Project completion and operation to support the 2028 Olympics should be of utmost priority with respect to the project schedule.

As Metro conducts its Public Scoping Meetings and engages the public throughout the process for the Draft Environment Impact Report (EIR) for the C-Line Extension, city staff reviewed the proposed alternatives and attended the neighborhood walks and community meetings to better understand the impacts of the two alignments. The Right-of-Way Alignment, which allows the new rail line to continue safely along the existing right of way to the Mary K. Giordano Regional Transit Center, should be the locally preferred alternative. This alternative also creates the least impacts to residents and businesses within the City of Torrance.

Initially, our governing board considered proposing a 4th option in which the train would be fully underground (e.g. – a subway). However, after speaking with L.A. Metro staff at our Council Meeting on October 25, 2022, we confirmed this option was not cost effective and had not been selected by the Metro Board for moving forward into the Draft Environmental Impact Report back in 2018. Furthermore, Metro staff stated that the fully underground option would most likely not allow this project to be expedited for the completion before the 2028 Olympics.

Additionally, the City of Torrance is requesting that the Metro Board and LA Metro staff consider our concerns and the following suggestions as the project proceeds with its environmental impact assessment.

[redacted]

ROW Alignment is City of Torrance's preferred alternative as it has better chance of completion by the 2028 Summer Olympics in Los Angeles

The ROW alignment was initially fully funded under the Measure R and Measure M, which were a half-cent sales tax approved by the voters in 2008 and 2016. In addition, the ROW Alignment would create the least amount of impacts in terms of traffic congestion for residents of Torrance and displacement of our businesses as compared to the elevated Hawthorne Blvd. Alignment. With the 2028 Summer Olympics scheduled to take place in Los Angeles, having the project completed on time using the ROW means that Torrance and South Bay residents can take the new rail line to all of the sporting events. It will also alleviate major traffic congestion for cities along the 405 Freeway. According to Metro Staff, the projected ridership to and from Torrance for the C-Line Extension is higher than the projected ridership for other cities.

The ROW Alignment can potentially create more benefits to the surrounding communities than the Elevated Hawthorne Alignment

ROW Alignment would potentially provide improved mobility and minimize environmental impacts compared to the Hawthorne Blvd. alignment. Based on Metro staff's assessment of performance and project goals as part of the Supplemental Alternative Analysis submitted to the Metro Board on September 19, 2018, ROW alternative will perform better in the areas of Improved Mobility, Cost Effectiveness and Financial Feasibility, and Travel Time compared to the other alternatives.

Currently, the existing freight tracks do not have safety barriers surrounding them. Metro staff mentioned that the ROW alignment will include looking at adding barriers to prevent pedestrian/rail interactions/accidents.

Pasadena, Santa Monica, and some of the surrounding communities to the Metro L and E Lines have experienced increase in property values. In a 2013 study conducted by Center for Neighborhood Technology, commissioned by American Public Transportation Association, and in partnership with National Association of Realtors, researchers found that areas within frequent transit service outperformed others as a whole by 41.6 percent. Additionally, neighborhoods near transit had an effect on the resilience of property values, which benefited more from transit that was well connected and had a higher frequency of service. Households living in these areas had better access to jobs and lower average transportation costs than the region as a whole.

The Elevated Hawthorne Blvd. Alignment will cause major impacts to Torrance residents and businesses along this Corridor

The second alignment is to build an elevated railway along Hawthorne Boulevard. This will affect many businesses in the City of Torrance, including the Volvo Cars South Bay Dealership located on Hawthorne Blvd. and 190th Street. Other businesses and residents along Hawthorne Blvd. in Torrance will have to live with seeing an elevated train and columns adjacent to their homes. The Hawthorne alignment will have negative impacts to their current way of life as there is no existing rail line going through the area. Other concerns from the Torrance community include noise and

vibration, visual aesthetics and an increase in traffic on Hawthorne Boulevard. Moreover, Metro staff should also include costs and delays potentially caused by encroachment along the 405 Freeway and on Hawthorne Boulevard in their analysis. The Elevated Hawthorne Boulevard Alignment may also require travel lane and/or turn pocket modifications in the City of Torrance. Last but not least, Metro staff should consider the effects of the elevated train structure casting a shadow on business and homes within the affected corridors.

In contrast, the ROW alignment will utilize most of the existing right-of-way currently owned by L.A. Metro. Additionally, Metro is planning to study and provide sound barriers to alleviate not only the low noise from the new light rail, but also to help alleviate the noise from the existing freight rail for the surrounding communities. Furthermore, Metro staff mentioned at the April 2022 Neighborhood Walks that they will work with BNSF Railway to upgrade and replace some of the older existing freight tracks as part of the construction process. This will further reduce the noise level coming from the existing freight rail.

Again, we strongly support the Right-of-Way Alignment and oppose the Elevated Hawthorne Boulevard Alignment. If you have any questions or concerns, please contact our Transit Director, Kim Turner at (310) 618-6245 or KTurner@TorranceCA.Gov. Thank you for your consideration.



Cc: Metro Board
Torrance City Council
Georgia Sheridan, Metro
Mark Dierking, Metro

[redacted]

GEORGE K. CHEN
MAYOR

March 15, 2023

Honorable Chair Ara J. Najarian
Los Angeles County Metropolitan Transportation Authority
Board of Directors
1 Gateway Plaza, Mail Stop 99-3-1
Los Angeles, CA 90012

Dear Chair Najarian,

As L.A. Metro prepares to bring light rail to the South Bay via an extension of the existing C-Line (formerly "Green Line") and studies the three options, we write to encourage you to support the Proposed Project: Right-of-Way with Elevated/At-Grade Option.

The Right-of-Way with Elevated/At-Grade Option utilizes existing L.A. Metro Right-of-Way with a combination of elevated and at-grade segments and is the most cost-effective route, leveraging existing transit investments in the Mary K. Giordano Regional Transit Center and the Redondo Beach Transit Center. Additionally, it does not encroach on I-405, avoids businesses, traffic and parking impacts on Hawthorne Blvd.

Los Angeles drivers are estimated to spend an average of approximately 95 hours in traffic, costing $1,600 per driver annually. The light rail extension to the South Bay will bring numerous benefits to our region, including an alternate mode of transportation for those traveling along the I-405 corridor, save passenger commute times and alleviate traffic on roadways. The extension will also provide vastly improved access to regional destinations, connections to the greater L.A. Metro regional rail system and reductions in air pollution and greenhouse gas emissions by about 2,369 metric tons of C02 annually.

Additionally, the C-Line extension is estimated to serve 65,000 jobs in the project area by 2042, with most riders traveling to and from Torrance in addition to surrounding cities, such as Redondo Beach, Gardena, Carson, and Long Beach. It is also projected to generate between 10,300 – 16,200 new daily transit trips and improves equity by serving 18% of the low-income and 47% of the minority populations in the project area.

[redacted]

The other route options for Light Rail on Metro's Rail Right-of-Way/Trench and Elevated Light Rail along Hawthorne Blvd. would require major construction in the area and result in further delays for the project. The Elevated Hawthorne Blvd. option is inconsistent with voter-approved funding initiatives. It will cause significant impacts to local businesses and the economy, including loss of parking, impacting businesses along Hawthorne Blvd., and creating accessibility and connectivity issues to the Redondo Beach Transit Center.

For too long the South Bay region has waited for this light rail investment. Please advance the only option that builds on a completed right-of-way capital investment, minimizes commuter disruption and realizes both environmental and ridership access the soonest: **The Right-of-Way with Elevated/At-Grade Option**. The Torrance City Council supports bringing light rail to the South Bay via the route planned years ago along with investments made to integrate the extension of the existing C-Line via the Metro Right-of-Way Elevated/At-Grade Option. This is the only option with the opportunity to complete by LA28 if given the focus, funding, and support of not only the county, but the entire nation. Thank you for your time and consideration.



[redacted]

March 27, 2023

Sent via E-Copy and USPS First Class Mail

Georgia Sheridan, Project Manager
Los Angeles County Metropolitan Authority
One Gateway Plaza, Mail Stop: 99-22-3
Los Angeles, CA 90012

Dear Ms. Sheridan:

RE: Metro C-Line (Green) Extension to Torrance (DEIR)

Thank you for including the City of Torrance in the notification list for the proposed C-Line Extension to Torrance Draft Environmental Impact Report (DEIR). The City of Torrance has reviewed the DEIR and has the following comments:

- **Page 2-20: Figure 2.3-13:** The North arrow is incorrectly oriented with respect to true north and the centerline of Crenshaw Blvd. Also, please verify orientations in Figure 2.3-14 on Page 2-21 if a change is made on Page 2-20.

- **Page 2-36: New South Bay Galleria Station Mid-Block Crossing:** Torrance STRONGLY opposes any new pedestrian crossing on Hawthorne Blvd related to the South Bay Galleria Station due to multiple concerns and the absence of a Traffic Study. The proposed mid-block crossing is located only 360 feet south of the existing traffic signal at the Hawthorne Blvd/Artesia Blvd intersection and an undisclosed close distance not provided in the DEIR north of the signalized Hawthorne Blvd/177th St intersection. This proposal should be analyzed further in a Traffic Study to identify potential negative impacts to traffic circulation; traffic delay; LOS impacts at the Hawthorne Blvd/Artesia Blvd intersection and the Hawthorne Blvd/177th St intersection; and safety and other impacts. The Hawthorne Blvd/Artesia Blvd intersection served an average daily traffic (ADT) of 61,000 vehicles in 2017. The ADT has likely increased to 64,000. An additional signal for a Mid-block crossing in close proximity to other signalized intersections will likely have overall negative impacts, even with the implementation of programmed signal coordination.

  Furthermore, the Traffic Study should also analyze the potential impacts to Torrance's adjacent residential streets (i.e. 175th Place, W. 176th Street, 177th Street) and privately-owned parking lots on the east side of Hawthorne Blvd, south of Artesia Blvd. It is very likely that a proposed signalized Mid-block crossing will introduce new vehicle traffic and also increase on-street parking demand on these residential streets and in the private parking lots for those wishing to enter the South Bay Galleria Station platform

[redacted]

from the east side of Hawthorne Blvd. This is because there is no proposed designated parking area in Torrance for the South Bay Galleria Station. Also, these residential streets and private parking lots are geographically convenient for non-Torrance residents that will use the South Bay Galleria Station versus the parking areas designated for the Redondo Beach Transit Center and/or other available parking areas on the west side of Hawthorne Blvd. The daily intrusion of non-residents, related to the C-Line usage, parking in a residential area would reduce on-street parking availability for Torrance residents; negatively impact quality of life for Torrance residents; and require the City of Torrance to mitigate the impacts imposed on its residents. The daily intrusion of non-residents into a private parking lot would reduce parking for business patrons and could have negative economic impacts to Torrance businesses.

An option to consider is to construct a pedestrian bridge over southbound Hawthorne Blvd with access only from the west side of Hawthorne Blvd to/from the South Bay Galleria Station platform. Access from the east side would be provided at the Hawthorne Blvd/Artesia Blvd intersection, a close walking distance of only 360 feet further for Torrance residents residing on residential streets on the east side of Hawthorne This option would: eliminate the need for a new traffic signal; reduce/eliminate parking impacts to adjacent residential streets and private parking lots in Torrance; and allow for a functional, designated parking area on the west side of Hawthorne Blvd.

- **Page 2-36: 177th Street:** The proposed elimination of one of the two northbound left-turn lanes should be analyzed further in a Traffic Study to determine potential negative impacts. No data is provided to indicate a decrease in the northbound left-turn movement volume and, therefore, this lane reduction would require an increase to the GREEN time for this protected left-turn movement in order to accommodate the same northbound left-turn volume in one left-turn lane versus two. Without the increase in GREEN time, left-turning vehicles will queue into the #1 northbound through lane, thereby blocking one through lane. This would result in vehicle delay; vehicle idling; driver frustration; and cause the potential for increased rear end and side swipe collisions. Conversely, the increase in left-turn GREEN time will increase delays for other intersection approaches. The Traffic Study should obtain the existing left-turn movement volume; calculate the projected left-turn movement volume; calculate the actual length needed for the longer single left-turn lane; analyze and design new traffic signal timing; calculate a post-project intersection LOS and the LOS at other affected intersections north and south of 177th St.

- **Page 2-36: 179th Street:** The proposed new traffic signal should be analyzed further in a Traffic Study to identify potential negative impacts to traffic circulation; traffic delay; LOS determination; and safety and other impacts, including diversion of traffic onto 179th Street due to the proposed new traffic signal. A signal warrant analysis should be included. Additionally, it is not specified if you are proposing to extend the northbound or southbound left-turn lane.

- **Page 2-36: 180th Street:** The proposed median gap closure should be analyzed further in a Traffic Study to identify potential negative impacts to traffic circulation, including diversion of traffic onto 179th Street due to the proposed median closure.

- **Page 2-39: South Bay Galleria Station:** Torrance STRONGLY opposes any new pedestrian crossing in Hawthorne Blvd related to the South Bay Galleria Station. Instead, consideration should be given to constructing a pedestrian bridge overcrossing. See previous comment for Page 2-36: New South Bay Galleria Station Mid-Block Crossing.

- **Page 2-40:** Figure 2.3-29 should be revised to indicate the proposed new crosswalks are signalized and also include distances to Artesia Blvd (signalized) and 177th St (signalized).

- **Pages 2-54 and 2-55:** Consider including a row at the bottom of each Table to list the total duration in months and total daily truck loads for the Proposed Project and each Option.

- **Page 2-55: Table 2.4-3 Hawthorne Option Construction Schedule:** For the "LRT Guideway Bridges" phase it lists a duration of 35 months for 278,700 CY of soil import/export. Please verify if the duration is accurate. This is only 10 months (40%) longer than the duration of the similar phase shown on Page 2-54 in Table 2.4-1 Proposed Project-Construction Schedule of 25 months for 66,500 CY of soil import/export. Yet, the volume of soil import/export is more than 4 times (400%) greater.

- **Page 2-58:** Consider adding a projected schedule for permitting with State agencies. It is expected that the permit process will be longer for the Hawthorne Blvd option, when compared to the Projected Project and/or Trench option.

- **Page 3-4 Table 3.0-1:** The Map #1 project in Torrance is significantly complete and status should be changed to "Construction".

- **Page 3.1-1: Federal Regulations: American with Disabilities Act:** Bicycling and Walking: Hawthorne option would create over half a mile walk through dense parking lots of the South Bay Galleria in order for people to connect between buses and train from new train station on Hawthorne to the new Redondo Beach Transit Center. This could potentially create more issues for those who have mobility challenge to be able to connect between buses and train.

- **Page 3.1-3: Senate Bill 743, Transportation Impacts:** Although SB 743 requires the use of Vehicle Miles Traveled to evaluate traffic impacts, local agencies can require that traffic circulation enhancements be constructed to improve traffic conditions that would otherwise be worsened by a proposed project.

[redacted]

- **Page 3.1-47: Bicycling and Walking:** Hawthorne option would create over half a mile walk through dense parking lots of the South Bay Galleria in order for people to connect between buses and train from new train station on Hawthorne to the new Redondo Beach Transit Center. This could potentially create more issues for those who have mobility challenges to be able to connect between buses and train.

- **Page 3.1-15: PF-T-1 CTMP:** It appears the CTMP will be developed and prepared by contractors during the construction phase. The CTMP review, revision and approval process by each local agency should be considered in either the permitting schedule, if added, or as part of early activity during construction. See previous comments for Pages 2-54, 2-55 and 2-58.

- **Page 3.1-21: Torrance TC Station (Proposed Project)** – This section should say (All Options) as they all will end at the Torrance TC Station.

- **Page 3.1-38: South Bay Galleria Station (Hawthorne Option):** The prior history of various collisions from 2014 through 2018 is a concern that further supports strong consideration be given to constructing a pedestrian bridge overcrossing instead of a new pedestrian crossing in Hawthorne Blvd. See previous comment for Page 2-39.

- **Pages 3.1-54 and 3.1-55: South Bay Galleria Station Mid-Block Crossing:** Torrance STRONGLY opposes any new pedestrian crossing in Hawthorne Blvd related to the South Bay Galleria Station. Instead, consideration should be given to constructing a pedestrian bridge overcrossing. See previous comment for Page 2-36: New South Bay Galleria Station Mid-Block Crossing.

- **Page 3.1-55: 179th Street:** The proposed new traffic signal should be analyzed further in a Traffic Study. See previous comment for Page 2-36 179th Street.

- **Page 3.1-56: South Bay Galleria Driveway:** See previous comment for Page 2-36: New South Bay Galleria Station Mid-Block Crossing.

- **Page 3.1-57: 177th Street:** See previous comment for Page 2-36: 177th Street.

- **Page 3.1-57: 179th Street:** See previous comment for Page 2-36: 179th Street.

- **Page 3.1-57: 180th Street:** See previous comment for Page 2-36: 180th Street.

- **Page 3.1-57: 186th Street:** The realignment of the northbound left turn lane should be designed to provide the maximum possible clearance/separation between the northbound left-turn lane and southbound #1 travel lane. Subsequently, it is recommended that double-double yellow pavement markings be used for lane separation instead of flexible vertical delineators due to the anticipated problematic maintenance needs of frequently having to replace missing or damaged delineators.

[redacted]

- **P3.2-5:** Zoning code was last updated on January 1, 2023 (ADU Code Updates).

- **P3.2-6:** Description of Hawthorne Boulevard Corridor Specific Plan (HBCSP) should also describe intent and purpose of HBCSP is to guide actions within the area so that businesses can continue to prosper and the City of Torrance can continue to enjoy a healthy retail tax base. Furthermore, the design concept envisioned for the North Torrance District is that of a northern gateway to the City and the City's most prominent commercial boulevard, providing an active, community oriented, commercial environment. The "Hawthorne" option requires additional analysis on potential significant impacts to Land Use and the adopted plan based on design guidelines and intent for the North Torrance Sub District.

- **3.2-13: Torrance TC Station:** The Mary K. Giordano Regional Transit Center (operated under Torrance Transit System) will have 250 surface parking spaces along with 1,000-space parking structure that is currently under the design phase. The parking structure project will have 4 levels, up to 1,000 stalls, and electric vehicle charging stations.

- **P3.2-21:** Zoning along Hawthorne Boulevard along City of Torrance is predominantly single-family residential along the east side of Hawthorne Boulevard between Redondo Beach Boulevard on the north and 180th Street to the south; Commercial uses, including vehicle dealerships, restaurants, auto related businesses, between 180th and 190th Streets, with a mobile home residential community along the west side of Hawthorne Boulevard between 186th Street and along the Proposed Project rail line; uses industrial uses near the terminus of the TC. Description of land uses should reflect path of extension to the south.

- **P3.2-23:** Assumptions of Hawthorne option construction should take into consideration years and not months due to oversight and review from additional agencies.

- **P3.2-26:** Include HBCSP in table 3.2-5 in addition to General Plan (GP) as it is a local land use policy.

- **P3.3-117:** Analyze shadows casting on adjacent properties on Hawthorne Boulevard Option and include proposed soundwalls.

- **P3.3-120:** 3.3-7.3 Hawthorne Option – Aesthetics of additional infrastructure should be considered as degradation of views and cumulative impacts should be taken into account.

- **P3.4-30:** Sensitive receptors section did not take into account Excelsior Preschool located at 19801 Mariner Avenue (Figure 3.4-4).

[redacted]

- **P3.7-28: Section 3.7-4.1.2 Operational Impacts:** Operational Impacts were determined to be "Less than Significant Impact with Mitigation" with respect to the Centromadia parryi ssp. Australis (Common name Southern Tarplant), a 1B.1 Status Plant, at the Torrance Tarplant Preserve parcel (LA County Assessor Parcel # 7352-002-914).

- Unfortunately, the proposed mitigation measures do not assess the impact of the reduced watershed following the 12'-5" to 12'-7" (Appendix-2A: RW-120 & RW-121) expansion of the right-of-way via easements into the subject 2-acre parcel that is cited in the DEIR. The viability of the stated 3 to 1 replacement ratio goal set by the City's planned implementation of the Torrance Tarplant Preserve (Mitigation Measure BIO-1; Adopted Mitigated Negative Declaration (EAS13-00002, SCH#2014121003) may be impacted by the reduced watershed.

- **Page 4-25: High-Frequency Bus Alternative:** This section should also mention that the proposed High-Frequency Bus (HFB) Alternative would create duplication of service for Torrance Line 8. The HFB Alternative would also require a transfer at the Redondo Beach (Marine) Station in order for riders to continue further. This increases travel time and delays and becomes less attractive options compared to light rail.

- **MM VIB -1:** Require noticing of surrounding businesses near Del Amo Bridge regarding pile driving activities at least 72hrs in advance, in coordination with the City of Torrance Public Works Department, due to Significant and Unavoidable Impact.

- **MM-NOI2:** Information on proposed soundwalls is vague. Additional detail is required on heights and potential impacts to surrounding uses due to shade.

- **MM-BIO2:** Please Include El Nido Park for nesting bird surveys.

- **P3.10-21: Fig3.10-2:** Amie Sump identified instead of Pioneer Sump.

- **P3.15-22: Figure 3.15-4**: Educational Facilities map is missing Excelsior Preschool located at 19801 Mariner Avenue.

- **P3.15:** Public Services - Ensure coordination with TPD/TFD on construction detours.

- **Pages 4-49 Table 4.5-1 Comparison of Alternatives:** Torrance supports the Proposed Project in the Metro R.O.W. and opposes the Trench Option and the Hawthorne Option. Table 4.5-1 clearly reveals that impacts resulting from the Trench Option and the Hawthorne Option DO NOT avoid and DO NOT substantially lessen the significant majority of the significant effects of the project, when compared to the Proposed Project impacts.

[redacted]

- **Appendix 2-A, Drawing RW-763:** depicts the Hawthorne Option right of way expansions for both additional right-of-way acquisition and permanent easement requirements. The Hawthorne option would result in full and partial takings for at least two parcels, parcels 4084-024-086 and 4084-024-4026 respectively. In addition, significant economic disruptions would result in two commercial operations immediately north that include two regional car dealer operations, parcels 4084-024-023 and 4084-024-063. The four parcels represent an annual sales, property and business license tax revenues for the City that exceed $1.04 million. In an ever increasing environment, where additional pressure is being placed on local agencies, the economic impact of the Hawthorne Option would lessen the City of Torrance's ability to provide and maintain existing levels of service.

As previously indicated in a letter dated March 3, 2021 to Dolores Roybal Saltarelli for the preparation of the DEIR, the City of Torrance continues to support the Proposed Project and strongly opposes the Trench and Hawthorne Alternatives due to additional time required, additional costs, and negative economic impacts to commercial businesses along Hawthorne Boulevard during construction and operation of the LRT. The Proposed Project would commence in spring 2027 and be completed in approximately 5 years, while the Trench Option would commence in spring 2027 and require 8 years to build and the Hawthorne Option would not commence until 2029 and take 6 years to build. Furthermore, the Trench Option is projected to cost approximately $900M more than the Proposed Project and the Hawthorne Option is projected to cost approximately $1 Billion more than the Proposed Project. While CEQA does not require consideration of cost differences between alternatives, it is important to note that neither Option is an alternative that avoids or substantially lessens the significant majority of project impacts. The $900M to $1 Billion should be re-directed to fund other eligible critical projects in the South Bay area, and/or be used to address potential environmental impacts related to other eligible projects in the South Bay area.

The City of Torrance appreciates the opportunity to comment and looks forward to the incorporation of these comments into the analysis when completed. We have enclosed a copy of letters from Torrance related to this matter. Should Metro need to contact the City of Torrance please do not hesitate to contact the Community Development Department at 310.618.5990.

Sincerely,

[redacted]

ATTACHMENTS: A. September 19, 2018 – Torrance letter to Metro
B. March 3, 2021 – Torrance letter to Metro regarding draft EIR
C. November 1, 2022 – Torrance letter to Metro Board
D. March 15, 2023 – Torrance letter to Honorable Chair Ara J. Najarian

Attachment A

[redacted]

PATRICK J. FUREY
MAYOR

CITY COUNCIL MEMBERS
GEORGE K. CHEN
TIM GOODRICH
MIKE GRIFFITHS
MILTON S. HERRING, I
AURELIO MATTUCCI
GEOFF RIZZO

September 19, 2018

Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952
Attn: Mr. Phillip A. Washington, CEO/General Manager

RE: Proposed Green Line Extension to Torrance

Dear Mr. Washington,

On behalf of the City of Torrance, I am writing to convey our official position on the four proposed alternatives for extending the Green Line to Torrance. After careful review and analysis of the four alternatives, the City of Torrance recommends the Metro Board proceed with a full project Environmental Impact Report (EIR) to study **Alternative 1.** This alternative is fully funded and provides the best opportunity for project acceleration and completion by 2028. Implementation of Alternative 1 will create opportunity for greater regional connectivity, economic growth and traffic mitigation for the South Bay and all of Los Angeles County.

If Alternative 1 is not selected, Torrance recommends **Alternative 3** as a secondary/compromise option. We are aware that Alternative 3 is not presently fully funded and will require additional capital investment in order to complete. However, this option maintains certain components of the infrastructure needed for potential growth and service enhancement in the region.

The future of public transportation and regional connectivity will be heavily impacted by the decisions made in the selection of one of these four alternatives. As you know, there is presently limited light rail service into the South Bay region of Los Angeles County. Hence, this crucial enhancement of the transportation system is essentially our one great opportunity to build the infrastructure needed for the next several decades and generations of residents living and working in the South Bay. Therefore, in our assessment, **Alternative 1** is the best alternative to address all needs, present and future, for the South Bay.

If you have any questions, or if there is anything that we can do to continue our collaboration and advocacy to strengthen and enhance public transportation in the region, please do not hesitate to contact Kim Turner, the Director of Torrance Transit at (310) 618-6245.

[redacted]

[redacted]

[redacted]

PATRICK J. FUREY
MAYOR

CITY COUNCIL MEMBERS
HEIDI ANN ASHCRAFT
GEORGE CHEN
TIM GOODRICH
MIKE GRIFFITHS
SHARON KALANI
AURELIO MATTUCCI

March 3, 2021

Dolores Roybal Saltarelli, Project Manager
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, Mail Stop 99-22-4
Los Angeles, CA 90012

RE: Metro C Line (Green) Extension to Torrance Project

Dear Ms. Roybal Saltarelli,

On behalf of the City of Torrance, I am writing to convey our official position on the two proposed alternatives for extending the Metro C Line to Torrance (Project), and to provide comments related to preparation of the Draft Environmental Impact Report (Draft EIR) for the Project.

The City of Torrance supports the intent of the Project to provide high frequency transit service through the South Bay that will serve the City of Torrance and other communities. The City of Torrance appreciates being notified of the Revised and Recirculated Notice of Preparation (NOP) and Comments and Scoping Meeting for the Project, and that an Environmental Impact Report will be prepared in compliance with the California Environmental Quality Act.

After careful review of the two alternatives, the City of Torrance continues to affirm its support of **Alternative 1**. This alternative utilizes an existing railroad right-of-way as the most cost-effective and efficient route to the future Torrance Regional Transit Center, which reduces the environmental footprint and is least impactful. It is also fully funded and provides the best opportunity for project acceleration and completion by 2028.

The City of Torrance strongly opposes the Alternative 2 alignment. Alternative 2 would cause significant negative impacts in Torrance, specifically to: aesthetics; air quality and greenhouse gas emissions; noise and vibration; public services; traffic and transportation; hazards and safety; and the local economy.

The City of Torrance recommends the Draft EIR consider for each Project alternative the following topics of environmental analysis:

[redacted]

Air Quality and Greenhouse Gas Emissions: Assess the potential air quality and greenhouse emissions impacts to residential zones and park recreation located east of the Metro right-of-way. Include the potential impacts to sensitive receptors including Torrance residential communities, public and private schools, childcare facilities, and City facilities within a half-mile radius.

Hazards and Safety: Assess the potential construction hazard and operating hazard impacts to sensitive receptors including Torrance residential communities, public and private schools, childcare facilities, and City facilities within a half-mile radius.

Hydrology and Water Quality: Assess the potential hydrology and water quality impacts to Pioneer Sump located adjacent to the Metro right-of-way.

Noise and Vibration: Assess the potential noise and vibration impacts to residential and commercial zones and park recreation located along the Metro right-of-way. Horn soundings, crossing gate bells, rail noise, and construction noise and vibration may create impacts for adjacent residents and businesses. Include the potential impacts to sensitive receptors including Torrance residential communities, public and private schools, childcare facilities, and City facilities within a half-mile radius. The residential communities near the Alternative 1 alignment are largely composed of duplexes, multifamily structures, planned developments, and manufactured homes. Include detailed maps showing the locations of any proposed sound walls along with elevation views for City review and comment. Develop a mitigation plan to reduce these impacts for City review and comment.

Public Services and Recreation: Assess the potential recreation impacts to park facilities at El Nido Park located adjacent to the Metro right-of-way. Include detailed maps showing the proposed alignment and any proposed removal of trees or impact to park facilities. Develop a mitigation plan to reduce these impacts for City review and comment.

<u>Alternative 2: Hawthorne Boulevard</u>

Aesthetics: Assess the potential aesthetic impacts to residential and commercial zones located along Hawthorne Boulevard. The equipment and power traction system to operate the light rail train has the potential of creating negative aesthetic impacts along Hawthorne Boulevard, especially to the residential zones located east and west of Hawthorne Boulevard. In addition, the poles and the overhead wiring system, along Hawthorne Boulevard will have an adverse impact to the aesthetic value of the commercial corridor. Several commercial properties and nearby residential properties could be significantly impacted where the alignment rejoins the Metro right-of-way near 190th Street. The elevated portion of Alternative 2 from 182nd Street to 190th Street would pose fewer physical conflicts with vehicles, bicycles and pedestrians but would require a very large supporting structure with abutments and support columns that would occupy much if not all of the planted center median width, which may cause a significant impacts to nearby residential properties from light casting downward and excess glare. The elevated portion may also cause shadow impacts at sunrise and sunset to nearby residential properties. In addition, assess the potential impacts from loss of (removal or trimming) significant trees and vegetation along Hawthorne Boulevard.

Air Quality and Greenhouse Gas Emissions: Assess the potential air quality and greenhouse gas emissions impacts resulting from construction along Hawthorne Boulevard. This alternative would be highly visible and would take a significant amount of time to complete, and a thorough analysis and plan should be included to reduce construction air quality and excess greenhouse gas emissions impacts along the commercial corridor. Include the potential impacts to sensitive receptors including Torrance residential communities, public and private schools, childcare facilities, and City facilities within a half-mile radius.

Hazards and Safety: Assess the potential construction hazard and operating hazard impacts to sensitive receptors including Torrance residential communities, public and private schools, childcare facilities, and City facilities within a half-mile radius. At-grade crossings are undesirable as a rule and new crossings are highly discouraged due to the safety risks they pose to the public regardless of the safety measures employed. Additionally, the frequent and recurrent blockage of traffic on Hawthorne Boulevard caused by the proposed train may increase vehicle congestion at the proposed crossings and could negatively impact response times for emergency vehicles.

Hydrology and Water Quality: Assess the potential hydrology and water quality impacts to Pioneer Sump located adjacent to the Metro right-of-way.

Noise and Vibration: Assess the potential noise and vibration impacts to residential and commercial zones located along Hawthorne Boulevard. Horn soundings, crossing gate bells, rail noise, and construction noise and vibration may create impacts for adjacent residents and businesses. Include the potential impacts to sensitive receptors including Torrance residential communities, public and private schools, childcare facilities, and City facilities within a half-mile radius. The residential communities near the Alternative 2 alignment are largely composed of single-family homes, duplexes, multifamily structures, planned developments, and manufactured homes. Include detailed maps showing the locations of any proposed sound walls along with elevation views for City review and comment. Develop a mitigation plan to reduce these impacts for City review and comment.

Land Use and Planning: Assess the potential impacts to existing residential and commercial land uses along Hawthorne Boulevard. An at-grade rail line in the median as proposed from 166th Street to 182nd Street may cause a significant physical disconnection of the residential neighborhoods located east and west of Hawthorne Boulevard. Physical disconnection may also be further contributed by the existing high power transmission lines located between 177th Street and 178th Street. The elevated portion of Alternative 2 from 182nd Street to 190th Street would pose fewer physical conflicts with vehicles, bicycles and pedestrians but would require a very large supporting structure with abutments and support columns that would occupy much if not all of the planted center median width, which may cause a significant physical disconnection of the El Nido neighborhood west of Hawthorne Boulevard from the rest of the City.

Transportation and Traffic: Assess the potential traffic impacts to Hawthorne Boulevard and to residential and commercial uses along the corridor. Hawthorne Boulevard is the busiest roadway in Torrance carrying in excess of 69,000 vehicles per day. Construction of the C Line at-grade would impact five signalized intersections and three unsignalized intersections along Hawthorne Boulevard from Redondo Beach Boulevard to 190th Street. An at-grade rail line in the median as proposed from 166th Street to 182nd Street would likely require either the elimination of left-turn lanes at several of these intersections or street widening that would push Hawthorne Boulevard traffic closer to adjacent residential and commercial uses. Restriction of turning movements onto or off of Hawthorne Boulevard may be required and would cause the diversion of traffic to other routes and cut-through traffic in residential neighborhoods. At-grade rail systems would require the installation of traffic signal pre-emption systems that would stop vehicular traffic with signals, bells, and gates as trains pass through. At-grade crossings are undesirable as a rule and new crossings are highly discouraged due to the safety risks they pose to the public regardless of the safety measures employed. The frequent and recurrent blockage of traffic by the proposed train would cause increased vehicle congestion at the proposed crossings and would negatively impact response times for emergency vehicles. Additionally, the distance between the Alternative 2 alignment and the Redondo Beach Transit Center should be evaluated for connectivity and efficiency between transit systems. The approximate three-quarter mile distance between the two would reduce effectiveness to an efficient multi-modal outcome and not convenient for future users that have physical mobility limitations.

the installation of traffic signal pre-emption systems that would stop vehicular traffic with signals, bells, and gates as trains pass through. At-grade crossings are undesirable as a rule and new crossings are highly discouraged due to the safety risks they pose to the public regardless of the safety measures employed. The frequent and recurrent blockage of traffic by the proposed train would cause increased vehicle congestion at the proposed crossings and would negatively impact response times for emergency vehicles. Additionally, the distance between the Alternative 2 alignment and the Redondo Beach Transit Center should be evaluated for connectivity and efficiency between transit systems. The approximate three-quarter mile distance between the two would reduce effectiveness to an efficient multi-modal outcome and not convenient for future users that have physical mobility limitations.

Economic Impact: Assess the potential economic impacts to businesses located along the Hawthorne Boulevard commercial corridor that may occur with Alternative 2 both during construction due to reduced access or traffic detours, and after construction. Include an assessment of tax base for the City of Torrance during and after construction resulting from Alternative 2. Include the potential loss of existing commercial operations located on commercial and industrial properties and the impact to nearby residential properties where the alignment would rejoin the Metro right-of-way near 190th Street.

Finally, the environmental analysis for each Project alternative should assess the potential demand increase to the Torrance Regional Transit Center and need for additional parking resulting from introduction of the new mode of transit. The Draft EIR should include analysis for constructing a multilevel parking structure up to 1,500 vehicles at the Torrance Regional Transit Center to accommodate increased ridership along the C Line and connecting transit systems. The extension of the Line C to Torrance requires a 3% local match contribution, which is provided by the construction of the Torrance Regional Transit Center via South Bay Measure R Highway Program funds in the amount of $25.7 Million.

The City of Torrance has many mechanisms at its disposal to reach individual homeowners, business owners, homeowner associations, and business associations. It is strongly recommended that all stakeholders in the City be reached and engaged, particularly those that live near to where the Project alternatives are proposed.

The future of public transportation and regional connectivity will be heavily impacted by the decisions made in the selection of one of these two alternatives. There is presently limited light rail service into the South Bay region of Los Angeles County, and this crucial enhancement of the transportation system is a great opportunity to building the infrastructure needed for the next generation of residents living and working in the South Bay. Therefore, the City of Torrance continues to affirm its support of **Alternative 1** as the best alternative to address all needs, present and future, for the South Bay.

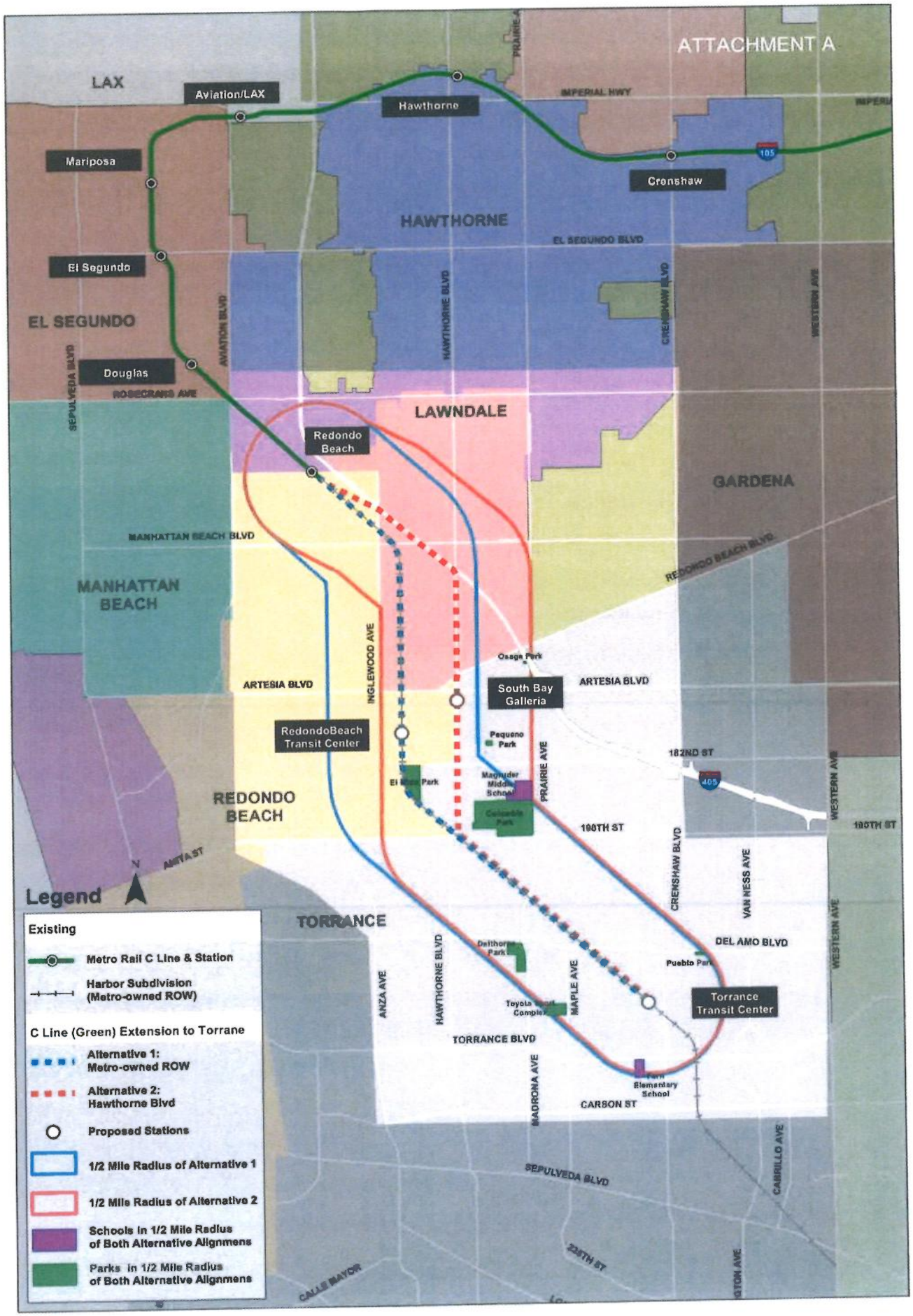
If there are any questions, of if there is anything the City of Torrance can do to continue our collaboration and advocacy to the strengthen and enhance public transportation in the region, please do not hesitate to contact Kim Turner, the Director of Torrance Transit, at (310) 618-6245.

[redacted]

Attachment:

A. Torrance Vicinity Neighborhoods, Parks, and Schools Map

ATTACHMENT A



C Line (Formerly Green Line) Extension to Torrance Transit Project

[redacted]

GEORGE K. CHEN
MAYOR

CITY COUNCIL MEMBERS
MIKE GRIFFITHS
JONATHAN KAJI
SHARON KALANI
BRIDGETT LEWIS
AURELIO MATTUCCI
ASAM SHEIKH

November 1, 2022

Chairperson Ara J. Najarian and Members of the Metro Board
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952

Re: Metro South Bay C-Line Extension to Torrance Regional Transit Center

Honorable Ara J. Najarian and the Esteemed Members of the Board:

On behalf of the City of Torrance, I am writing to convey our official position and continued support for the C-Line Extension to Torrance using the existing L.A. Metro Railroad Right-of-Way (ROW) Alternative. This alignment provides the best opportunity for project acceleration and completion by the 2028 Olympics hosted in Los Angeles. Implementation of the ROW alignment will create opportunity for greater regional connectivity, economic growth, and traffic mitigation for the South Bay and all of Los Angeles County. Project completion and operation to support the 2028 Olympics should be of utmost priority with respect to the project schedule.

As Metro conducts its Public Scoping Meetings and engages the public throughout the process for the Draft Environment Impact Report (EIR) for the C-Line Extension, city staff reviewed the proposed alternatives and attended the neighborhood walks and community meetings to better understand the impacts of the two alignments. The Right-of-Way Alignment, which allows the new rail line to continue safely along the existing right of way to the Mary K. Giordano Regional Transit Center, should be the locally preferred alternative. This alternative also creates the least impacts to residents and businesses within the City of Torrance.

Initially, our governing board considered proposing a 4th option in which the train would be fully underground (e.g. – a subway). However, after speaking with L.A. Metro staff at our Council Meeting on October 25, 2022, we confirmed this option was not cost effective and had not been selected by the Metro Board for moving forward into the Draft Environmental Impact Report back in 2018. Furthermore, Metro staff stated that the fully underground option would most likely not allow this project to be expedited for the completion before the 2028 Olympics.

Additionally, the City of Torrance is requesting that the Metro Board and LA Metro staff consider our concerns and the following suggestions as the project proceeds with its environmental impact assessment.

[redacted]

ROW Alignment is City of Torrance's preferred alternative as it has better chance of completion by the 2028 Summer Olympics in Los Angeles

The ROW alignment was initially fully funded under the Measure R and Measure M, which were a half-cent sales tax approved by the voters in 2008 and 2016. In addition, the ROW Alignment would create the least amount of impacts in terms of traffic congestion for residents of Torrance and displacement of our businesses as compared to the elevated Hawthorne Blvd. Alignment. With the 2028 Summer Olympics scheduled to take place in Los Angeles, having the project completed on time using the ROW means that Torrance and South Bay residents can take the new rail line to all of the sporting events. It will also alleviate major traffic congestion for cities along the 405 Freeway. According to Metro Staff, the projected ridership to and from Torrance for the C-Line Extension is higher than the projected ridership for other cities.

The ROW Alignment can potentially create more benefits to the surrounding communities than the Elevated Hawthorne Alignment

ROW Alignment would potentially provide improved mobility and minimize environmental impacts compared to the Hawthorne Blvd. alignment. Based on Metro staff's assessment of performance and project goals as part of the Supplemental Alternative Analysis submitted to the Metro Board on September 19, 2018, ROW alternative will perform better in the areas of Improved Mobility, Cost Effectiveness and Financial Feasibility, and Travel Time compared to the other alternatives.

Currently, the existing freight tracks do not have safety barriers surrounding them. Metro staff mentioned that the ROW alignment will include looking at adding barriers to prevent pedestrian/rail interactions/accidents.

Pasadena, Santa Monica, and some of the surrounding communities to the Metro L and E Lines have experienced increase in property values. In a 2013 study conducted by Center for Neighborhood Technology, commissioned by American Public Transportation Association, and in partnership with National Association of Realtors, researchers found that areas within frequent transit service outperformed others as a whole by 41.6 percent. Additionally, neighborhoods near transit had an effect on the resilience of property values, which benefited more from transit that was well connected and had a higher frequency of service. Households living in these areas had better access to jobs and lower average transportation costs than the region as a whole.

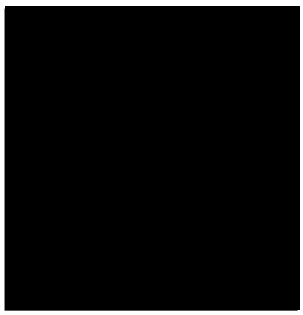
The Elevated Hawthorne Blvd. Alignment will cause major impacts to Torrance residents and businesses along this Corridor

The second alignment is to build an elevated railway along Hawthorne Boulevard. This will affect many businesses in the City of Torrance, including the Volvo Cars South Bay Dealership located on Hawthorne Blvd. and 190th Street. Other businesses and residents along Hawthorne Blvd. in Torrance will have to live with seeing an elevated train and columns adjacent to their homes. The Hawthorne alignment will have negative impacts to their current way of life as there is no existing rail line going through the area. Other concerns from the Torrance community include noise and

vibration, visual aesthetics and an increase in traffic on Hawthorne Boulevard. Moreover, Metro staff should also include costs and delays potentially caused by encroachment along the 405 Freeway and on Hawthorne Boulevard in their analysis. The Elevated Hawthorne Boulevard Alignment may also require travel lane and/or turn pocket modifications in the City of Torrance. Last but not least, Metro staff should consider the effects of the elevated train structure casting a shadow on business and homes within the affected corridors.

In contrast, the ROW alignment will utilize most of the existing right-of-way currently owned by L.A. Metro. Additionally, Metro is planning to study and provide sound barriers to alleviate not only the low noise from the new light rail, but also to help alleviate the noise from the existing freight rail for the surrounding communities. Furthermore, Metro staff mentioned at the April 2022 Neighborhood Walks that they will work with BNSF Railway to upgrade and replace some of the older existing freight tracks as part of the construction process. This will further reduce the noise level coming from the existing freight rail.

Again, we strongly support the Right-of-Way Alignment and oppose the Elevated Hawthorne Boulevard Alignment. If you have any questions or concerns, please contact our Transit Director, Kim Turner at (310) 618-6245 or KTurner@TorranceCA.Gov. Thank you for your consideration.



Cc: Metro Board
Torrance City Council
Georgia Sheridan, Metro
Mark Dierking, Metro

[redacted]

GEORGE K. CHEN
MAYOR

March 15, 2023

Honorable Chair Ara J. Najarian
Los Angeles County Metropolitan Transportation Authority
Board of Directors
1 Gateway Plaza, Mail Stop 99-3-1
Los Angeles, CA 90012

Dear Chair Najarian,

As L.A. Metro prepares to bring light rail to the South Bay via an extension of the existing C-Line (formerly "Green Line") and studies the three options, we write to encourage you to support the Proposed Project: Right-of-Way with Elevated/At-Grade Option.

The Right-of-Way with Elevated/At-Grade Option utilizes existing L.A. Metro Right-of-Way with a combination of elevated and at-grade segments and is the most cost-effective route, leveraging existing transit investments in the Mary K. Giordano Regional Transit Center and the Redondo Beach Transit Center. Additionally, it does not encroach on I-405, avoids businesses, traffic and parking impacts on Hawthorne Blvd.

Los Angeles drivers are estimated to spend an average of approximately 95 hours in traffic, costing $1,600 per driver annually. The light rail extension to the South Bay will bring numerous benefits to our region, including an alternate mode of transportation for those traveling along the I-405 corridor, save passenger commute times and alleviate traffic on roadways. The extension will also provide vastly improved access to regional destinations, connections to the greater L.A. Metro regional rail system and reductions in air pollution and greenhouse gas emissions by about 2,369 metric tons of C02 annually.

Additionally, the C-Line extension is estimated to serve 65,000 jobs in the project area by 2042, with most riders traveling to and from Torrance in addition to surrounding cities, such as Redondo Beach, Gardena, Carson, and Long Beach. It is also projected to generate between 10,300 – 16,200 new daily transit trips and improves equity by serving 18% of the low-income and 47% of the minority populations in the project area.

[redacted]

The other route options for Light Rail on Metro's Rail Right-of-Way/Trench and Elevated Light Rail along Hawthorne Blvd. would require major construction in the area and result in further delays for the project. The Elevated Hawthorne Blvd. option is inconsistent with voter-approved funding initiatives. It will cause significant impacts to local businesses and the economy, including loss of parking, impacting businesses along Hawthorne Blvd., and creating accessibility and connectivity issues to the Redondo Beach Transit Center.

For too long the South Bay region has waited for this light rail investment. Please advance the only option that builds on a completed right-of-way capital investment, minimizes commuter disruption and realizes both environmental and ridership access the soonest: **The Right-of-Way with Elevated/At-Grade Option**. The Torrance City Council supports bringing light rail to the South Bay via the route planned years ago along with investments made to integrate the extension of the existing C-Line via the Metro Right-of-Way Elevated/At-Grade Option. This is the only option with the opportunity to complete by LA28 if given the focus, funding, and support of not only the county, but the entire nation. Thank you for your time and consideration.



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[redacted]

COMMITTEES
ENVIRONMENTAL QUALITY, CHAIR
ELECTIONS & CONSTITUTIONAL AMENDMENTS
JUDICIARY
NATURAL RESOURCES & WATER
TRANSPORTATION
JOINT COMMITTEE ON THE ARTS, VICE-CHAIR
ENVIRONMENTAL CAUCUS, CO-CHAIR

May 18, 2023

Honorable Ara J. Najarian
Chair, Board of Directors
Los Angeles County Metropolitan Transportation Agency
1 Gateway Plaza, Mail Stop 99-3-1
Los Angeles, CA 90012

Dear Chair Najarian,

I write in support of the Right-of-Way Elevated/At-Grade Alignment option for extending the C Line (Green Line) as LA Metro prepares to expand light rail in the South Bay.

For people traveling along the I-405 corridor, this C Line extension will provide a much-needed alternate mode of transportation that will reduce commute times and alleviate roadway traffic. The project will improve access to regional destinations, provide connections to the greater LA Metro regional rail system, and reduce air pollution – all while expanding equity by serving low-income and minority populations in the C Line extension project area.

By leveraging existing investments in the Mary K. Giordano Regional Transit Center in Torrance and the Redondo Beach Transit Center, the Right-of-Way Elevated/At-Grade Alignment is the most cost-effective option. The other two route options (Light Rail on Metro's Rail Right-of-Way/Trench and Elevated Light Rail Along Hawthorne Boulevard) would be significantly more expensive while causing negative impacts to local businesses and hindering accessibility to the Redondo Beach Transit Center.

Thank you for your serious consideration of the many important fiscal, environmental, economic, and community factors that go into extending the Metro C Line. If you have any questions, please do not hesitate to contact me at (310) 318-6994 or senator.allen@senate.ca.gov.

[redacted]

[redacted]

March 23, 2023

Georgia Sheridan
Senior Director, Mobility Corridors
1 Gateway Plaza, Mail Stop 99-22-2
Los Angeles, CA 90012

SUBJECT: Letter of Support for C-Line Extension to Torrance

Dear Ms. Sheridan,

As L.A. Metro prepares to bring light rail to the South Bay via an extension of the existing C-Line (formerly "Green Line") and studies the two potential alignments, we write to encourage you to support the Proposed Project: Right-of-Way with Elevated/At-Grade Option.

The Right-of-Way with Elevated/At-Grade Option utilizes existing L.A. Metro Right-of-Way with a combination of elevated and at-grade segments. Additionally, it does not encroach on I-405 Freeway, avoids business, traffic and parking impacts on Hawthorne Blvd. and is the most cost-effective option.

Los Angeles drivers are estimated to spend an average of approximately 95 hours in traffic, costing $1,601 per driver annually. This Project will provide an alternate mode of transportation for those traveling along the I-405 corridor, which will help save passenger commute times and alleviate traffic on roadways. The extension will also provide more equitable access to regional destinations by improving connections to the greater L.A. Metro regional rail system and reduce air pollution and greenhouse gas emissions by about 2,369 metric tons of C02 annually, making transit a more viable transportation choice. Additionally, the C-Line Extension is estimated to serve 65,000 jobs by 2042, generate between 10,300 – 16,200 new daily transit trips and improve equity by serving 18% of the low-income and 47% of the minority populations in the project area.

The other route options would require major construction in the area and will result further delays for the project. The Elevated Hawthorne Blvd. option is inconsistent with voter-approved funding initiatives. It will cause significant impacts to local businesses and the economy, most notably major traffic burden at multiple intersections within the City of Torrance. LA Metro has identified six intersections within Torrance which would experience worse traffic conditions than current flow, which will undoubtedly force cars onto less trafficked, more residential streets.

For too long the South Bay region has waited for light rail investment. Please advance the only option that builds on completed right-of-way investment, minimizes commuter disruption

[redacted]

and realizes both environmental and ridership access the soonest: The Right-of-Way with Elevated/At-Grade Option.

Thank you for your time and consideration.



CITY OF
TORRANCE

PUBLIC WORKS DEPARTMENT

Craig Bilezerian
Public Works Director

March 23, 2023

Georgia Sheridan
Senior Director, Mobility Corridors
1 Gateway Plaza, Mail Stop 99-22-2
Los Angeles, CA 90012

SUBJECT: Letter of Support for C-Line Extension to Torrance

Dear Ms. Sheridan,

As L.A. Metro prepares to bring light rail to the South Bay via an extension of the existing C-Line (formerly "Green Line") and studies the two potential alignments, we write to encourage you to support the Proposed Project: Right-of-Way with Elevated/At-Grade Option.

The Right-of-Way with Elevated/At-Grade Option utilizes existing L.A. Metro Right-of-Way with a combination of elevated and at-grade segments. Additionally, it does not encroach on I-405 Freeway, avoids business, traffic and parking impacts on Hawthorne Blvd. and is the most cost-effective option.

Los Angeles drivers are estimated to spend an average of approximately 95 hours in traffic, costing $1,601 per driver annually. This Project will provide an alternate mode of transportation for those traveling along the I-405 corridor, which will help save passenger commute times and alleviate traffic on roadways. The extension will also provide more equitable access to regional destinations by improving connections to the greater L.A. Metro regional rail system and reduce air pollution and greenhouse gas emissions by about 2,369 metric tons of C02 annually, making transit a more viable transportation choice. Additionally, the C-Line Extension is estimated to serve 65,000 jobs by 2042, generate between 10,300 – 16,200 new daily transit trips and improve equity by serving 18% of the low-income and 47% of the minority populations in the project area.

The other route options would require major construction in the area and will result further delays for the project. The Elevated Hawthorne Blvd. option is inconsistent with voter-approved funding initiatives. It will cause significant impacts to local businesses and the economy, most notably major traffic burden at multiple intersections within the City of Torrance. LA Metro has identified six intersections within Torrance which would experience worse traffic conditions than current flow, which will undoubtedly force cars onto less trafficked, more residential streets.

For too long the South Bay region has waited for light rail investment. Please advance the only option that builds on completed right-of-way investment, minimizes commuter disruption

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Visit Torrance's home page: http://www.TorranceCA.gov

and realizes both environmental and ridership access the soonest: The Right-of-Way with Elevated/At-Grade Option.

Thank you for your time and consideration.

Best Regards,

DAN THOMAS
City of Torrance Traffic Commission, Vice-Chair

[redacted]

June 2, 2023

Ara Najarian, Chair of L.A. Metro Board of Directors
Los Angeles County Metropolitan Transportation Authority

Office of the CEO,
One Gateway Plaza,
Los Angeles, CA 90012

Dear Chair Najarian,

As L.A. Metro prepares to bring light rail to the South Bay via an extension of the existing C-Line (formerly "Green Line") and studies the three options, we write to encourage you to support the Proposed Project: Right-of-Way with Elevated/At-Grade Option.

The Right-of-Way with Elevated/At-Grade Option utilizes existing L.A. Metro Right-of-Way with a combination of elevated and at-grade segments and is the most cost-effective route, leveraging existing transit investments in the Mary K. Giordano Regional Transit Center and the Redondo Beach Transit Center. Additionally, it does not encroach on I-405, avoids businesses, traffic and parking impacts on Hawthorne Blvd.

The other route options Light Rail on Metro's Rail Right-of-Way/Trench and Elevated Light Rail along Hawthorne Blvd. would require major construction in the area and result in further delays for the project. The Elevated Hawthorne Blvd. option is inconsistent with voter-approved funding initiatives. It will cause significant impacts to local businesses and the economy, including loss of parking, impacting businesses along Hawthorne Blvd., and creating accessibility and connectivity issues to the Redondo Beach Transit Center.

The Torrance Auto Dealers Association along with over 800 Torrance residents have provided comments to support the **Right-of-Way with Elevated/At-Grade Option.**

We urge you to join other local and regional leaders, residents and businesses in support of bringing light rail to the South Bay via the route planned years ago along with investments made to integrate the extension of the existing C-Line via the Metro Right-of-Way Elevated/At-Grade Option. This is the only route with the opportunity to complete by LA28 if given the focus, funding, and support of not only the county, but the entire nation. Thank you for your time and consideration.

[redacted]

Cc: L.A. Metro Board of Directors; Stephanie Wiggins, C.E.O.; Sharon Gookin, Deputy C.E.O.; Nicole England, Chief of Staff and Collette Langston, Board Clerk

[redacted]

September 14, 2023

City Manager Aram Chaparyan
City of Torrance
3031 Torrance Blvd.
Torrance, CA 90503

Subject: Support for the Green Line Extension to Torrance Project

Dear City Manager Aram Chaparyan,

Connection is something every human on this planet strives for. A deep bond that is formed between people and communities to make them feel seen and valued, giving a sense of belonging. The extension of the Metro C-Line will connect Individuals, families, communities, and businesses. There are many benefits to this extension besides connecting communities and businesses. It will build thriving communities, create jobs, ease traffic congestion, and promote a cleaner environment.

The Metro C line (Green) Extension project according to the August 14, 2023, C line extension to Torrance Project update by Los Angeles County Metropolitan Transportation Authority would reduce 49,000 vehicle miles traveled (VMT) per day resulting in a reduction of about 2,370 metric tons of carbon dioxide equivalent per year in 2042. With reduction of VMT and carbon emissions the C Line will provide a reliable and convenient alternative to driving, alleviating traffic congestion, and save travel time for people accessing businesses, schools, and jobs in the surrounding communities. This is something that has been an issue for Torrance since the mid 1950's. These reductions will help our community reach our Climate change goals. Not only will the C line better out community emissions and air quality, but it will also support the community and surrounding cities with opportunities.

The construction of the C line will provide jobs and opportunities for surrounding business providing economic growth. The project is expected to support 65,000 jobs by 2042 according to Torrance transit Planning Manager David March. The extension allows for businesses to grow with more foot traffic and easier access to big and small businesses in Torrance and surrounding cities and connecting the South Bay in ways that are constrained by today's congestion on local roads.

[redacted]

In a recent poll by a market research firm on the C Line (Green) 670 residents were randomly selected to receive phone calls across Torrance, Redondo Beach, and Lawndale. The survey revealed that 60% of residents are familiar with the project and 67% are supportive of the extension of the C Line (Green) and 8% of the residents surveyed in all three cities opposed the project. The community wants growth. The community wants jobs. The community wants better.

The Metro C Line (Green) extension project has many benefits to the economic growth of the south bay. It will create jobs, ease traffic congestion, allow businesses to thrive and promote a better and cleaner environment. The Torrance Area Chamber of Commerce supports the C Line and the growth of our community.

Thank you for your consideration.

[redacted]

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net

Metro

Georgia Sheridan, Project Manager
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, Mail Stop: 99-22-3
Los Angeles, CA 90012

March 27, 2023

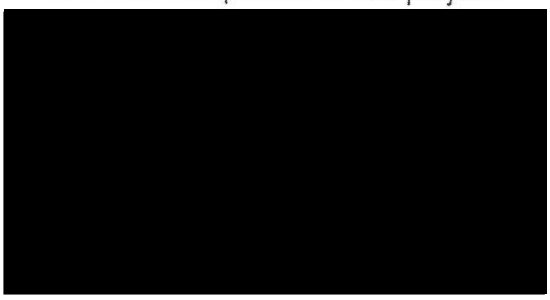
Dear Ms. Sheridan:

On March 10, 2023, the South Bay Cities Service Council received an update on the C Line Extension to Torrance project during their regular meeting. The Service Council then voted to formally express support for the C Line Extension to Torrance Project, with a preference for the Metro ROW Elevated At-Grade alignment as we found it to be the most efficient, economical option that could most quickly bring benefits to South Bay transit connectivity. Councilmembers felt it important to forward this motion on behalf of our many transit-dependent constituents who may not have the time or opportunity to comment themselves. Councilmembers Ernie Crespo and Glenda Silva abstained from voting on the item, citing their respective positions as representatives of GTrans and Los Angeles World Airports, and the need to consult with their agencies before supporting the motion. Councilmembers Dora "Gaby" Segovia (LA Walks) and Roye Love (Carson, retired) also abstained from the vote.

Questions raised by the South Bay Service Council during the discussion of the project that we would like to see addressed in the draft EIR include:

- How access will be provided from both sides of the Torrance Transit Center Station platform
- Connectivity of the alignments to surrounding transit options
- Availability of drop-off access (kiss and ride) at the stations, as they would likely be used for people traveling to the airport

Overall, the South Bay Cities Service Council urges the Metro Board to authorize moving this project forward as quickly as possible and if possible, to expedite its completion to expand the transit options available for the 2028 Olympics. The South Bay Service Council recognizes that neighboring communities have their individual concerns regarding this project; we encourage Metro to continue its extensive community outreach efforts and to work through those concerns with the local municipalities and community groups. We look forward to the provision of expanded transit access for our region's constituents through the eventual completion of this project.



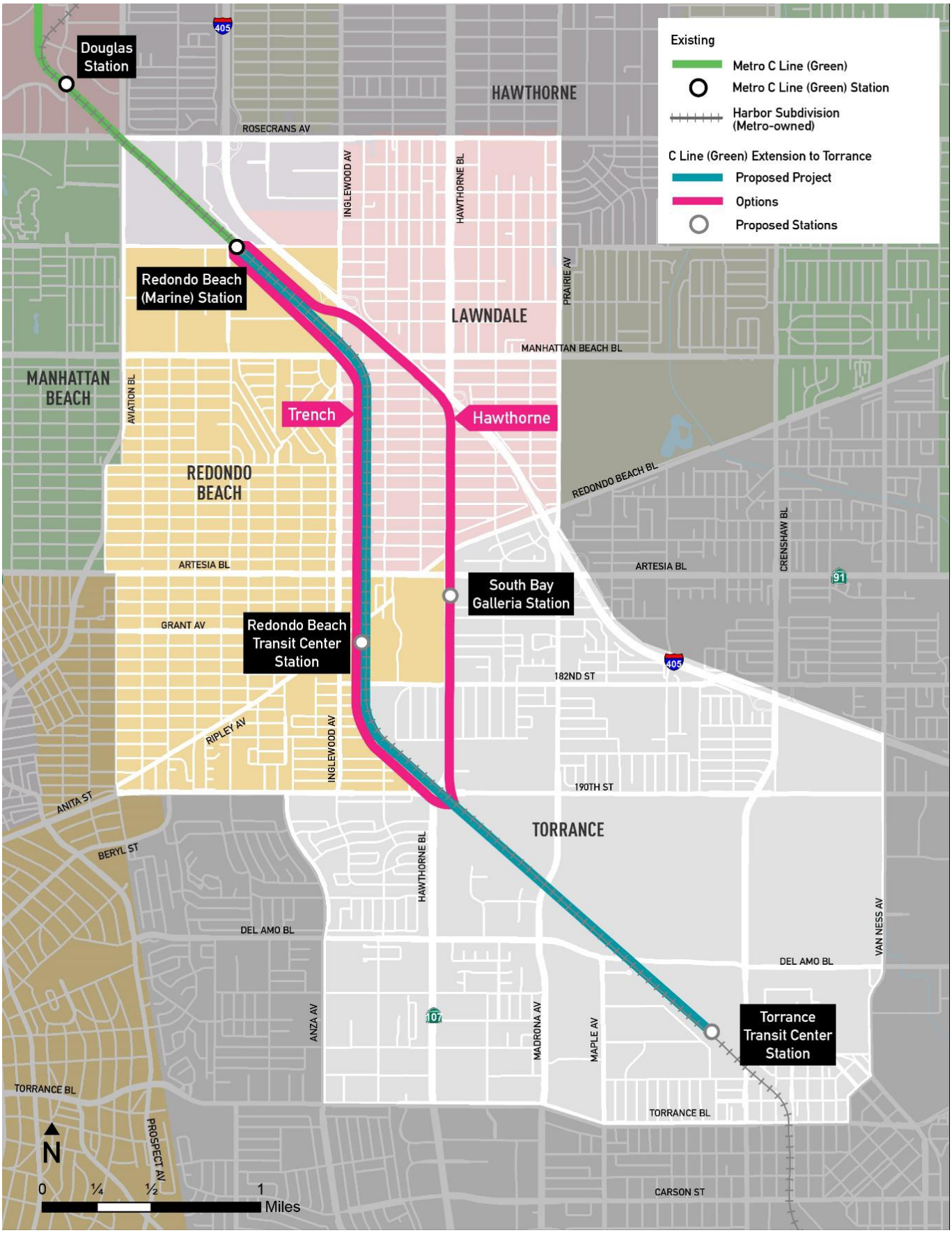
Metro C Line Extension to Torrance: Review of Options

Summary

LA Metro wants to put in an extension from the City of Redondo Beach to the City of Torrance through the City of Lawndale. This extension has been incentivized by the Olympics coming to LA in 2028 as part of Twenty-Eight by '28. There are multiple alternatives. The focus of this write up is on two of the most likely alternatives: **Hybrid** Trench/At-Grade down metro Right-Of-Way (ROW) and elevated along the 405 to **Hawthorne** Blvd.

The selection of route will likely be on the agenda for May 23rd at the Metro Board of Directors meeting.

Images used are primarily from the Draft EIR from metro.



Overview MAP

Supporters

Elevated Hawthorne Supporters:

- City of Redondo Beach
  - Response to DEIR
- City of Hawthorne
- City of Lawndale
  - Response to DEIR
- Tina McKinnor Assemblymember, District 61

Hybrid ROW - At-Grade and Trench Supporters:

- City of Torrance

Missing Stakeholders

Los Angeles County Parks & Recreation recommended putting in a park along the tracks near 170th and Manhattan Beach Blvd to aleiviate Lawndale's status as a park poor city. The Hybrid alignment would prevent a park being placed in this location. Parks & Recreation already have estimated costs to complete this project and this was the primary available option to lift Lawndale out of poor park status. The State of California Department of Parks & Recreation was requested feedback for the Draft EIR. There is no evidence the Los Angeles Parks & Recreation have been notified of the Draft EIR.

The individuals who own property that may be affected with claimed encroachment or not deserve a voice in the discussion. This is for every alignment and every project. In talking with members of the community, I found multiple business owners and residents that had no idea this would be happening when they would be directly impacted. They deserve to know and to have an in-person meeting with Metro on the extent they will be affected. Real Estate report maps have to be accurate. Unclear lines that go through homes causes anxiety and mental anguish. Homes and small businesses represent years of work and years of people's lives to build up something they hold so dearly. They deserve compassion and transparency. They deserve assistance through this process. The difference between "bulldozing" through a community and doing right by a community starts at the very inception of the project. Instead, anyone who will be impacted that speaks up gets called NIMBY and harrassed. The LA metro reddit is evidence of this. Streets For All colors those who speak out as a "few wealthy suburbanites in Torrance, Lawndale, and Redondo Beach". The people who will lose anything to metro deserve to be made whole. Instead they are harrassed. Metro has to lead by example and do better.

Analysis of Alternatives

1. Ridership

Key takeways: Hawthorne Alternative has 35% higher Ridership and 16% more New Riders.

Per the Ridership report, "[n]ew Riders is an important metric for the Federal Transit Administration and are used to compare alternatives. A transit alternative that attracts more new riders will do more to reduce highway and local street congestion and will improve the mobility of both the new and existing transit riders, as well as that of the people traveling by private vehicles along highways" Non-CEQA Reports and Information/CLGET Ridership Summary Report

Comparison	Hybrid Alternative (ROW)	Hawthorne Option

Comparison	Hybrid Alternative (ROW)	Hawthorne Option
Annual Project Trips	~3.68M	~4.96M
Annual New Riders	~1.49M	~1.74M
Cost/Project Trips	$607	$595
Cost/New Riders	$1,497	$1,695

Metro Board Report 4/17/23: Attachment A

Claim: Cost/New Riders should not be used as a metric to choose Hybrid over Hawthorne. The Cost/New Riders is comparing new riders in a projected ridership year of 2042 versus the cost of the entire project. New riders would increase the riders yearly. Since the projected new riders per year are higher for Hawthorne, the cost for new riders will decrease faster for Hawthorne alignment verses Hybrid alignment. Since this project will impact the Southbay for the next 100-150 years, it makes more sense in the longer run to select a higher ridership instead of shorter term lower costs per new rider.

2. Auto Reduction (VMT)

Key takeaway: VMT is essentially the same for both.

The VMT for Hawthorne is 0.6% lower than the Hybrid alternative. This is extremely close making the comparison based on VMT functionally equal based on the assumption that model used has a confidence interval of at least +/- 1%.

Comparison	Hybrid Alternative (ROW)	Hawthorne Option
Annual VMT Reduction	~19.51M	~19.39M
Cost/VMT Reduction	$115	$153
Ridership Report Author Comparison	*Very Similar*	*Very Similar*

Metro Board Report 4/17/23: Attachment A

In the Non-CEQA Reports and Information/CLGET Ridership Summary Report by metro, The CBM18A model was used to determine ridership and VMT savings for year 2042. This model was adjusted to be in line with the transit corrider in the study. The Home-Based Work Trips from the base model to the corrider required changing the multiplier to 0.82 to be in line with more recent trip data. The modeled trips was validated against data from the Metro's 2011 On-Board Survey. The author of the report concluded this adjustment made the model "reasonably close" to the data. The report does not give confidence intervals or expected error for the model.

Due to the lack of statistical figures, the authors "reasonably close" justification, and the model year being 2042, the direct comparison of the expected values needs to take into account the statistical significancce. For this, it is best to trust the experts. In the conclusion of the study, the author compares the Hawthorne and RoW alignments and adds the qualifier of "very similar" to describe their difference in VMT savings. These alignments were also so similar in regards to VMT that depending on operating scheme chosen, Hawthorne

had higher savings for C-1 and Hybrid had higher savings for C-2. This further context was added to the summary table.

Claim: VMT should be treated as the same for both. Higher cost for VMT is comparing a projected year to the higher cost of the project as a whole. Once again the metric is for a year and not the project over 100-150 years and in the long run the VMT savings cost will decrease at a faster rate for Hawthorne versus the Hybrid alternative.

Suggestion: Metro could improve their reports by including all relevant statistical figures as is the norm in other reports of similar type.

3. Travel Time Savings

Key takaway: Hawthorne alignment has a significantly higher time savings over all.

The table comparison given to metro left out the weekday User benefit in hours. You can see below why it would be beneficial to leave that value out.

The table provided by metro did not include units. This is not a good practice in engineering and is misleading. This creates a deceptively large gap for the annual travel time savings/trip because it was comparing a year to minutes. The translation to hours was included to enable a better comparison.

Question: Why were units left out of the table? **Question**: Why was Annual Travel Savings not included in the table?

Comparison	Hybrid Alternative (ROW)	Hawthorne Option
Annual Time Savings	1.25M hrs. (154 yrs.)	1.63M hrs. (186 yrs.)
Annual Travel Time Savings per Project Trip	6,996 min. (116.6 hrs.)	6,265 (104 hrs.)
Weekday Travel Time Savings per Project Trip	22 min.	19.7 min.

The weekend values were 55.6% of weekday. This value was selected by analyzing weekday values and annual values provided by metro then working backwards to deduce the percentage metro used. Metro Board Report 4/17/23: Attachment A

4. Approvals & Key Agreements

Key takeaways: The Hybrid alignments is missing NEPA and Caltrans permits/clearance. Hawthorne and Hybrid options both require FRA oversight.

Comparison	Hybrid Alternative (ROW)	Hawthorne Option
California Environmental Clearance (CEQA)	Required	Required
Federal Environmental Clearance (NEPA)	Not assumed as this stage*	Needed for federal funding eligibility

Comparison	Hybrid Alternative (ROW)	Hawthorne Option
Caltrans Encroachment Permit Approval	~~N/A~~ Required, *Moderate*	Required, *Significant*
BNSF Agreement (Shared Rail Corridor)	Required	Required
Federal Railroad Administration Waiver	Required, *Significant*	Required, *Moderate*

Metro Board Report 4/17/23: Attachment A

The City of Lawndale reported to the Metro Board of Directors that, since federal funds were used to develop the C/Green Line project (Ref. 1), NEPA approval is required for all options. With NEPA compliance, federal funding is available. It is fiscally responsible and more fair to southbay taxpayers to get NEPA clearance because federal funding could cover unforeseen costs and local contributions.

Question: Why is NEPA approvals being avoided at this time?

All options cross Caltrans right-of-way State Road 107, a.k.a. Hawthorne Blvd, hence all options require Caltrans encroachment permits. This was stated in Caltrans' letter to Metro in their review of the Green Line DEIR: "The Proposed Project and the Trench Option will both require coordination, approvals, and permits for any segments that cross Caltrans ROW." The Hybrid alignment cross State Road 107, a.k.a. Hawthorne Blvd, hence all options will require encroachment permits. (Ref. 2) Also, the DEIR in section 2.6 also identifies that the Hybrid alignment requires Caltrans permitting. "Permit approvals for encroachment on Caltrans ROW (I-405 and Hawthorne Boulevard for Hawthorne Option, Artesia Boulevard and Hawthorne Boulevard bridges for Proposed Project and Trench Option)." The Hybrid option also crosses Hawthorne and Artesia Blvd.

Question: Given that Caltrans and Metro DEIR both identify the need for CalTrans permits, why did the report to the board state this as N/A?

FRA requires clearance for shared corridor < 30 feet between centerline. Hawthorne alignment has a significantly less impact due to reduced shared corridor and reduced shared grade. The hybrid option has shared corridor and shared grade in multiple areas along the ROW.

Question: Why was shared ROW and FRA safety waivers not discussed in the DEIR or other documents?

This may require safety mitigations not included in the DEIR. San Diego LRT required temporal separation. If similar mitigations are selected, with daytime restrictions to BNSF and need for temporal separations, there will be a significantly longer times the passenger rail cannot run and reduction in VMT, ridership, etc. FRA could impose temporal separation due to freight containing hazmat.

Question: If the FRA imposes temporal separation, will there be BNSF frieght operating along the ROW in the hours metro is not running in the middle of the night?

Suggestion: Metro could greatly improve their processes by addressing shared corridor concerns from the beginning based on risks identified by researchers for the USDOT.

5. Constructability

Key takeaways: Hawthorne alignment will be under construction for 15 fewer months. Once permits are added to timeline, the Hybrid option is expected to be completed AFTER the Hawthorne alignment. If permits

are not added to the timeline, Hybrid is completed only 9 months sooner. Moving pipelines for the Hybrid alignment creates risk of an oil spill that would forever impact the aquafor.

5.1 Utility Construction Complexity

The Hybrid alignemnt wiht the trenching under streets requires the relocation of high pressure fuel lines including crude oil and jet fuel. There are many risks associated with relocation a pipeline including permanent damage to the local aquafor. It is disingenious to downplay the impacts of moving these pipelines. Additional discussion is included in this report as its own section.

The Hawthorne requires altering storm main and transmission lines primarily risks temporary loss of utility and are reversible.

5.2 Construction Disruption

Construction does temporarily impact traffic and parking in the city of Lawndale. Other cities have highway entrances that will not be impacted. The City of Lawndale wants the Hawthorne alignment. Lawndale is okay with this happening seen via backing the Hawthorne option.

The Hybrid alignment is largely in a residential area and will impact residents all day and potentially all night.

"A. Would the Project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established by the FTA, in the local general plan or noise ordinance, or applicable standards of other agencies?"

Hybrid after mitigation: Significant and Unavoidable Hawthorne after mitigation: Significant and Unavoidable.

DEIR: Table ES-2. Summary of Impacts Evaluation

Claim: Impacts to residents due construction should be taken into account at a higher level for Hybrid due to disruption of sleep and recreational activities. Also, Hybrid option would have construction impacts for 15 months more the Hawthorne option.

5.3 Permit Timeline

The permit timeline for Caltrans PA&ED for the Hawthorne Option is slated to take two years. As discussed previously, this permitting is required for both but was left out of the Hybrid timeline along with NEPA clearance. There is also the potential for lawsuits from the City of Redondo Beach, the City of Lawndale, and the residents that own property that is potentially encroaching on the ROW. Enchroiachment negotiations are more complex than outright purchasing because of the property line dispute. Therefore, considering spite houses and not spite businesses exist and needed additional permits and clearances, one year was added to the Hybrid Alignment timeline.

Question: What is the impact to the Hybrid timeline if Caltrans PA&ED and NEPA clearance are required?

Risk: Project being stopped due to lack of needed space in ROW for 5+ pipelines, 1 freight track, & 2 LRT lines.

5.4 Construction Timeline and Duration

The original timeline presented by metro had Hybrid being complete only nine months before the Hawthorne alignment. If the permits left out of the Hybrid timeline are added back in, Hybrid will finish four months after the Hawthorne alignment. In terms of such a large construction project, four or nine months is miniscule and can easily change in either direction for either option.

Claim: Due to the completion dates being relatively close together 4-9 months. This should not be a deciding factor in selecting an alginment.

The duration of construction is 15 months longer for the Hybrid alignment. This would be over a year longer that the local cities would be impacted by construction.

Claim: The actual duration of construction should be taken into account when selecting alignment due to the actual impacts residents will be subjected to.

Comparison	**Hybrid Alternative (ROW)**	**Hawthorne Option**
Construction Staging	Metro ROW	I-405 & Hawthorne Bl
Utility Relocation Complexity	Underground petroleum lines	Underground storm main & overhead high voltage transmission lines
Excavation	Moderate	Moderate
Construction Disruption to Traffic & Parking	Minor	Significant
Construction Disruption to Residential Homes	Significant	Minor
Permit Timeline	July '24 - July '25	July '24 - July '26
Construction ~~Duration~~ Timeline	*Jan. '28- Dec. '35*	Jan. '29- Sept. '35
Construction Duration	96 Months	86 Months (15 fewer)

Metro Board Report 4/17/23

6. Cost & Funding

Key takeaways: Hybrid option will cost locals more. Doing the right thing often does cost more. No option for LRT is currently fully funded.

Hybrid alternative includes cost analysis for start dates of 2028 and 2029 using the board approved inflation of 3%. These are denoted in the tables with $/$. The 2029 start date is assumed due to the Approvals & Key Requirements discussion above.

Comparison	**Hybrid Alternative (ROW)**	**Hawthorne Option**
Construction Cost	$2.23B / $2.297B	$2.96B
Funding Needs	~~Local/State*~~ Local/State & Federal	Local/State & Federal

Metro Board Report 4/17/23: Attachment A

The table in Attachment A in the board report that is being broken down in this analysis uses cost as a metric four separate times meaning any project with a lower cost has four times as many metrics skewed in its favor. The table below includes adjusted start date induced cost increase calculations.

Comparison	**Hybrid Alternative (ROW)**	**Hawthorne Option**
Construction Cost	$2.23B / $2.297B	$2.96B
Cost/Project Trips	$607 / $624	$595
Cost/New Riders	$1,497 / $1,541	$1,695
Cost/VMT Reduction	$115 / $118	$153

The measure M calculation is wrong. A 3% inflation increase for two year later start is $878.96 and not $878.3. This is denoted in the table with $/$.

Question: Did metro make a mistake calculating measure M contributions in the board report for the Hawthorne Option?

Funding Strategy	**Hybrid Alternative (ROW)**	**Hawthorne Option**
Secured Sources		
Local Sources	Funding Estimate (YOE $M)	
* Measure R	$272.0	$272.0
* Measure M (sales tax)	$828.5 / 853.36	$878.3 / $878.96
* 3% Local Match Requirement	$66.9 / $68.9	$88.9
State Sources		
* TIRCP Grant	$231.3	$231.3
* SB1 - Local Partnership Program	$9.0	$9.0
Not Yet Secured		
Other Local Funding	$675.6 / $712.44	$633.5 / 629.8
Other State Funding	$150.0	$150.0
Other Federal Funding	$0.0	$700.0

*The Measure M year of expenditure (YOE) inflation estimate assumes a 3% annual escalation to the year of funding availability. The actual funding amount for Measure M will depend on future sales tax receipts, the Board-approved inflation index used to escalate the sales tax, and when Measure M is expended. The estimated escalation amount is higher for the Hawthorne Option as the construction start date is further out.
**The current cost estimate is based on a 15% design. Final estimate to be prepared at 30% design based on LPA.

Metro Board Report 4/17/23

Measure M is from sales tax based on the year construction begins. Measure M collects that amount from taxes each year if the money is going to metro or not. This is estimated tax revenue on purchases residents will already make. The money can go to a different project that year if metro is not using it. Since the values are adjusted by inflation, the other projects using it will have the same buying power each year no matter the year it gets funding. Therefore, it is not included in analyzing the additional local burden due to the chosen alignment.

Local funding including 3% match and unsecured local funds are the values that will impact locals the most.

Funding Strategy	**Hybrid Alternative (ROW)**	**Hawthorne Option**
Local Sources	Funding Estimate (YOE $M)	
3% Local Match Requirement	$66.9 / $68.9	$88.9
Other Local Funding	$675.6 / $712.4	$629.6
Total Local	$ 742.5 / $781.3	$722.4

Metro Board Report 4/17/23

Locals will pay ~$24M more if the Hybrid Alignment starts in 2027 and ~$63M more if it starts in 2028 compared to the Hawthorne project starting in 2029.

Question: Why are locals required to take on a higher tax burden with the Hybrid alignment? **Question**: Why is Metro assuming no federal funding when there are unsecured funds?

In the Board report 2023-0590 agenda item #27. “Metro is pleased to work with a broad and diverse array of stakeholders to ensure that we can work cooperatively with the Biden Administration to ensure that the Federal Government provides robust support for the surface transportation projects necessary for a successful 2028 Olympic and Paralympic Games.” Metro has support of the US President to secure funds and increased cost justification due to safety and environmental concerns will likely go a long way in pursuit of additional funds.

Question: Why is federal funding not being pursued via Biden Administration considering this project is a part of Twenty-Eight by '28?

Risk: Hybrid alighnment Cost could increase due to permitting with CalTrans and legal fees due to potential residential encroachment. More complex than Hawthorne due to property line dispute. Spite houses and not spite businesses exist for a reason.

7. Real Estate Needs

Key takeaways: Hybrid option requires the destruction of at least 4 homes up to 18 residential stuctures including destruction of garages, driveways, garden sheds, gardens, and trees as well as loss of usage of garage parking and <5 to 10 ft between back door and metro new development structures. Hawthorne affects the aerial easment of one residential structure.

According to the *Non-CEQA Reports and Information/CLGET Real Estate Acquisition Report* by LA Metro, the ROW / hybrid alignments impacts 14 to 18 residential structures including homes. These were left out of the summary and labeled as "Potential Encroachment" on the RoW. If the property does enchroach or not, the

structures built on those areas will be impacted. It is rather convienent that any residential area that is in the way is labeled as encroachment.

The count by metro was done by parcels and not actual number of businesses and hoems impacted. ADUs and Condos share a parcel and some businesses span multiple parcels. Below reflects the number of actual businesses and actual residential homes impacted.

Comparison	Hybrid Alternative (ROW)	Hawthorne Option
Residential Impacts	Very Significant (~18)	Minor (~1)
Commercial Impacts	Moderate (~5)	Significant (~12)

Based on Metro Board Report 4/17/23: Attachment A

Acquisitions for Both

Name/Type	Address	Percentage	Intended Use	Real Impact
Havana Mania Restuarant	3615 Inglewood Ave, RB	1,755/28,844	Permanent - Grade crossing	Sidewalk shifted closer to building
Strip Mall	2701 Manhattan Beach Blvd, RB	1,265/16,105	Permanent - Grade crossing	Sidewalk shifted closer to building
Chevron Gas Station	15606 Inglewood Ave, Lawndale	60/18,702	Permanent - Grade crossing	Sidewalk shifted closer to building

BAsed on Non-CEQA Reports and Information/CLGET Real Estate Report

Hybrid Acquisitions

Name/Type	Address / AIN	Year Built	Percentage	Intended Use	Real Impact
DCS Testing & Equipment	4637 W 159th St, Lawndale		5,683/5,683	Permanent - TPSS	Removed
Target	1601 Kingsdale Ave, RB		1,550/239,632	Permanent - Station	Corner of parking lot
Single Family*	4627 173rd St.		TBD/TBD	Permanent	Cut to <10 ft of garage and home
Single Family*	4624 172nd St.		TBD/TBD	Permanent	Cut to <10 ft of garage and home
Condo Unit - 4 bd*	4629 172nd St.		TBD/TBD	Permanent	Cut to <10 ft of garage and home
Condo Unit - 4 bd*	4627 172nd St.		TBD/TBD	Permanent	Cut to <10 ft of garage and home

Name/Type	Address / AIN	Year Built	Percentage	Intended Use	Real Impact
Condo Unit - 4 bd*	4625 172nd St.		TBD/TBD	Permanent	Cut to <10 ft of garage and home
Single Family*	4626 171st St.		TBD/TBD	Permanent	Cut to <15 ft of garage and home
Multi-family - House 1*	4629 171st St.		TBD/TBD	Permanent	Intersects Structure
Multi-family - House 2*	4631 171st St.		TBD/TBD	Permanent	Intersects Structure
Multi-family - House 1*	4624 170th St.		TBD/TBD	Permanent	Loss of yard
Multi-family - House 2*	4626 170th St.		TBD/TBD	Permanent	Intersects Structure
Multi-family - House 1*	4625 170th St.		TBD/TBD	Permanent	Cut to 15 ft of garage and home, loss of trees, loss of sheds
Multi-family - House 2*	4627 170th St.		TBD/TBD	Permanent	Cut to 15 ft of garage and home, loss of trees, loss of sheds
Single Family*	4625 169th St.		TBD/TBD	Permanent	Loss of yard
Single Family*	4627 169th St.		TBD/TBD	Permanent	Intersects Structure
Single Family*	4629 160th St.		TBD /TBD	Permanent	Overlaps most of structure
Single Family*	4631 160th St. / 4080-003-019	1957	TBD /TBD	Permanent	Overlaps most of structure
Multi-family - Primary*	4630 159th St. / 4080-003-014	1964	TBD /TBD	Permanent	Overlaps most of structure
Multi-family - ADU*	4630 159th St. / 4080-003-014	1864	TBD /TBD	Permanent	Overlaps most of structure

*LA Metro did not include these homes in the Real Estate Acquisitions report table, but they are on the maps marked as potential encroachment or within the marked boundary on the ROW.

Based on Non-CEQA Reports and Information/CLGET Real Estate Report 4080-003-014 Metro 4080-003-901 created 6/30/1993.

Question: Why was Target marked as both in the Real Estate report? **Question**: If metro truely does not want to bulldoze through neighborhoods, why is every residential structure in the way being labeled as encroachment?

Hawthorne Acquisitions

Name/Type	Address	Percentage	Intended Use	Real Impact
Chevron Gas Station	3705 Inglewood Ave, RB	41,605/41,605	Permanent - Light Rail Structure	Removed
Auto Repair Shop	15548 Inglewood Ave, RB	5,427/5,427	Permanent - Light Rail Structure	Removed
EMI Signs/Accurate Cleaning	4737 156th St, Lawndale	500/3,890	Permanent - Light Rail Structure	Partial parking lot
Manhattan Auto Body Shop	4562, 4558, 4551 Manhattan Beach Blvd, Lawndale	14,592/14,592	Permanent - Light Rail Structure and TPSS	Removed
Single Family	4450 160th St, Lawndale	369/12,506	Permanent - Aerial easement for light rail structure	Minor aerial only
Nail Salon/UPS/Smoke Shop	16129 Hawthorne Blvd	4,590/22,305	Permanent - Aerial easement for light rail structure	Minor aerial only
Walgreens	2323 Hawthorne Blvd, RB	TBD/2,400	Permanent - TPSS	Unused space of fenced in mulch
Jerome's Furniture	18850 Hawthorne Blvd, Torrance	12,155/158,106	Permanent - Aerial easement for light rail structure	Significant Aesthetics Impact
Volvo Dealership	18900 Hawthorne Blvd, Torrance	TBD/82,591	Permanent - Light rail structure	TBD/Significant Aesthetics impact/Partial Parking Loss

Based on Non-CEQA Reports and Information/CLGET Real Estate Report

8. Station Connections & TOD

DEIR Section 3.4-4.1.2 "Operation of the Hawthorne Option would expand the high quality transit infrastructure network and provide enhanced accessibility to commercial districts along the corridor for commuters."

In the Ridership report Conclusion "The difference is likely due to the South Bay Galleria Station having better connectivity to activity centers than the Redondo Beach TC Station, leading to slightly more new riders and

greater travel time savings for the Hawthorne Option"

"

Direct Rail access to bus centers.

TODO They decided where to put the Redondo beach station AFTER the two routes were known and decided to put it aligning with RoW anyway. TODO New location is literally on other side of the mall and in path of the buses. Add images

New neighborhood paths to stations.

Transportation report section 4.2 "Under the Hawthorne Option, the bus re-routing assumptions are the same for the Torrance TC, and generally similar and simpler for the proposed South Bay Galleria Station. Because most bus routes currently serve the South Bay Galleria itself with a stop at or near the intersection of Artesia Boulevard, no detours are required. It is assumed most routes would also serve the Redondo Beach TC itself as a key turn-around and layover for the many routes that terminate in the area."

TODO Hybrid: New "formal" path to station. But less paths to local buses. Is not making a new actual path. Condon isn't heavily traveled. This can also exist without the RoW alignment.

These values could have been equivalent thus I am making them equivalent. Nothing in the Hawthorne option prevents the path from existing and the bus center location was chosen and built too soon.

Hawthorne: Rail will have access to buses that currently circle the Galleria. The metric chosen by metro was direct vs indirect access to the bus centers and not access to the buses themselves. Also note that the Bus Center was built AFTER the Hawthorne alignment was known to be a proposed alignment.

Hawthorne: Path possible along RoW in collaboration with LACDPR per their report suggesting RoW be used as a park. (Ref. 3) Lose shortcuts to school and bus.

Comparison	**Hybrid Alternative (ROW)**	**Hawthorne Option**
~~Direct~~ Rail Access to Bus Centers	Yes	~~No~~ Yes
Rail Access to South Bay Galleria	Yes	Yes
TOD Opportunities in Station Areas	Medium	High
New neighborhood paths to stations	Yes	No

Metro Board Report 4/17/23: Attachment A

9. Safety Enhancements

Lawndale high school and middle schools are north of the 405. Many students walk down the majority of the RoW in Lawndale from the 405 to past 170th street to get home. This is currently the safer route compared to Inglewood avenue due to infrequent trains and high speeds on Inglewood. Students and parents also cross the ROW at 164th, 165th, and 166th through gaps in the fences. There are concerns these paths will still be used with people crossing the metro lines where it transfers from elevated to trenched. Fences would not be sufficient considering the current desire paths are cuts in the fences. These crossing are visible today by walking down the RoW.

The hybrid option includes safety enhancements for pedestrians on road crossings at 159th, 169th, 161st, and 162nd. The enhancement consists of pedestrian crossing arms. Considering this is a popular path for unsupervised middle and high schoolers take from home along the train tracks and not over the tracks, this mitigation is not sufficient to change the current state of safety along the tracks.

Comparison	Hybrid Alternative (ROW)	Hawthorne Option
Light Rail (LRT) Grade Separations	Fully separated LRT	Fully separated LRT
Safety Improvements to Eight Freight X-ings	Yes	~~No~~ N/A
Emergency Responder Access & Circulation	No changes	No changes

Metro Board Report 4/17/23: Attachment A

10. Light Rail & Freight Noise Mitigation

Comparison	Hybrid Alternative (ROW)	Hawthorne Option
Mitigates Long-term Light Rail Noise Impacts	Yes	Yes
Quiet Zone Ready Corridor	Yes	~~No~~ Not needed

Metro Board Report 4/17/23: Attachment A

Hawthorne alignment does not impact the status quo of the train horn. It makes us safer by knowing it is coming. I am hard of hearing and others with similar disabilities live along the ROW. Crossing bells and the sound of the train on the tracks is not sufficient.

11. Permanent Changes to Street & Parking

Hawthorne: Mitigation efforts possible. Need more info to determine Harvey-Ball high or medium/high. Parking mitigation efforts can reduce impact of parking spot loss.

Hathorne: The DEIR Transportation Detail Report analysis suggests that traffic delays would worsen on Hawthorne Blvd, but says "… the proposed configuration is capable of handling the diverted traffic, although additional work would be required to fine-tune the traffic signal timing within the signal timing progression on Hawthorne Boulevard." These mitigation efforts are encouraging but qualitative, making comparison of project option performance unclear.

Hawthorne: Parking had "Insufficient Mitigation Measures" per Lawndale DEIR response letter to Metro. Director Holly Mitchell's community walk in December, 2023, stopped on the west side of Hawthorne Blvd at a lot that has not been occupied for over 30 years. Mitigation is possible. There are 310 public parking spaces available in the area (see Lawndale response to DEIR)). Metro did not evaluate public parking utilization, which is less than half during weekday business hours. Privately-owned parking which supports businesses is good. Less than Significant impact without mitigation, and no impact with mitigation. This issue should be scored the same for all options.

Comparison	Hybrid Alternative (ROW)	Hawthorne Option

Comparison	Hybrid Alternative (ROW)	Hawthorne Option
Changes to street	None	Changes to median, left turn lanes, signals
Permanent Parking Loss	None	~20 spaces (Lawndale)

Metro Board Report 4/17/23: Attachment A

12. Land Use and Planning

This category was addressed in the Draft EIR but was left out of the Summary.

Question from DEIR: Would the Project physically divide an established community?

Yes Hybrid will. The EIR concentrated on formal paths and ignored desire paths (a.k.a. shortcuts) and how the RoW is actually used. Families that walk to William Green Elementary school commonly use a path at 164th. Many others also use this path to access the bus stop at 164th and Firmona. There are additional paths at 165th and 166th that residents regularly use. These paths would no longer be accessible except for 162nd to 170th.

13. Noise

This category was addressed in the Draft EIR but was left out of the Summary.

Question from DEIR: Would the Project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established by the FTA, in the local general plan or noise ordinance, or applicable standards of other agencies?

| Noise | Construction | SUI | SUI | | | Operation | **SUI/LTSM^1** | LTS |

The operational noise is marked at LTSM with a footnote on the mitigation. This is half-baked at best and unachievable at worst. This is evidence that the Hybrid option is the least mature design and has many unknowns.

14. Hazards and Hazardous Materials

Question from DEIR: Would the Project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Question from DEIR: Would the Project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Hybrid ROW includes the movement of the freight line and pipelines thus altering the status quo of transportation of hazardous material. Saying no to this is disingenious. It would be the same as someone saying I won't handle hazardous materials in a rental agreement of a building then subletting out part of a building to people who handle hazardous materials. Just because metro isn't transporting the hazardous material does not give metro a pass to say the project as a whole doesn't.

17. Cultural Resources

This category was addressed in the Draft EIR but was left out of the Summary.

Lawndale is considered a park poor city. Outside of school playgrounds that are closed to the public the majority of daylight hours, there are no formal parks. The RoW serves as the park. There even used to be a tree swing. The Hawthorne option preserves this informal park. The Hybrid option suggests a 10 ft wide walking path from 162nd to 170th street, but metro reserves the right to reduce this as well. This is a reduction of 80-90 feet of green space including the paved area of the sidewalk.

Then for Hybrid the path will essentially become useless due to the noise. There are great sidewalks down Inglewood and Hawthorne that hardly anyone uses. Why? It is unpleasant. The streets are loud and uncomfortable to walk down. Metro will create the same environment through the ROW. The walking path won't be used unless it is also plesant to use.

Risks to Project Timeline and Cost

Freight Relocations Risk

Question from DEIR: Will the Project substantially increase hazards due to a geometric design feature or incompatible uses?

This should be a yes for Hybrid.

According to NFPA 130: "Where passenger and freight systems are operated concurrently through or adjacent to stations and trainways, the design of the station and trainway fire-life safety and fire protection systems shall consider the hazards associated with both uses, as approved.

Freight operations are typically subject to regulation by others, and are beyond the scope of this standard. Freight operations can affect life safety from fire hazards due to concurrent operations.

The increased hazard includes the potential for rapid fire development to fire heat release rates that can exceed those of a non-freight vehicle, with combustible loads that might support fires that burn for days. The increased hazard also includes non-fire events involving release of materials hazardous to life. The design process should include information exchange and agreement among the freight operator, the passenger services operator and the authority having jurisdiction.

All concurrent freight and passenger uses should be given consideration. More detailed consideration of the relative life safety from fire hazards is strongly recommended when applied to enclosed facilities, where the confined nature of the space will magnify the hazards. Consideration should include implications of concurrent uses for freight systems operated through or adjacent to passenger stations and concurrent uses for freight systems operated through or adjacent to passenger trainways."

According to NFPA 130 section 4.7.1 requires "[p]rotection against the accidental intrusion of flammable and combustible liquids by any infiltration route at or below grade shall be provided for belowgrade systems, including tunnel, station, and ancillary structures."

Utilities Relocation Risk

LRT come with the risk of stray current causing corrosion on nearby structures including pipelines and the rebar in the concrete surrounding the pipelines. See Utility Relocation - Challenges and Proposed Solutions

Other places have dealt with similar issues but were unable to mitigate this issue fully. See Operational and Safety Considerations for Light Rail DC Traction Electrification System Design Induced Voltage "The track rails are unshielded and present day practice is to attempt to isolate rails from earth to minimize stray currents. Although the OCS provides some shielding, significant voltage may still be developed along the tracks under an electrical fault condition."

New guidelines coming. DOT's Federal Pipeline Safety Program: Background and Issues for Congress

Suggestion: LA metro to conduct risk analysis of pipeline relocation per US DOT report.

Request LA metro and pipeline utilities to host town hall to discuss risk analysis and mitigation including updated Public Awareness program and notification before construction per 49 CFR 192.616. Include mailers, flyers, and door-to-door notifications of town hall and Public Awareness program information.

Request LA metro to be involved in and conduct additional Public Awareness program to regularly provide notifications to all passengers on the Green Line of the risks and reporting numbers to Pipeline utilites.

Request LA metro to review lessons learned with pipeline utilities on failures and incidents and how lessons will impact LA metro design and operation. Lessons learned are required by pipeline operators per 49 CFR 192.617. Example lessons learned in regard to LRT are available the paper Utility Relocation - Challenges and Proposed Solutions.

Request LA metro to develop emergency response plan including awarenss program in collaboration with shared row operators for pipeline and freight related emergencies.

Request LA metro to conduct risk analysis pertaining to pipelines and hazardous freight and proximity to passenger transport per (shared ROW documentation).

Request Pipeline operators to update their Pipeline Integrity Mangement Plan based on new location before construction begins per 49 CFR Part 192 Subpart O.

Request Utitlies conduct patrolling, leakage surveys, and other maintenance activities within 3 months of contruction start per 49 CFR Part 192 Subpart M.

Request: Hotline available to residents by LA metro to report and track all reports about Utility anomolies and repairs. As owners of the ROW, LA Metro needs to ensure Utilities using the ROW are responding to reports and reparing equipment.

Terminology Conflation in Draft EIR Resulting in a Community Silenced

The alignments along the RoW with elevated tracks was called the "Proposed project" instead of a decernably different name in the Draft EIR. The Proposed Project alignment and the project as a whole has been conflated. Metro hired a market research firm to randomly poll 670 people on support for the project. This included people from Lawndale, Redondo Beach, and Torrance. The metro website publishing the results generically states if you support the project or not. The polling does not mention which alignment the people polled support nor does it include the questions the people polled were asked. Due to the confusing naming conventions, some websites are using this polling as evidence of the preferred alignment on RoW including Streets for All.

Metro also released data about the received comments on the preferred route. This data does not include the most up to date comment counts. This is counting the number of comments and not the number of people. The comments also could come from anyone and not just local people. Due to the conflation of the project as a whole and the "Proposed Project" alignment, the count is likely inaccurate due to the confusing nature of the naming conventions used. Also, the No to RoW group is a grassroots organization with less resources than organizations they are up against including Streets for All and SouthBay forward. The larger groups are acquanited with digital letter writing campaigns and have followers to send emails if they are within the affected cities or not. No to RoW started gathering steam after the data collection period was completed leaving many out of the currently published data.

For anyone to be for the Hawthorne alignment, it would be the same as stating you are against the Proposed Project. This has lead to people calling anyone against the RoW alignment NIMBY because they believe that people are against the extension as a whole. Streets for All claimed this "project is in danger". The group SouthBay forward are using the hashtag "#buildthetraintoTorrance" further conflating the RoW alighnments with the project as a whole. Right of Say is for the project aligned on Hawthorne.

The data was tainted from the start and has resulted in groups against NIMBY activities to employ deceptive practices to silence those for the alignment on Hawthorne. On 4/13/2024, the Right of Say / No to RoW group had a meeting. Someone entered the meeting with the goal of preventing people from gathering by the name of Club 6617 Jesus. This person played disruptive audio clips and sexually explicit video clips. Streets For All colors the citizens within the RoW group and their concerns as "the whims of a few wealthy suburbanites in Torrance, Lawndale, and Redondo Beach" ignoring legitimite concerns and contains inaccurate data such as claiming that all alignments on the RoW are the most financially feasible when the trench alignment cost more than the Hawthorne alignment per the pros and cons summary from metro.

These methods are also tactics used to lie about statistics whether this was intentional or not the effect is the same. To learn more about how to lie with statistics see this presentatoin.

The selection of the alignment should not be based on tainted data and ignore community members who have been silenced.

Weighted Summary of Alignments Provided to Board of Directors

The summary table was created by metro with the Draft EIR and provided as evidence to the Metro Board of Directors. The Draft EIR utilized a rating for level of impact. The summary utilizes Harvey balls. There is not discussion accessible about how the harvey balls were calculated and dthe table is missing units for most values. Below is the table from the Draft EIR to see the comparison that was created with transparent methodology.

Table ES-3. Comparison of Alternatives' Environmental Impacts to the Proposed Project

Category		**Hybrid Alternative (ROW)**	**Hawthorne Option**
Transportation	Construction	LTS	LTS
	Operation	LTS	LTS
----------	----------	----------	----------

Category		**Hybrid Alternative (ROW)**	**Hawthorne Option**
Land Use & Planning	Construction	LTS	LTS
	Operation	LTS	LTS
---	---	---	---
Aesthetics	Construction	LTSM	LTSM
	Operation	LTS	LTS
---	---	---	---
Air Quality	Construction	LTS	LTS
	Operation	LTS	LTS
---	---	---	---
Greenhouse Gas Emissions	Construction	LTS	LTS
	Operation	LTS	LTS
---	---	---	---
Noise	Construction	SUI	SUI
	Operation	**SUI/LTSM^1**	LTS
---	---	---	---
Vibration	Construction	SUI	SUI
	Operation	LTSM	LTSM
---	---	---	---
Biological Resources	Construction	LTSM	LTSM
	Operation	LTS	LTS
---	---	---	---
Geology, Soils, & Paleontological Resources	Construction	LTSM	LTSM
	Operation	LTS	LTS
---	---	---	---
Hazards & Hazardous Materials	Construction	LTS	LTS
	Operation	LTS	LTS
---	---	---	---
Hydrology & Water Quality	Construction	LTS	LTS

Category		**Hybrid Alternative (ROW)**	**Hawthorne Option**
	Operation	LTS	LTS
---	---	---	---
Utilities & Service Systems	Construction	LTS	LTS
	Operation	LTS	LTS
---	---	---	---
Energy	Construction	LTS	LTS
	Operation	LTS	LTS
---	---	---	---
Cultural Resources	Construction	LTSM	LTSM
	Operation	LTS	LTS
---	---	---	---
Tribal Cultural Resources	Construction	LTSM	LTSM
	Operation	LTS	LTS
---	---	---	---
Public Services	Construction	LTS	LTS
	Operation	LTS	LTS
---	---	---	---

Lastly, I would like to provide the board the updated comparison table based on all the discussion above.

Metro C (Green) Line Extension to Torrance Comparison of Alignments & Alternatives Evaluated in Draft EIR April 2024

Comparison	Hybrid Alt. (ROW)	Hawthorne Option	Discussion
Ridership	◒	●	Blue signifies a change from metro table or information.
Annual Project Trips	~3.68M	~4.96M	**Hawthorne: 30% more riders**
Annual New Riders	~1.49M	~1.74M	**Hawthorne: 16% more NEW riders**
Cost/Project Trips	$607	$595	**Hathorne: 2% lower cost per trip**
Auto Reduction & Travel Time Savings	●	●	**Both**: Negligible difference due to model accuracy and margin of error. Called “very similar” in Ridership Report. The ridership report does not provide model accuracy or any statistical figures to determine error or deviation. Instead, in methodology used phrases such as “reasonably close” to describe model adjustments. Also, the model was based on traffic patterns pre-2020 and does not account for ridership differences due to work schedules including hybrid work from home now. Does not take into account the Galleria $500M upgrades happening at the end of the line
Annual VMT Reduction	~19.51M	~19.39M	
Cost/VMT Reduction	$115	$153	
Metro Significance Analysis VMT	Very Similar	Very Similar	
Weekday Travel Time Savings/Trip	22 min	19.7 min	
Cost & Funding	◒	○	I am not arguing the validity of the model used. I am questioning the assumptions made in utilizing the model such as whether to include certain permitting, lawsuits, and approvals.
Construction Cost	$2.23B	$2.96B	**Hawthorne**: In the Board report 2023-0590 agenda item #27. “Metro is pleased to work with a broad and diverse array of stakeholders to ensure that we can work cooperatively with the Biden Administration to ensure that the Federal Government provides robust support for the surface transportation projects necessary for a successful 2028 Olympic and Paralympic Games.” You have support of the US President to secure funds and increased cost justification due to safety and environmental concerns will likely go a long way. **Hybrid**: Cost could increase due to permitting with CalTrans and legal fees due to potential residential encroachment. More complex than Hawthorne due to property line dispute. Spite houses and not spite businesses exist for a reason.
Funding Needs	Local/State & Federal	Local/State & Federal	Metro does not include federal funding for the ROW as of now because they assume they will not need it. Federal funding would require NEPA clearance. It is concerning that they are doing everything they can to avoid federal oversight.

Comparison	Hybrid Alt. (ROW)	Hawthorne Option	Discussion
Approvals & Key Agreements	●	●	
CEQA	Required	Required	
Federal Environmental Clearance (NEPA)	Needed for federal funding eligibility	Needed for federal funding eligibility	**Hybrid:** LA metro claimed they do not need to get NEPA clearance and labeled this as “Not assumed at this time” for the ROW option. The City of Lawndale reported to the Metro Board of Directors that, since federal funds were used to develop the C/Green Line project (Ref. 1), NEPA approval is required for all options. With NEPA compliance, federal funding is available. The US President has your support and can make funding happen. It is fiscally responsible to get NEPA clearance because federal funding could cover unforeseen costs. Why are they avoiding federal oversight?
Caltrans Encroachment Permit Approval (PA&ED)	Required, Moderate	Required, Moderate/High	**Hybrid**: LA metro claimed they do not need to get Caltrans permits and labeled this as “N/A” for the ROW option. All options cross Caltrans right-of-way State Road 107, a.k.a. Hawthorne Blvd, hence all options require Caltrans encroachment permits. This was stated clearly in Caltrans’ letter to Metro in their review of the Green Line DEIR: “The Proposed Project and the Trench Option will both require coordination, approvals, and permits for any segments that cross Caltrans ROW.” All ROW options cross State Road 107, a.k.a. Hawthorne Blvd, hence all options will require encroachment permits. (Ref. 2) Hawthorne Blvd alignment does require more coordination due to more usage of 405. Going along the 405 instead of a neighborhood just makes so much more sense.
BNSF Agreement (Shared Rail Corridor)	Required	Required	Increased complexity because it will require FRA oversight. This is even more complex with Hybrid alignment including at-grade and trench at crossings.
FRA Clearance	Required, Significant	Required, Moderate	FRA requires clearance for shared corridor < 30 feet between centerline. See FRA slides on last page. **Hawthorne:** Significantly less impact due to reduced shared corridor. **Hybrid:** San Diego LRT required temporal separation. If similar mitigations are selected, with daytime restrictions to BNSF and need for temporal separations, there will be a significantly longer times the passenger rail cannot run and reduction in VMT, ridership, etc. Likely FRA will impose temporal separation due to freight containing hazmat. May violate ROW agreement with BNSF.

Comparison	Hybrid Alt. (ROW)	Hawthorne Option	Discussion
Constructability	◯	◒	**Hybrid**: Has longer duration of construction and has risk of petroleum leaks due to trench and moving pipelines. **Hawthorne**: Shorter duration of construction and traffic effects are temporary
Construction Staging	Metro ROW	I-405 & Hawthorne Bl	
Utility Relocation Complexity	Underground petroleum lines	Underground storm main & overhead high voltage transmission lines	**Hybrid**: Altering underground petroleum lines risks leaks and irreversible damage to ecosystem. **Hawthorne**: Altering storm main and transmission lines risks temporary loss of utility and are reversible.
Excavation	Moderate	Moderate	
Construction Disruption to Traffic & Parking	Minor	Significant	**Hawthorne**: Temporary and impacts Lawndale. The City of Lawndale wants the Hawthorne alignment.
Permit & Approvals Timeline	July '24 - July '25	July '24 - July '26	
Permit & Approvals Duration	1 yr	2 yrs	**Hybrid**: LA metro had the ROW option as having NO time for permitting when they have been told by multiple entities that they do and metro put in 2 years for permitting for the Hawthorne alignment when permitting needs are similar. I added 1 year to the ROW timeline due to Caltrans PA&ED, NEPA clearance, FRA clearance and potential residential encroachment negotiation. The negotiation is more complex due to disputed lines. Also higher risk of the project being stopped due to lack of needed space in ROW for 5+ pipelines, 1 freight track, & 2 LRT lines.
Construction ~~Duration~~ Timeline	Jan '28 - Dec '35	Jan '29 - Sep '35	**Hybrid**: Begins one year later due to above.
Construction Duration	96 months	86 months (15 fewer)	**Hawthorne**: Construction takes 15 fewer months. That is over a year that people will not be impacted by construction.
Real Estate Needs	◯	◒	
Residential Impacts/Acquisitions	Moderate (~7)	None	**Hybrid**: Previously LA metro has ROW labeled as NONE in regards to residential impact. There are residential properties that will need to be acquired according to the LA metro Real Estate report. They claim none have to be acquired because LA metro says they are encroaching upon the ROW when all structures were properly permitted and some have been there since the 90s.
Non-Residential Acquisitions	Minor (~3)	Significant (~13)	

Comparison	Hybrid Alt. (ROW)	Hawthorne Option	Discussion
Station Connections & TOD Potential	●	●	
~~Direct~~ Rail Access to Bus Centers	Yes	Yes	**Hawthorne**: Rail will have access to buses that currently circle the Galleria meaning they will go to both areas in contention at the Galleria stops. The metric chosen by metro was direct vs indirect access to the bus centers and not access to the buses themselves. This is a disingenuous way to try to say the ROW option is better. Also note that the Bus Center was built **AFTER** the Hawthorne alignment was known to be a proposed alignment. Plus the Galleria will be a destination due to $500M in renovations coming soon. City of Redondo Beach in their letter concurs with this.
Rail Access to South Bay Galleria	Yes	Yes	
TOD Opportunities in Station Areas	Medium	High	
New neighborhood paths to stations	Yes	N/A	**Hawthorne**: Lawndale is considered Park Poor by the LAC Parks & Wildlife. There is still the option for a path along RoW in collaboration with LACDPR per their report suggesting RoW be used as a park. (Ref. 3). The South Bay coalition to increase bike and pedestrian access also identified the ROW as a great area for a multi-use path. Meaning there are multiple sources of funding possible to make the path happen. **Hybrid**: Also, in the recent graphics released by metro, the path is made of dirt and gravel. That is not an adequate path. We need a REAL path to assist with transportation in the area.
Preserves Paths within Green Space	No	Yes	There are multiple paths that cross over the ROW that are not preserved with the Hybrid alignment including ones at 164th, 165th, and 166th. Meaning 162nd and 170th would be the only routes across. There are no bus stops on the Inglewood side of Lawndale near these streets. The bus is on the other side of the ROW. This will make it more difficult to access transportation for multiple blocks of residents including elderly and people with disabilities such as myself. We are already divided by the 405. Our community will suffer from being divided further.
Light Rail & Freight Noise Mitigation	●	●	
Mitigates Long-term Light Rail Noise Impacts	Yes	Yes	
Quiet Zone Ready Corridor (eliminates existing freight horn)	Yes	Not Needed	**Hawthorne**: Does not impact the status quo. It makes us safer by knowing it is coming. I am hard of hearing. Crossing bells and the sound of the train is not sufficient. Myself and many other local resident do NOT want a freight quiet zone. Children walk to school over the at-grade crossing of the freight train. We NEED and WANT the freight train horn.

Comparison	Hybrid Alt. (ROW)	Hawthorne Option	Discussion
Permanent Changes to Street & Parking	●	◕	**Hathorne**: The City of Lawndale criticized metro for their half-assed mitigations for the alignment on Hawthorne Boulevard." These mitigation efforts are encouraging but qualitative, making comparison of project option performance unclear. I would like to note that every nearby city has entrances onto the 405. This would primarily impact Lawndale residents and the City of Lawndale. We are all okay with that.
Changes to street	None	Changes to median, left turn lanes, signals	
Permanent Parking Loss	None	~20 spaces (Lawndale)	**Hawthorne**:Metro once again half-assed their mitigation efforts here. Parking had "Insufficient Mitigation Measures" per Lawndale letter to Metro (Ref. 4). Director Holly Mitchell's community walk in December, 2023, stopped on the west side of Hawthorne Blvd at a lot that has not been occupied for over 30 years. Mitigation is possible. There are 310 public parking spaces available in the area. (Ref. 4). Metro did not evaluate public parking utilization, which is less than half during weekday business hours. Privately-owned parking which supports businesses is good. Less than Significant impact without mitigation, and no impact with mitigation.
Equity, Climate, Geological Issues	○	●	**Both**: Metro did not include these items in the discussion in the DEIR or board report.
Project avoids negative effects on disadvantaged community	No	Yes	**Hybrid**: Removes RoW green space that LA County Parks & Recreation wants to use to alleviate areas considered to have Very High Park Need. (Ref. 3).
Project preserves shade, green-space, protect against heat issues	No	Yes	**Hybrid**: Mitigation is to replant trees. This is insufficient. The RoW is a wind tunnel and new trees or trees with shallow roots fall over often. Plus Carbon Sequestration will never fully catch up to original trees.
Project avoids geological issues with unstable soil	No	Yes	**Hybrid**: Trenching can cause unstable soil during and after construction. Sink holes have been seen along the ROW.
Aesthetics with Urban Design	○	●	Categories used are the metro goals included in the Urban Design report
Reflect local context within Metro's system	Adding Sound Walls	Elevated	Sound walls accessible to pedestrians without plans to include art or coverings will need maintenance to cover graffiti. City of LAwndale concurs with this assessment in their letter.
Comfortable environment for those within and around Metro's system	1624	618 (62% saved)	Homes impacted by Noise/Vibration < 350' from Centerline
Maintaining greenery	~220 of 240 trees impacted	~50 of 185 trees impacted	Trees counted during walk along ROW based on impacted property footprint in Real Estate report. **Hawthorne**: saves ~170 more trees.

Comparison	Hybrid Alt. (ROW)	Hawthorne Option	Discussion
Loss of Carbon Sequestration due to Trees Removal Per Year	Loss of 45 to 46 tons of CO2 Seq. per year	Loss of 10 to 11 tons of CO2 Seq. per year	Every year the value goes up as trees grow because trees can sequester more each year as they age. Replanting is not enough because it will never catch up. **Hawthorne:** Sequesters 35 tons more per year due to saving more trees. Trees destroyed in Hawthorne alignment include significantly more saplings and small trees than ROW alignments so loss of sequestration is likely even lower than 10 tons.

Harvey balls compare level of performance relative to the alignments & alternatives studied from ● high, ◕ medium/high, ◒ medium, and ◯ low .Data from 2023 Draft EIR and technical studies. South of 190th Street, all alignments and alternatives are the same. Chart Recreated based on Attachment A provided to the Board of Directors..

Additional References:

Reference 1: Letter from Lawndale Mayor Robert Pullen-Miles to Metro Board of Directors dated March 27, 2023, “RE: Draft Environmental Impact Report (DEIR) for the C-Line (Green) Line Extension to Torrance Project 61-Day Public Comment Review Period (SCH# 2021010269)/City of Lawndale. See pages 4 through 6 for copies of documents and … “The proposed Project and options must be analyzed in an EIR/EIS joint document or otherwise processed in compliance with both CEQA and NEPA.”

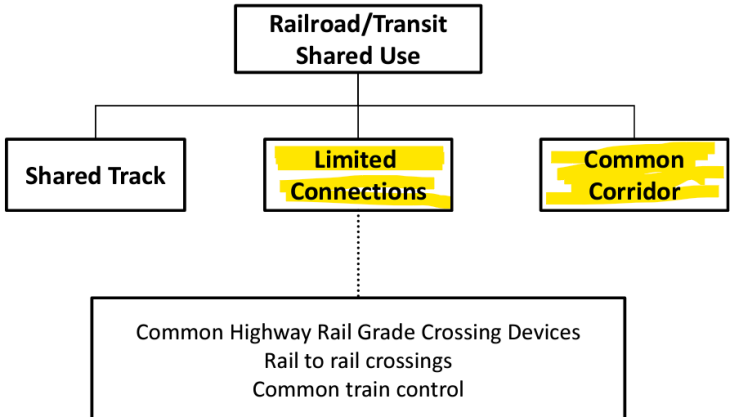
Reference 2: In their review of the Green Line DEIR, letter from Caltrans District 7 CEQA Branch Chief Miya Edmonson to Georgia Sheridan, Metro Project Manager, dated March 24, 2023. Page 2, “The Proposed Project and the Trench Option will both require coordination, approvals, and permits for any segments that cross Caltrans ROW.”

Reference 3: “Brief Description of Project: Multipurpose park along available space next to railroads for all to use starting at 170th St and ending on Manhattan Beach Blvd”. https://lacountyparkneeds.org/wp-content/root/FinalReportAppendixA/StudyArea_074.pdf

Reference 4: Lawndale letter to Metro. See page 7, item 5.

Reference 5: DEIR, Non-CEQA Reports, Transportation Detail Report, Paragraph 5.2-2, Hawthorne Option Traffic and Paragraph 3, Parking

What type of connections "trigger" FRA oversight?



Shared Corridors

- At Grade corridor or are there portions of alignment at different grades? (petitioner should include a map showing portions at-grade and grade- separated)
- Class 1 railroad or shortline?
- Track Centerline Distances?
  - <15-ft increased risk. Although rapid transit rolling stock has superior performance characteristics, FRA is concerned about shifted freight loads fouling the transit ROW.
  - CFR Part 214 RWP adjacent track protection for centerline distance < 19-ft.
- Transit rolling stock headlight pattern per Title 49 CFR Part 229? Candela power? Horn decibel requirement of Part 229 waived
- Who is performing maintenance? Is Transit and freight railroad maintaining their own track, signal and train control equipment? CFR Part 214, Part 228 (HOS law), recordkeeping.
- Who is dispatching? Part 229 HOS Law
- Highway-Rail Grade Crossings?
  Title 49 CFR Part 222 (horns); Part 225 Accident Reporting; Part 228 HOS Law; Part 229 (locomotive headlight power and pattern); Parts 234/236
- Roadway Worker Protection/Bridge Worker
  Part 214, 237
- Communications
  Part 220, dispatchers
- Track and ROW
  A. Part 213* excepted track etc. Specifically, any track identified as excepted track shall not be located within 30 feet of an adjacent track which can be subjected to simultaneous use at speeds in excess of 10 m.p.h.
  B. Adjacent Track Protection for centerline <19-ft

https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/regulations-and-guidance/safety/66206/shared-use-waivers-fra.pdf

Los Angeles County Metropolitan Transportation Authority

Board of Directors

1 Gateway Plaza, Mail Stop 99-3-1

Los Angeles, CA 90012

Petition for 170th/182nd Grade-Separated Light Rail Transit Alternative (Hybrid Alternative) as the Locally Preferred Alternative for the Metro C (Green) Line Extension to Torrance Project

Dear LA Metro Board of Directors,

We, the undersigned, are writing to express our strong support for Metro C-Line Extension to Torrance in our region. As residents and commuters, we believe that the **Hybrid Alternative** will bring significant benefits to our community, including but not limited to the following:

- Allows for a one-seat train ride between Torrance, LAX, Inglewood, and further connections to employment centers.
- Realizes environmental goals sooner than with the Hawthorne Blvd. Option.
- Saves almost $700 Million Regional Transportation Funds over the Hawthorne Blvd. Option. This saving can be used towards other important transit projects in the region.
- Avoids Eminent Domain actions against businesses on Hawthorne Blvd.
- Leverages existing transit investments for Torrance and Redondo Beach Transit Centers and avoids years of investment loss planned for the Metro Right-of-Way.
- Enhances connectivity and reduces traffic congestion.
- Promotes economic growth and improves overall transportation accessibility for our community.

The least preferred Hawthorne Blvd. Option does not have direct access to bus centers nor any neighborhood paths to new train stations and has low rating on constructability.

By selecting the **Hybrid Alternative**, LA Metro demonstrates its commitment to improving transportation infrastructure, fostering economic development, and enhancing the overall quality of life for residents; doing so sooner and cheaper. We urge you to support the LA Metro staff recommendation of the **Hybrid Alternative** as the Locally Preferred Alternative.



Los Angeles County Metropolitan Transportation Authority

Board of Directors

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Los Angeles, CA 90012

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Los Angeles County Metropolitan Transportation Authority

Board of Directors

1 Gateway Plaza, Mail Stop 99-3-1

Los Angeles, CA 90012

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[redacted]

GEORGE K. CHEN
MAYOR

CITY COUNCIL MEMBERS
JONATHAN KAJI – District 1
BRIDGETT LEWIS – District 2
ASAM SHEIKH – District 3
SHARON KALANI – District 4
AURELIO MATTUCCI – District 5
Dr. JEREMY GERSON – District 6

May 1, 2024

Los Angeles County Metropolitan Transportation Authority
1 Gateway Plaza, Mail Stop 99-3-1
Los Angeles, CA 90012
Email: BoardClerk@metro.net and greenlineextension@metro.net

Dear Honorable Chair and Members of the L.A. Metro Board of Directors,

On behalf of the City of Torrance, I am writing to convey our official position and continued support for the Proposed Project: Right-of-Way with Elevated/At-Grade (ROW) Option as the Locally Preferred Alternative for the C-Line Extension to Torrance Project. On March 12, 2024, the Torrance City Council once again reaffirmed its long standing support for expanding light rail service to the South Bay and the ROW Option alignment.

The ROW Option utilizes the existing L.A. Metro Right-of-Way with a combination of elevated and at-grade segments. Additionally, it does not encroach on I-405 Freeway, avoids business, traffic and parking impacts on Hawthorne Boulevard and is the most cost-effective option as by Metro's own assessments it will be completed the fastest and save nearly $1 Billion in construction costs. Under the ROW Option, revenue generation and job creation in correlation to the C-Line Extension will boost economic activities in the region. The ROW Option would also deliver residents from the Cities of Redondo Beach, Lawndale, Torrance, and Hawthorne conveniently to the new LAX People Mover, future Inglewood Transit Connector, and the Metro E and K Lines.

The other route options (Elevated Hawthorne Boulevard and Trench Option) would require major construction in the area and will result in further delays for the project. The Elevated Hawthorne Boulevard option in particular will disrupt existing vehicle movements through the extended construction phase by reducing travels lanes in each direction. This will exacerbate existing congestion for more than 70,000 daily motorists. It will cause significant impacts to local businesses and the economy, including loss of parking, impacting businesses along Hawthorne Boulevard, and creating accessibility and connectivity issues to the Redondo Beach Transit Center. It will also create burdens on local businesses and remove upward of a million dollars in sales tax revenue annually for our City through both partial and complete Torrance Big Box retail and Auto Dealer operations property takings.

More than 1,000 Torrance residents and businesses have provided their support for the Right-of-Way with Elevated/At-Grade Option. The ROW options also received supports from City of Torrance's Planning and Traffic Commissioners, Torrance Auto Dealer Association, and Torrance

[redacted]

Area Chamber of Commerce. We urge you to join other local and regional leaders, residents, and businesses in support of bringing light rail to the South Bay via the route planned years ago along with investments made to integrate the extension of the existing C-Line via the Metro Right-of-Way Elevated/At-Grade Option. Additionally, LA Metro staff conducted a telephone poll in Spring of 2023 for the Cities of Lawndale, Redondo Beach, and Torrance. 67 percent of the respondents stated that they support the C-Line Extension Project. Within City of Torrance, 69 percent stated they support the project. During the DEIR comment period, 66 percent of the comments on alignment preference supported using the Right-of-Way (ROW) Elevated/At-Grade Option.

We understand and empathize for residents living along the ROW in our neighboring cities, as they have strong concerns about noise and vibrations, and pedestrian safety with the additional passenger light rail added to the existing ROW. However, given LA Metro's history of successfully building light rail, connecting communities, and mitigating noise and vibration in other communities like Culver City (E-Line) and Pasadena (A-Line), we urge that LA Metro staff and the Board continue to work with these communities impacted to address their concerns and mitigate the noise and vibration, as a result of the added passenger light rail.

For too long the South Bay region has waited for light rail investment. Please advance the only option that builds on completed right-of-way investment, minimizes commuter disruption and realizes both environmental and ridership access the soonest: The Right-of-Way with Elevated/At-Grade Option.

Thank you for your time and consideration.



Cc: Stephanie Wiggins CEO, LA Metro
Sharon Gookin, Deputy CEO, LA Metro
Nicole England, Chief of Staff, LA Metro
Collette Langston, Board Clerk, LA Metro
Georgia Sheridan, Project Manager, LA Metro
Mark Dierking, Director Community Relations, LA Metro
Jacki Bacharach, Executive Director (South Bay Cities Council of Governments)
Cedric Hicks, Board Chair of South Bay Cities Council of Governments
Janice Hahn, L.A. County Supervisor 4th District
Holly Mitchell, L.A. County Supervisor 2nd District

Attachments:

- City of Torrance Support Letter 09-19-2018
- City of Torrance Support Letter 03-03-2021
- City of Torrance Support Letter 01-11-2022
- City of Torrance Support Letter 03-15-2023
- City of Torrance Official DEIR Comment Letter 03-27-2023
- Support Letter from Senator Ben Allen 05-18-2023
- Support Letters from Torrance Traffic and Planning Commissioners
- Support Letter from Torrance Auto Dealer Association
- Support Letter from Torrance Area Chamber of Commerce

[redacted]

PATRICK J. FUREY
MAYOR

CITY COUNCIL MEMBERS
GEORGE K. CHEN
TIM GOODRICH
MIKE GRIFFITHS
MILTON S. HERRING, I
AURELIO MATTUCCI
GEOFF RIZZO

September 19, 2018

Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952
Attn: Mr. Phillip A. Washington, CEO/General Manager

RE: Proposed Green Line Extension to Torrance

Dear Mr. Washington,

On behalf of the City of Torrance, I am writing to convey our official position on the four proposed alternatives for extending the Green Line to Torrance. After careful review and analysis of the four alternatives, the City of Torrance recommends the Metro Board proceed with a full project Environmental Impact Report (EIR) to study **Alternative 1.** This alternative is fully funded and provides the best opportunity for project acceleration and completion by 2028. Implementation of Alternative 1 will create opportunity for greater regional connectivity, economic growth and traffic mitigation for the South Bay and all of Los Angeles County.

If Alternative 1 is not selected, Torrance recommends **Alternative 3** as a secondary/compromise option. We are aware that Alternative 3 is not presently fully funded and will require additional capital investment in order to complete. However, this option maintains certain components of the infrastructure needed for potential growth and service enhancement in the region.

The future of public transportation and regional connectivity will be heavily impacted by the decisions made in the selection of one of these four alternatives. As you know, there is presently limited light rail service into the South Bay region of Los Angeles County. Hence, this crucial enhancement of the transportation system is essentially our one great opportunity to build the infrastructure needed for the next several decades and generations of residents living and working in the South Bay. Therefore, in our assessment, **Alternative 1** is the best alternative to address all needs, present and future, for the South Bay.

If you have any questions, or if there is anything that we can do to continue our collaboration and advocacy to strengthen and enhance public transportation in the region, please do not hesitate to contact Kim Turner, the Director of Torrance Transit at (310) 618-6245.

[redacted]

[redacted]

PATRICK J. FUREY
MAYOR

CITY COUNCIL MEMBERS
HEIDI ANN ASHCRAFT
GEORGE CHEN
TIM GOODRICH
MIKE GRIFFITHS
SHARON KALANI
AURELIO MATTUCCI

March 3, 2021

Dolores Roybal Saltarelli, Project Manager
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, Mail Stop 99-22-4
Los Angeles, CA 90012

RE: Metro C Line (Green) Extension to Torrance Project

Dear Ms. Roybal Saltarelli,

On behalf of the City of Torrance, I am writing to convey our official position on the two proposed alternatives for extending the Metro C Line to Torrance (Project), and to provide comments related to preparation of the Draft Environmental Impact Report (Draft EIR) for the Project.

The City of Torrance supports the intent of the Project to provide high frequency transit service through the South Bay that will serve the City of Torrance and other communities. The City of Torrance appreciates being notified of the Revised and Recirculated Notice of Preparation (NOP) and Comments and Scoping Meeting for the Project, and that an Environmental Impact Report will be prepared in compliance with the California Environmental Quality Act.

After careful review of the two alternatives, the City of Torrance continues to affirm its support of **Alternative 1**. This alternative utilizes an existing railroad right-of-way as the most cost-effective and efficient route to the future Torrance Regional Transit Center, which reduces the environmental footprint and is least impactful. It is also fully funded and provides the best opportunity for project acceleration and completion by 2028.

The City of Torrance strongly opposes the Alternative 2 alignment. Alternative 2 would cause significant negative impacts in Torrance, specifically to: aesthetics; air quality and greenhouse gas emissions; noise and vibration; public services; traffic and transportation; hazards and safety; and the local economy.

The City of Torrance recommends the Draft EIR consider for each Project alternative the following topics of environmental analysis:

[redacted]

Air Quality and Greenhouse Gas Emissions: Assess the potential air quality and greenhouse emissions impacts to residential zones and park recreation located east of the Metro right-of-way. Include the potential impacts to sensitive receptors including Torrance residential communities, public and private schools, childcare facilities, and City facilities within a half-mile radius.

Hazards and Safety: Assess the potential construction hazard and operating hazard impacts to sensitive receptors including Torrance residential communities, public and private schools, childcare facilities, and City facilities within a half-mile radius.

Hydrology and Water Quality: Assess the potential hydrology and water quality impacts to Pioneer Sump located adjacent to the Metro right-of-way.

Noise and Vibration: Assess the potential noise and vibration impacts to residential and commercial zones and park recreation located along the Metro right-of-way. Horn soundings, crossing gate bells, rail noise, and construction noise and vibration may create impacts for adjacent residents and businesses. Include the potential impacts to sensitive receptors including Torrance residential communities, public and private schools, childcare facilities, and City facilities within a half-mile radius. The residential communities near the Alternative 1 alignment are largely composed of duplexes, multifamily structures, planned developments, and manufactured homes. Include detailed maps showing the locations of any proposed sound walls along with elevation views for City review and comment. Develop a mitigation plan to reduce these impacts for City review and comment.

Public Services and Recreation: Assess the potential recreation impacts to park facilities at El Nido Park located adjacent to the Metro right-of-way. Include detailed maps showing the proposed alignment and any proposed removal of trees or impact to park facilities. Develop a mitigation plan to reduce these impacts for City review and comment.

Alternative 2: Hawthorne Boulevard

Aesthetics: Assess the potential aesthetic impacts to residential and commercial zones located along Hawthorne Boulevard. The equipment and power traction system to operate the light rail train has the potential of creating negative aesthetic impacts along Hawthorne Boulevard, especially to the residential zones located east and west of Hawthorne Boulevard. In addition, the poles and the overhead wiring system, along Hawthorne Boulevard will have an adverse impact to the aesthetic value of the commercial corridor. Several commercial properties and nearby residential properties could be significantly impacted where the alignment rejoins the Metro right-of-way near 190th Street. The elevated portion of Alternative 2 from 182nd Street to 190th Street would pose fewer physical conflicts with vehicles, bicycles and pedestrians but would require a very large supporting structure with abutments and support columns that would occupy much if not all of the planted center median width, which may cause a significant impacts to nearby residential properties from light casting downward and excess glare. The elevated portion may also cause shadow impacts at sunrise and sunset to nearby residential properties. In addition, assess the potential impacts from loss of (removal or trimming) significant trees and vegetation along Hawthorne Boulevard.

Air Quality and Greenhouse Gas Emissions: Assess the potential air quality and greenhouse gas emissions impacts resulting from construction along Hawthorne Boulevard. This alternative would be highly visible and would take a significant amount of time to complete, and a thorough analysis and plan should be included to reduce construction air quality and excess greenhouse gas emissions impacts along the commercial corridor. Include the potential impacts to sensitive receptors including Torrance residential communities, public and private schools, childcare facilities, and City facilities within a half-mile radius.

Hazards and Safety: Assess the potential construction hazard and operating hazard impacts to sensitive receptors including Torrance residential communities, public and private schools, childcare facilities, and City facilities within a half-mile radius. At-grade crossings are undesirable as a rule and new crossings are highly discouraged due to the safety risks they pose to the public regardless of the safety measures employed. Additionally, the frequent and recurrent blockage of traffic on Hawthorne Boulevard caused by the proposed train may increase vehicle congestion at the proposed crossings and could negatively impact response times for emergency vehicles.

Hydrology and Water Quality: Assess the potential hydrology and water quality impacts to Pioneer Sump located adjacent to the Metro right-of-way.

Noise and Vibration: Assess the potential noise and vibration impacts to residential and commercial zones located along Hawthorne Boulevard. Horn soundings, crossing gate bells, rail noise, and construction noise and vibration may create impacts for adjacent residents and businesses. Include the potential impacts to sensitive receptors including Torrance residential communities, public and private schools, childcare facilities, and City facilities within a half-mile radius. The residential communities near the Alternative 2 alignment are largely composed of single-family homes, duplexes, multifamily structures, planned developments, and manufactured homes. Include detailed maps showing the locations of any proposed sound walls along with elevation views for City review and comment. Develop a mitigation plan to reduce these impacts for City review and comment.

Land Use and Planning: Assess the potential impacts to existing residential and commercial land uses along Hawthorne Boulevard. An at-grade rail line in the median as proposed from 166th Street to 182nd Street may cause a significant physical disconnection of the residential neighborhoods located east and west of Hawthorne Boulevard. Physical disconnection may also be further contributed by the existing high power transmission lines located between 177th Street and 178th Street. The elevated portion of Alternative 2 from 182nd Street to 190th Street would pose fewer physical conflicts with vehicles, bicycles and pedestrians but would require a very large supporting structure with abutments and support columns that would occupy much if not all of the planted center median width, which may cause a significant physical disconnection of the El Nido neighborhood west of Hawthorne Boulevard from the rest of the City.

Transportation and Traffic: Assess the potential traffic impacts to Hawthorne Boulevard and to residential and commercial uses along the corridor. Hawthorne Boulevard is the busiest roadway in Torrance carrying in excess of 69,000 vehicles per day. Construction of the C Line at-grade would impact five signalized intersections and three unsignalized intersections along Hawthorne Boulevard from Redondo Beach Boulevard to 190th Street. An at-grade rail line in the median as proposed from 166th Street to 182nd Street would likely require either the elimination of left-turn lanes at several of these intersections or street widening that would push Hawthorne Boulevard traffic closer to adjacent residential and commercial uses. Restriction of turning movements onto or off of Hawthorne Boulevard may be required and would cause the diversion of traffic to other routes and cut-through traffic in residential neighborhoods. At-grade rail systems would require the installation of traffic signal pre-emption systems that would stop vehicular traffic with signals, bells, and gates as trains pass through. At-grade crossings are undesirable as a rule and new crossings are highly discouraged due to the safety risks they pose to the public regardless of the safety measures employed. The frequent and recurrent blockage of traffic by the proposed train would cause increased vehicle congestion at the proposed crossings and would negatively impact response times for emergency vehicles. Additionally, the distance between the Alternative 2 alignment and the Redondo Beach Transit Center should be evaluated for connectivity and efficiency between transit systems. The approximate three-quarter mile distance between the two would reduce effectiveness to an efficient multi-modal outcome and not convenient for future users that have physical mobility limitations.

the installation of traffic signal pre-emption systems that would stop vehicular traffic with signals, bells, and gates as trains pass through. At-grade crossings are undesirable as a rule and new crossings are highly discouraged due to the safety risks they pose to the public regardless of the safety measures employed. The frequent and recurrent blockage of traffic by the proposed train would cause increased vehicle congestion at the proposed crossings and would negatively impact response times for emergency vehicles. Additionally, the distance between the Alternative 2 alignment and the Redondo Beach Transit Center should be evaluated for connectivity and efficiency between transit systems. The approximate three-quarter mile distance between the two would reduce effectiveness to an efficient multi-modal outcome and not convenient for future users that have physical mobility limitations.

Economic Impact: Assess the potential economic impacts to businesses located along the Hawthorne Boulevard commercial corridor that may occur with Alternative 2 both during construction due to reduced access or traffic detours, and after construction. Include an assessment of tax base for the City of Torrance during and after construction resulting from Alternative 2. Include the potential loss of existing commercial operations located on commercial and industrial properties and the impact to nearby residential properties where the alignment would rejoin the Metro right-of-way near 190th Street.

Finally, the environmental analysis for each Project alternative should assess the potential demand increase to the Torrance Regional Transit Center and need for additional parking resulting from introduction of the new mode of transit. The Draft EIR should include analysis for constructing a multilevel parking structure up to 1,500 vehicles at the Torrance Regional Transit Center to accommodate increased ridership along the C Line and connecting transit systems. The extension of the Line C to Torrance requires a 3% local match contribution, which is provided by the construction of the Torrance Regional Transit Center via South Bay Measure R Highway Program funds in the amount of $25.7 Million.

The City of Torrance has many mechanisms at its disposal to reach individual homeowners, business owners, homeowner associations, and business associations. It is strongly recommended that all stakeholders in the City be reached and engaged, particularly those that live near to where the Project alternatives are proposed.

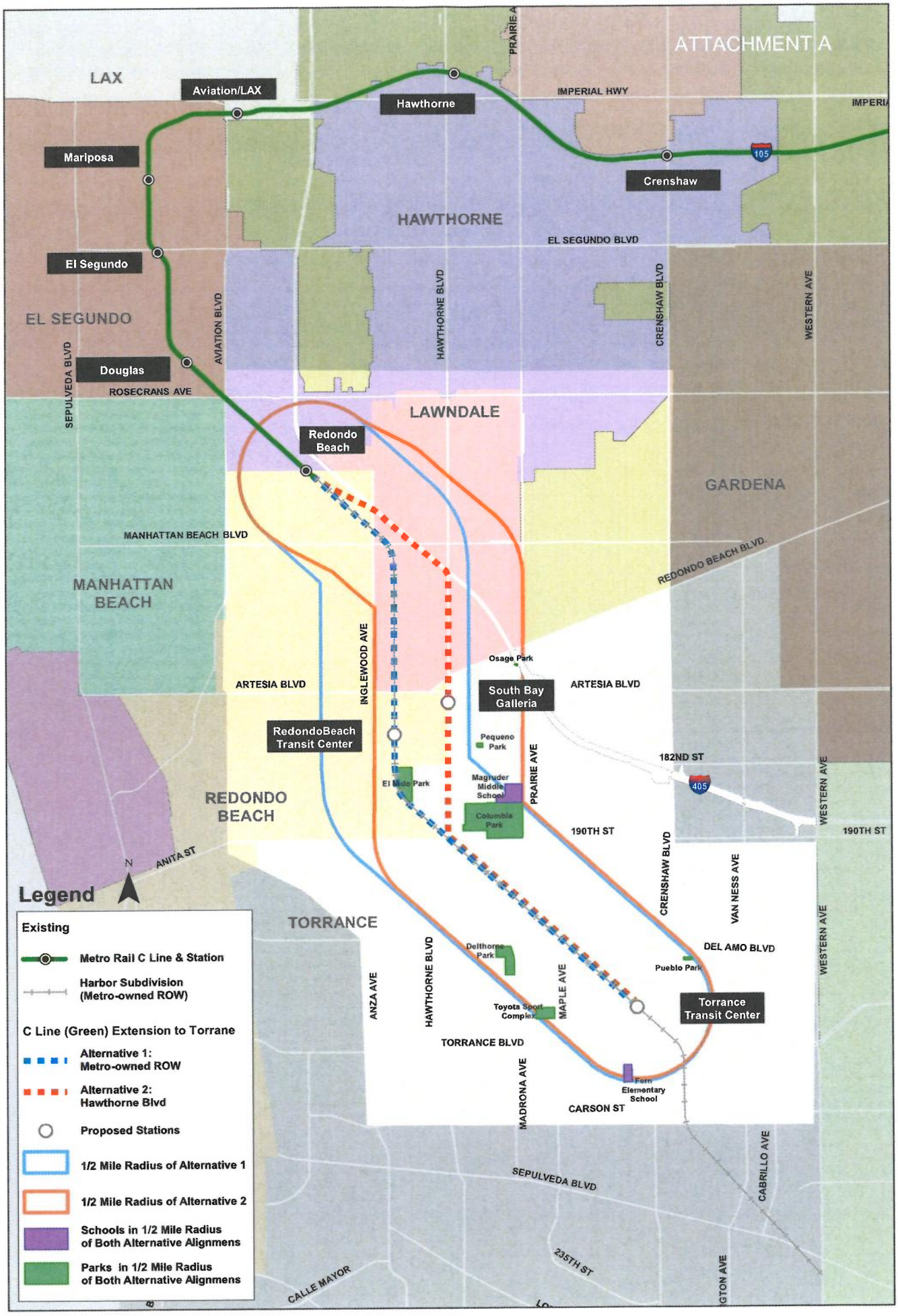
The future of public transportation and regional connectivity will be heavily impacted by the decisions made in the selection of one of these two alternatives. There is presently limited light rail service into the South Bay region of Los Angeles County, and this crucial enhancement of the transportation system is a great opportunity to building the infrastructure needed for the next generation of residents living and working in the South Bay. Therefore, the City of Torrance continues to affirm its support of **Alternative 1** as the best alternative to address all needs, present and future, for the South Bay.

If there are any questions, of if there is anything the City of Torrance can do to continue our collaboration and advocacy to the strengthen and enhance public transportation in the region, please do not hesitate to contact Kim Turner, the Director of Torrance Transit, at (310) 618-6245.

[redacted]

Attachment:

A. Torrance Vicinity Neighborhoods, Parks, and Schools Map



C Line (Formerly Green Line) Extension to Torrance Transit Project

[redacted]

GEORGE K. CHEN
MAYOR

CITY COUNCIL MEMBERS
MIKE GRIFFITHS
JONATHAN KAJI
SHARON KALANI
BRIDGETT LEWIS
AURELIO MATTUCCI
ASAM SHEIKH

November 1, 2022

Chairperson Ara J. Najarian and Members of the Metro Board
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952

Re: Metro South Bay C-Line Extension to Torrance Regional Transit Center

Honorable Ara J. Najarian and the Esteemed Members of the Board:

On behalf of the City of Torrance, I am writing to convey our official position and continued support for the C-Line Extension to Torrance using the existing L.A. Metro Railroad Right-of-Way (ROW) Alternative. This alignment provides the best opportunity for project acceleration and completion by the 2028 Olympics hosted in Los Angeles. Implementation of the ROW alignment will create opportunity for greater regional connectivity, economic growth, and traffic mitigation for the South Bay and all of Los Angeles County. Project completion and operation to support the 2028 Olympics should be of utmost priority with respect to the project schedule.

As Metro conducts its Public Scoping Meetings and engages the public throughout the process for the Draft Environment Impact Report (EIR) for the C-Line Extension, city staff reviewed the proposed alternatives and attended the neighborhood walks and community meetings to better understand the impacts of the two alignments. The Right-of-Way Alignment, which allows the new rail line to continue safely along the existing right of way to the Mary K. Giordano Regional Transit Center, should be the locally preferred alternative. This alternative also creates the least impacts to residents and businesses within the City of Torrance.

Initially, our governing board considered proposing a 4th option in which the train would be fully underground (e.g. – a subway). However, after speaking with L.A. Metro staff at our Council Meeting on October 25, 2022, we confirmed this option was not cost effective and had not been selected by the Metro Board for moving forward into the Draft Environmental Impact Report back in 2018. Furthermore, Metro staff stated that the fully underground option would most likely not allow this project to be expedited for the completion before the 2028 Olympics.

Additionally, the City of Torrance is requesting that the Metro Board and LA Metro staff consider our concerns and the following suggestions as the project proceeds with its environmental impact assessment.

[redacted]

ROW Alignment is City of Torrance's preferred alternative as it has better chance of completion by the 2028 Summer Olympics in Los Angeles

The ROW alignment was initially fully funded under the Measure R and Measure M, which were a half-cent sales tax approved by the voters in 2008 and 2016. In addition, the ROW Alignment would create the least amount of impacts in terms of traffic congestion for residents of Torrance and displacement of our businesses as compared to the elevated Hawthorne Blvd. Alignment. With the 2028 Summer Olympics scheduled to take place in Los Angeles, having the project completed on time using the ROW means that Torrance and South Bay residents can take the new rail line to all of the sporting events. It will also alleviate major traffic congestion for cities along the 405 Freeway. According to Metro Staff, the projected ridership to and from Torrance for the C-Line Extension is higher than the projected ridership for other cities.

The ROW Alignment can potentially create more benefits to the surrounding communities than the Elevated Hawthorne Alignment

ROW Alignment would potentially provide improved mobility and minimize environmental impacts compared to the Hawthorne Blvd. alignment. Based on Metro staff's assessment of performance and project goals as part of the Supplemental Alternative Analysis submitted to the Metro Board on September 19, 2018, ROW alternative will perform better in the areas of Improved Mobility, Cost Effectiveness and Financial Feasibility, and Travel Time compared to the other alternatives.

Currently, the existing freight tracks do not have safety barriers surrounding them. Metro staff mentioned that the ROW alignment will include looking at adding barriers to prevent pedestrian/rail interactions/accidents.

Pasadena, Santa Monica, and some of the surrounding communities to the Metro L and E Lines have experienced increase in property values. In a 2013 study conducted by Center for Neighborhood Technology, commissioned by American Public Transportation Association, and in partnership with National Association of Realtors, researchers found that areas within frequent transit service outperformed others as a whole by 41.6 percent. Additionally, neighborhoods near transit had an effect on the resilience of property values, which benefited more from transit that was well connected and had a higher frequency of service. Households living in these areas had better access to jobs and lower average transportation costs than the region as a whole.

The Elevated Hawthorne Blvd. Alignment will cause major impacts to Torrance residents and businesses along this Corridor

The second alignment is to build an elevated railway along Hawthorne Boulevard. This will affect many businesses in the City of Torrance, including the Volvo Cars South Bay Dealership located on Hawthorne Blvd. and 190th Street. Other businesses and residents along Hawthorne Blvd. in Torrance will have to live with seeing an elevated train and columns adjacent to their homes. The Hawthorne alignment will have negative impacts to their current way of life as there is no existing rail line going through the area. Other concerns from the Torrance community include noise and

vibration, visual aesthetics and an increase in traffic on Hawthorne Boulevard. Moreover, Metro staff should also include costs and delays potentially caused by encroachment along the 405 Freeway and on Hawthorne Boulevard in their analysis. The Elevated Hawthorne Boulevard Alignment may also require travel lane and/or turn pocket modifications in the City of Torrance. Last but not least, Metro staff should consider the effects of the elevated train structure casting a shadow on business and homes within the affected corridors.

In contrast, the ROW alignment will utilize most of the existing right-of-way currently owned by L.A. Metro. Additionally, Metro is planning to study and provide sound barriers to alleviate not only the low noise from the new light rail, but also to help alleviate the noise from the existing freight rail for the surrounding communities. Furthermore, Metro staff mentioned at the April 2022 Neighborhood Walks that they will work with BNSF Railway to upgrade and replace some of the older existing freight tracks as part of the construction process. This will further reduce the noise level coming from the existing freight rail.

Again, we strongly support the Right-of-Way Alignment and oppose the Elevated Hawthorne Boulevard Alignment. If you have any questions or concerns, please contact our Transit Director, Kim Turner at (310) 618-6245 or KTurner@TorranceCA.Gov. Thank you for your consideration.



Cc: Metro Board
Torrance City Council
Georgia Sheridan, Metro
Mark Dierking, Metro

[redacted]

GEORGE K. CHEN
MAYOR

March 15, 2023

Honorable Chair Ara J. Najarian
Los Angeles County Metropolitan Transportation Authority
Board of Directors
1 Gateway Plaza, Mail Stop 99-3-1
Los Angeles, CA 90012

Dear Chair Najarian,

As L.A. Metro prepares to bring light rail to the South Bay via an extension of the existing C-Line (formerly "Green Line") and studies the three options, we write to encourage you to support the Proposed Project: Right-of-Way with Elevated/At-Grade Option.

The Right-of-Way with Elevated/At-Grade Option utilizes existing L.A. Metro Right-of-Way with a combination of elevated and at-grade segments and is the most cost-effective route, leveraging existing transit investments in the Mary K. Giordano Regional Transit Center and the Redondo Beach Transit Center. Additionally, it does not encroach on I-405, avoids businesses, traffic and parking impacts on Hawthorne Blvd.

Los Angeles drivers are estimated to spend an average of approximately 95 hours in traffic, costing $1,600 per driver annually. The light rail extension to the South Bay will bring numerous benefits to our region, including an alternate mode of transportation for those traveling along the I-405 corridor, save passenger commute times and alleviate traffic on roadways. The extension will also provide vastly improved access to regional destinations, connections to the greater L.A. Metro regional rail system and reductions in air pollution and greenhouse gas emissions by about 2,369 metric tons of C02 annually.

Additionally, the C-Line extension is estimated to serve 65,000 jobs in the project area by 2042, with most riders traveling to and from Torrance in addition to surrounding cities, such as Redondo Beach, Gardena, Carson, and Long Beach. It is also projected to generate between 10,300 – 16,200 new daily transit trips and improves equity by serving 18% of the low-income and 47% of the minority populations in the project area.

[redacted]

The other route options for Light Rail on Metro's Rail Right-of-Way/Trench and Elevated Light Rail along Hawthorne Blvd. would require major construction in the area and result in further delays for the project. The Elevated Hawthorne Blvd. option is inconsistent with voter-approved funding initiatives. It will cause significant impacts to local businesses and the economy, including loss of parking, impacting businesses along Hawthorne Blvd., and creating accessibility and connectivity issues to the Redondo Beach Transit Center.

For too long the South Bay region has waited for this light rail investment. Please advance the only option that builds on a completed right-of-way capital investment, minimizes commuter disruption and realizes both environmental and ridership access the soonest: **The Right-of-Way with Elevated/At-Grade Option**. The Torrance City Council supports bringing light rail to the South Bay via the route planned years ago along with investments made to integrate the extension of the existing C-Line via the Metro Right-of-Way Elevated/At-Grade Option. This is the only option with the opportunity to complete by LA28 if given the focus, funding, and support of not only the county, but the entire nation. Thank you for your time and consideration.



[redacted]

March 27, 2023

Sent via E-Copy and USPS First Class Mail

Georgia Sheridan, Project Manager
Los Angeles County Metropolitan Authority
One Gateway Plaza, Mail Stop: 99-22-3
Los Angeles, CA 90012

Dear Ms. Sheridan:

RE: Metro C-Line (Green) Extension to Torrance (DEIR)

Thank you for including the City of Torrance in the notification list for the proposed C-Line Extension to Torrance Draft Environmental Impact Report (DEIR). The City of Torrance has reviewed the DEIR and has the following comments:

- **Page 2-20: Figure 2.3-13:** The North arrow is incorrectly oriented with respect to true north and the centerline of Crenshaw Blvd. Also, please verify orientations in Figure 2.3-14 on Page 2-21 if a change is made on Page 2-20.

- **Page 2-36: New South Bay Galleria Station Mid-Block Crossing:** Torrance STRONGLY opposes any new pedestrian crossing on Hawthorne Blvd related to the South Bay Galleria Station due to multiple concerns and the absence of a Traffic Study. The proposed mid-block crossing is located only 360 feet south of the existing traffic signal at the Hawthorne Blvd/Artesia Blvd intersection and an undisclosed close distance not provided in the DEIR north of the signalized Hawthorne Blvd/177th St intersection. This proposal should be analyzed further in a Traffic Study to identify potential negative impacts to traffic circulation; traffic delay; LOS impacts at the Hawthorne Blvd/Artesia Blvd intersection and the Hawthorne Blvd/177th St intersection; and safety and other impacts. The Hawthorne Blvd/Artesia Blvd intersection served an average daily traffic (ADT) of 61,000 vehicles in 2017. The ADT has likely increased to 64,000. An additional signal for a Mid-block crossing in close proximity to other signalized intersections will likely have overall negative impacts, even with the implementation of programmed signal coordination.

  Furthermore, the Traffic Study should also analyze the potential impacts to Torrance's adjacent residential streets (i.e. 175th Place, W. 176th Street, 177th Street) and privately-owned parking lots on the east side of Hawthorne Blvd, south of Artesia Blvd. It is very likely that a proposed signalized Mid-block crossing will introduce new vehicle traffic and also increase on-street parking demand on these residential streets and in the private parking lots for those wishing to enter the South Bay Galleria Station platform

[redacted]

from the east side of Hawthorne Blvd. This is because there is no proposed designated parking area in Torrance for the South Bay Galleria Station. Also, these residential streets and private parking lots are geographically convenient for non-Torrance residents that will use the South Bay Galleria Station versus the parking areas designated for the Redondo Beach Transit Center and/or other available parking areas on the west side of Hawthorne Blvd. The daily intrusion of non-residents, related to the C-Line usage, parking in a residential area would reduce on-street parking availability for Torrance residents; negatively impact quality of life for Torrance residents; and require the City of Torrance to mitigate the impacts imposed on its residents. The daily intrusion of non-residents into a private parking lot would reduce parking for business patrons and could have negative economic impacts to Torrance businesses.

An option to consider is to construct a pedestrian bridge over southbound Hawthorne Blvd with access only from the west side of Hawthorne Blvd to/from the South Bay Galleria Station platform. Access from the east side would be provided at the Hawthorne Blvd/Artesia Blvd intersection, a close walking distance of only 360 feet further for Torrance residents residing on residential streets on the east side of Hawthorne This option would: eliminate the need for a new traffic signal; reduce/eliminate parking impacts to adjacent residential streets and private parking lots in Torrance; and allow for a functional, designated parking area on the west side of Hawthorne Blvd.

- **Page 2-36: 177th Street:** The proposed elimination of one of the two northbound left-turn lanes should be analyzed further in a Traffic Study to determine potential negative impacts. No data is provided to indicate a decrease in the northbound left-turn movement volume and, therefore, this lane reduction would require an increase to the GREEN time for this protected left-turn movement in order to accommodate the same northbound left-turn volume in one left-turn lane versus two. Without the increase in GREEN time, left-turning vehicles will queue into the #1 northbound through lane, thereby blocking one through lane. This would result in vehicle delay; vehicle idling; driver frustration; and cause the potential for increased rear end and side swipe collisions. Conversely, the increase in left-turn GREEN time will increase delays for other intersection approaches. The Traffic Study should obtain the existing left-turn movement volume; calculate the projected left-turn movement volume; calculate the actual length needed for the longer single left-turn lane; analyze and design new traffic signal timing; calculate a post-project intersection LOS and the LOS at other affected intersections north and south of 177th St.

- **Page 2-36: 179th Street:** The proposed new traffic signal should be analyzed further in a Traffic Study to identify potential negative impacts to traffic circulation; traffic delay; LOS determination; and safety and other impacts, including diversion of traffic onto 179th Street due to the proposed new traffic signal. A signal warrant analysis should be included. Additionally, it is not specified if you are proposing to extend the northbound or southbound left-turn lane.

[redacted]

- **Page 2-36: 180th Street:** The proposed median gap closure should be analyzed further in a Traffic Study to identify potential negative impacts to traffic circulation, including diversion of traffic onto 179th Street due to the proposed median closure.

- **Page 2-39: South Bay Galleria Station:** Torrance STRONGLY opposes any new pedestrian crossing in Hawthorne Blvd related to the South Bay Galleria Station. Instead, consideration should be given to constructing a pedestrian bridge overcrossing. See previous comment for Page 2-36: New South Bay Galleria Station Mid-Block Crossing.

- **Page 2-40:** Figure 2.3-29 should be revised to indicate the proposed new crosswalks are signalized and also include distances to Artesia Blvd (signalized) and 177th St (signalized).

- **Pages 2-54 and 2-55:** Consider including a row at the bottom of each Table to list the total duration in months and total daily truck loads for the Proposed Project and each Option.

- **Page 2-55: Table 2.4-3 Hawthorne Option Construction Schedule:** For the "LRT Guideway Bridges" phase it lists a duration of 35 months for 278,700 CY of soil import/export. Please verify if the duration is accurate. This is only 10 months (40%) longer than the duration of the similar phase shown on Page 2-54 in Table 2.4-1 Proposed Project-Construction Schedule of 25 months for 66,500 CY of soil import/export. Yet, the volume of soil import/export is more than 4 times (400%) greater.

- **Page 2-58:** Consider adding a projected schedule for permitting with State agencies. It is expected that the permit process will be longer for the Hawthorne Blvd option, when compared to the Projected Project and/or Trench option.

- **Page 3-4 Table 3.0-1:** The Map #1 project in Torrance is significantly complete and status should be changed to "Construction".

- **Page 3.1-1: Federal Regulations: American with Disabilities Act:** Bicycling and Walking: Hawthorne option would create over half a mile walk through dense parking lots of the South Bay Galleria in order for people to connect between buses and train from new train station on Hawthorne to the new Redondo Beach Transit Center. This could potentially create more issues for those who have mobility challenge to be able to connect between buses and train.

- **Page 3.1-3: Senate Bill 743, Transportation Impacts:** Although SB 743 requires the use of Vehicle Miles Traveled to evaluate traffic impacts, local agencies can require that traffic circulation enhancements be constructed to improve traffic conditions that would otherwise be worsened by a proposed project.

[redacted]

- **Page 3.1-47: Bicycling and Walking:** Hawthorne option would create over half a mile walk through dense parking lots of the South Bay Galleria in order for people to connect between buses and train from new train station on Hawthorne to the new Redondo Beach Transit Center. This could potentially create more issues for those who have mobility challenges to be able to connect between buses and train.

- **Page 3.1-15: PF-T-1 CTMP:** It appears the CTMP will be developed and prepared by contractors during the construction phase. The CTMP review, revision and approval process by each local agency should be considered in either the permitting schedule, if added, or as part of early activity during construction. See previous comments for Pages 2-54, 2-55 and 2-58.

- **Page 3.1-21: Torrance TC Station (Proposed Project)** – This section should say (All Options) as they all will end at the Torrance TC Station.

- **Page 3.1-38: South Bay Galleria Station (Hawthorne Option):** The prior history of various collisions from 2014 through 2018 is a concern that further supports strong consideration be given to constructing a pedestrian bridge overcrossing instead of a new pedestrian crossing in Hawthorne Blvd. See previous comment for Page 2-39.

- **Pages 3.1-54 and 3.1-55: South Bay Galleria Station Mid-Block Crossing:** Torrance STRONGLY opposes any new pedestrian crossing in Hawthorne Blvd related to the South Bay Galleria Station. Instead, consideration should be given to constructing a pedestrian bridge overcrossing. See previous comment for Page 2-36: New South Bay Galleria Station Mid-Block Crossing.

- **Page 3.1-55: 179th Street:** The proposed new traffic signal should be analyzed further in a Traffic Study. See previous comment for Page 2-36 179th Street.

- **Page 3.1-56: South Bay Galleria Driveway:** See previous comment for Page 2-36: New South Bay Galleria Station Mid-Block Crossing.

- **Page 3.1-57: 177th Street:** See previous comment for Page 2-36: 177th Street.

- **Page 3.1-57: 179th Street:** See previous comment for Page 2-36: 179th Street.

- **Page 3.1-57: 180th Street:** See previous comment for Page 2-36: 180th Street.

- **Page 3.1-57: 186th Street:** The realignment of the northbound left turn lane should be designed to provide the maximum possible clearance/separation between the northbound left-turn lane and southbound #1 travel lane. Subsequently, it is recommended that double-double yellow pavement markings be used for lane separation instead of flexible vertical delineators due to the anticipated problematic maintenance needs of frequently having to replace missing or damaged delineators.

[redacted]

- **P3.2-5:** Zoning code was last updated on January 1, 2023 (ADU Code Updates).

- **P3.2-6:** Description of Hawthorne Boulevard Corridor Specific Plan (HBCSP) should also describe intent and purpose of HBCSP is to guide actions within the area so that businesses can continue to prosper and the City of Torrance can continue to enjoy a healthy retail tax base. Furthermore, the design concept envisioned for the North Torrance District is that of a northern gateway to the City and the City's most prominent commercial boulevard, providing an active, community oriented, commercial environment. The "Hawthorne" option requires additional analysis on potential significant impacts to Land Use and the adopted plan based on design guidelines and intent for the North Torrance Sub District.

- **3.2-13: Torrance TC Station:** The Mary K. Giordano Regional Transit Center (operated under Torrance Transit System) will have 250 surface parking spaces along with 1,000-space parking structure that is currently under the design phase. The parking structure project will have 4 levels, up to 1,000 stalls, and electric vehicle charging stations.

- **P3.2-21:** Zoning along Hawthorne Boulevard along City of Torrance is predominantly single-family residential along the east side of Hawthorne Boulevard between Redondo Beach Boulevard on the north and 180th Street to the south; Commercial uses, including vehicle dealerships, restaurants, auto related businesses, between 180th and 190th Streets, with a mobile home residential community along the west side of Hawthorne Boulevard between 186th Street and along the Proposed Project rail line; uses industrial uses near the terminus of the TC. Description of land uses should reflect path of extension to the south.

- **P3.2-23:** Assumptions of Hawthorne option construction should take into consideration years and not months due to oversight and review from additional agencies.

- **P3.2-26:** Include HBCSP in table 3.2-5 in addition to General Plan (GP) as it is a local land use policy.

- **P3.3-117:** Analyze shadows casting on adjacent properties on Hawthorne Boulevard Option and include proposed soundwalls.

- **P3.3-120:** 3.3-7.3 Hawthorne Option – Aesthetics of additional infrastructure should be considered as degradation of views and cumulative impacts should be taken into account.

- **P3.4-30:** Sensitive receptors section did not take into account Excelsior Preschool located at 19801 Mariner Avenue (Figure 3.4-4).

[redacted]

- **P3.7-28: Section 3.7-4.1.2 Operational Impacts:** Operational Impacts were determined to be "Less than Significant Impact with Mitigation" with respect to the Centromadia parryi ssp. Australis (Common name Southern Tarplant), a 1B.1 Status Plant, at the Torrance Tarplant Preserve parcel (LA County Assessor Parcel # 7352-002-914).

- Unfortunately, the proposed mitigation measures do not assess the impact of the reduced watershed following the 12'-5" to 12'-7" (Appendix-2A: RW-120 & RW-121) expansion of the right-of-way via easements into the subject 2-acre parcel that is cited in the DEIR. The viability of the stated 3 to 1 replacement ratio goal set by the City's planned implementation of the Torrance Tarplant Preserve (Mitigation Measure BIO-1; Adopted Mitigated Negative Declaration (EAS13-00002, SCH#2014121003) may be impacted by the reduced watershed.

- **Page 4-25: High-Frequency Bus Alternative:** This section should also mention that the proposed High-Frequency Bus (HFB) Alternative would create duplication of service for Torrance Line 8. The HFB Alternative would also require a transfer at the Redondo Beach (Marine) Station in order for riders to continue further. This increases travel time and delays and becomes less attractive options compared to light rail.

- **MM VIB -1:** Require noticing of surrounding businesses near Del Amo Bridge regarding pile driving activities at least 72hrs in advance, in coordination with the City of Torrance Public Works Department, due to Significant and Unavoidable Impact.

- **MM-NOI2:** Information on proposed soundwalls is vague. Additional detail is required on heights and potential impacts to surrounding uses due to shade.

- **MM-BIO2:** Please Include El Nido Park for nesting bird surveys.

- **P3.10-21: Fig3.10-2:** Amie Sump identified instead of Pioneer Sump.

- **P3.15-22: Figure 3.15-4**: Educational Facilities map is missing Excelsior Preschool located at 19801 Mariner Avenue.

- **P3.15:** Public Services - Ensure coordination with TPD/TFD on construction detours.

- **Pages 4-49 Table 4.5-1 Comparison of Alternatives:** Torrance supports the Proposed Project in the Metro R.O.W. and opposes the Trench Option and the Hawthorne Option. Table 4.5-1 clearly reveals that impacts resulting from the Trench Option and the Hawthorne Option DO NOT avoid and DO NOT substantially lessen the significant majority of the significant effects of the project, when compared to the Proposed Project impacts.

[redacted]

- **Appendix 2-A, Drawing RW-763:** depicts the Hawthorne Option right of way expansions for both additional right-of-way acquisition and permanent easement requirements. The Hawthorne option would result in full and partial takings for at least two parcels, parcels 4084-024-086 and 4084-024-4026 respectively. In addition, significant economic disruptions would result in two commercial operations immediately north that include two regional car dealer operations, parcels 4084-024-023 and 4084-024-063. The four parcels represent an annual sales, property and business license tax revenues for the City that exceed $1.04 million. In an ever increasing environment, where additional pressure is being placed on local agencies, the economic impact of the Hawthorne Option would lessen the City of Torrance's ability to provide and maintain existing levels of service.

As previously indicated in a letter dated March 3, 2021 to Dolores Roybal Saltarelli for the preparation of the DEIR, the City of Torrance continues to support the Proposed Project and strongly opposes the Trench and Hawthorne Alternatives due to additional time required, additional costs, and negative economic impacts to commercial businesses along Hawthorne Boulevard during construction and operation of the LRT. The Proposed Project would commence in spring 2027 and be completed in approximately 5 years, while the Trench Option would commence in spring 2027 and require 8 years to build and the Hawthorne Option would not commence until 2029 and take 6 years to build. Furthermore, the Trench Option is projected to cost approximately $900M more than the Proposed Project and the Hawthorne Option is projected to cost approximately $1 Billion more than the Proposed Project. While CEQA does not require consideration of cost differences between alternatives, it is important to note that neither Option is an alternative that avoids or substantially lessens the significant majority of project impacts. The $900M to $1 Billion should be re-directed to fund other eligible critical projects in the South Bay area, and/or be used to address potential environmental impacts related to other eligible projects in the South Bay area.

The City of Torrance appreciates the opportunity to comment and looks forward to the incorporation of these comments into the analysis when completed. We have enclosed a copy of letters from Torrance related to this matter. Should Metro need to contact the City of Torrance please do not hesitate to contact the Community Development Department at 310.618.5990.

Sincerely,

[redacted]

ATTACHMENTS: A. September 19, 2018 – Torrance letter to Metro
B. March 3, 2021 – Torrance letter to Metro regarding draft EIR
C. November 1, 2022 – Torrance letter to Metro Board
D. March 15, 2023 – Torrance letter to Honorable Chair Ara J. Najarian

Attachment A

[redacted]

PATRICK J. FUREY
MAYOR

CITY COUNCIL MEMBERS
GEORGE K. CHEN
TIM GOODRICH
MIKE GRIFFITHS
MILTON S. HERRING, I
AURELIO MATTUCCI
GEOFF RIZZO

September 19, 2018

Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952
Attn: Mr. Phillip A. Washington, CEO/General Manager

RE: Proposed Green Line Extension to Torrance

Dear Mr. Washington,

On behalf of the City of Torrance, I am writing to convey our official position on the four proposed alternatives for extending the Green Line to Torrance. After careful review and analysis of the four alternatives, the City of Torrance recommends the Metro Board proceed with a full project Environmental Impact Report (EIR) to study **Alternative 1.** This alternative is fully funded and provides the best opportunity for project acceleration and completion by 2028. Implementation of Alternative 1 will create opportunity for greater regional connectivity, economic growth and traffic mitigation for the South Bay and all of Los Angeles County.

If Alternative 1 is not selected, Torrance recommends **Alternative 3** as a secondary/compromise option. We are aware that Alternative 3 is not presently fully funded and will require additional capital investment in order to complete. However, this option maintains certain components of the infrastructure needed for potential growth and service enhancement in the region.

The future of public transportation and regional connectivity will be heavily impacted by the decisions made in the selection of one of these four alternatives. As you know, there is presently limited light rail service into the South Bay region of Los Angeles County. Hence, this crucial enhancement of the transportation system is essentially our one great opportunity to build the infrastructure needed for the next several decades and generations of residents living and working in the South Bay. Therefore, in our assessment, **Alternative 1** is the best alternative to address all needs, present and future, for the South Bay.

If you have any questions, or if there is anything that we can do to continue our collaboration and advocacy to strengthen and enhance public transportation in the region, please do not hesitate to contact Kim Turner, the Director of Torrance Transit at (310) 618-6245.

[redacted]

3031 Torrance Boulevard • Torrance, California 90503 • 310/618-2801 • FAX 310/618-5841

[redacted]

PATRICK J. FUREY
MAYOR

CITY COUNCIL MEMBERS
HEIDI ANN ASHCRAFT
GEORGE CHEN
TIM GOODRICH
MIKE GRIFFITHS
SHARON KALANI
AURELIO MATTUCCI

March 3, 2021

Dolores Roybal Saltarelli, Project Manager
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, Mail Stop 99-22-4
Los Angeles, CA 90012

RE: Metro C Line (Green) Extension to Torrance Project

Dear Ms. Roybal Saltarelli,

On behalf of the City of Torrance, I am writing to convey our official position on the two proposed alternatives for extending the Metro C Line to Torrance (Project), and to provide comments related to preparation of the Draft Environmental Impact Report (Draft EIR) for the Project.

The City of Torrance supports the intent of the Project to provide high frequency transit service through the South Bay that will serve the City of Torrance and other communities. The City of Torrance appreciates being notified of the Revised and Recirculated Notice of Preparation (NOP) and Comments and Scoping Meeting for the Project, and that an Environmental Impact Report will be prepared in compliance with the California Environmental Quality Act.

After careful review of the two alternatives, the City of Torrance continues to affirm its support of **Alternative 1**. This alternative utilizes an existing railroad right-of-way as the most cost-effective and efficient route to the future Torrance Regional Transit Center, which reduces the environmental footprint and is least impactful. It is also fully funded and provides the best opportunity for project acceleration and completion by 2028.

The City of Torrance strongly opposes the Alternative 2 alignment. Alternative 2 would cause significant negative impacts in Torrance, specifically to: aesthetics; air quality and greenhouse gas emissions; noise and vibration; public services; traffic and transportation; hazards and safety; and the local economy.

The City of Torrance recommends the Draft EIR consider for each Project alternative the following topics of environmental analysis:

[redacted]

Air Quality and Greenhouse Gas Emissions: Assess the potential air quality and greenhouse emissions impacts to residential zones and park recreation located east of the Metro right-of-way. Include the potential impacts to sensitive receptors including Torrance residential communities, public and private schools, childcare facilities, and City facilities within a half-mile radius.

Hazards and Safety: Assess the potential construction hazard and operating hazard impacts to sensitive receptors including Torrance residential communities, public and private schools, childcare facilities, and City facilities within a half-mile radius.

Hydrology and Water Quality: Assess the potential hydrology and water quality impacts to Pioneer Sump located adjacent to the Metro right-of-way.

Noise and Vibration: Assess the potential noise and vibration impacts to residential and commercial zones and park recreation located along the Metro right-of-way. Horn soundings, crossing gate bells, rail noise, and construction noise and vibration may create impacts for adjacent residents and businesses. Include the potential impacts to sensitive receptors including Torrance residential communities, public and private schools, childcare facilities, and City facilities within a half-mile radius. The residential communities near the Alternative 1 alignment are largely composed of duplexes, multifamily structures, planned developments, and manufactured homes. Include detailed maps showing the locations of any proposed sound walls along with elevation views for City review and comment. Develop a mitigation plan to reduce these impacts for City review and comment.

Public Services and Recreation: Assess the potential recreation impacts to park facilities at El Nido Park located adjacent to the Metro right-of-way. Include detailed maps showing the proposed alignment and any proposed removal of trees or impact to park facilities. Develop a mitigation plan to reduce these impacts for City review and comment.

<u>Alternative 2: Hawthorne Boulevard</u>

Aesthetics: Assess the potential aesthetic impacts to residential and commercial zones located along Hawthorne Boulevard. The equipment and power traction system to operate the light rail train has the potential of creating negative aesthetic impacts along Hawthorne Boulevard, especially to the residential zones located east and west of Hawthorne Boulevard. In addition, the poles and the overhead wiring system, along Hawthorne Boulevard will have an adverse impact to the aesthetic value of the commercial corridor. Several commercial properties and nearby residential properties could be significantly impacted where the alignment rejoins the Metro right-of-way near 190th Street. The elevated portion of Alternative 2 from 182nd Street to 190th Street would pose fewer physical conflicts with vehicles, bicycles and pedestrians but would require a very large supporting structure with abutments and support columns that would occupy much if not all of the planted center median width, which may cause a significant impacts to nearby residential properties from light casting downward and excess glare. The elevated portion may also cause shadow impacts at sunrise and sunset to nearby residential properties. In addition, assess the potential impacts from loss of (removal or trimming) significant trees and vegetation along Hawthorne Boulevard.

Air Quality and Greenhouse Gas Emissions: Assess the potential air quality and greenhouse gas emissions impacts resulting from construction along Hawthorne Boulevard. This alternative would be highly visible and would take a significant amount of time to complete, and a thorough analysis and plan should be included to reduce construction air quality and excess greenhouse gas emissions impacts along the commercial corridor. Include the potential impacts to sensitive receptors including Torrance residential communities, public and private schools, childcare facilities, and City facilities within a half-mile radius.

Hazards and Safety: Assess the potential construction hazard and operating hazard impacts to sensitive receptors including Torrance residential communities, public and private schools, childcare facilities, and City facilities within a half-mile radius. At-grade crossings are undesirable as a rule and new crossings are highly discouraged due to the safety risks they pose to the public regardless of the safety measures employed. Additionally, the frequent and recurrent blockage of traffic on Hawthorne Boulevard caused by the proposed train may increase vehicle congestion at the proposed crossings and could negatively impact response times for emergency vehicles.

Hydrology and Water Quality: Assess the potential hydrology and water quality impacts to Pioneer Sump located adjacent to the Metro right-of-way.

Noise and Vibration: Assess the potential noise and vibration impacts to residential and commercial zones located along Hawthorne Boulevard. Horn soundings, crossing gate bells, rail noise, and construction noise and vibration may create impacts for adjacent residents and businesses. Include the potential impacts to sensitive receptors including Torrance residential communities, public and private schools, childcare facilities, and City facilities within a half-mile radius. The residential communities near the Alternative 2 alignment are largely composed of single-family homes, duplexes, multifamily structures, planned developments, and manufactured homes. Include detailed maps showing the locations of any proposed sound walls along with elevation views for City review and comment. Develop a mitigation plan to reduce these impacts for City review and comment.

Land Use and Planning: Assess the potential impacts to existing residential and commercial land uses along Hawthorne Boulevard. An at-grade rail line in the median as proposed from 166th Street to 182nd Street may cause a significant physical disconnection of the residential neighborhoods located east and west of Hawthorne Boulevard. Physical disconnection may also be further contributed by the existing high power transmission lines located between 177th Street and 178th Street. The elevated portion of Alternative 2 from 182nd Street to 190th Street would pose fewer physical conflicts with vehicles, bicycles and pedestrians but would require a very large supporting structure with abutments and support columns that would occupy much if not all of the planted center median width, which may cause a significant physical disconnection of the El Nido neighborhood west of Hawthorne Boulevard from the rest of the City.

Transportation and Traffic: Assess the potential traffic impacts to Hawthorne Boulevard and to residential and commercial uses along the corridor. Hawthorne Boulevard is the busiest roadway in Torrance carrying in excess of 69,000 vehicles per day. Construction of the C Line at-grade would impact five signalized intersections and three unsignalized intersections along Hawthorne Boulevard from Redondo Beach Boulevard to 190th Street. An at-grade rail line in the median as proposed from 166th Street to 182nd Street would likely require either the elimination of left-turn lanes at several of these intersections or street widening that would push Hawthorne Boulevard traffic closer to adjacent residential and commercial uses. Restriction of turning movements onto or off of Hawthorne Boulevard may be required and would cause the diversion of traffic to other routes and cut-through traffic in residential neighborhoods. At-grade rail systems would require the installation of traffic signal pre-emption systems that would stop vehicular traffic with signals, bells, and gates as trains pass through. At-grade crossings are undesirable as a rule and new crossings are highly discouraged due to the safety risks they pose to the public regardless of the safety measures employed. The frequent and recurrent blockage of traffic by the proposed train would cause increased vehicle congestion at the proposed crossings and would negatively impact response times for emergency vehicles. Additionally, the distance between the Alternative 2 alignment and the Redondo Beach Transit Center should be evaluated for connectivity and efficiency between transit systems. The approximate three-quarter mile distance between the two would reduce effectiveness to an efficient multi-modal outcome and not convenient for future users that have physical mobility limitations.

the installation of traffic signal pre-emption systems that would stop vehicular traffic with signals, bells, and gates as trains pass through. At-grade crossings are undesirable as a rule and new crossings are highly discouraged due to the safety risks they pose to the public regardless of the safety measures employed. The frequent and recurrent blockage of traffic by the proposed train would cause increased vehicle congestion at the proposed crossings and would negatively impact response times for emergency vehicles. Additionally, the distance between the Alternative 2 alignment and the Redondo Beach Transit Center should be evaluated for connectivity and efficiency between transit systems. The approximate three-quarter mile distance between the two would reduce effectiveness to an efficient multi-modal outcome and not convenient for future users that have physical mobility limitations.

Economic Impact: Assess the potential economic impacts to businesses located along the Hawthorne Boulevard commercial corridor that may occur with Alternative 2 both during construction due to reduced access or traffic detours, and after construction. Include an assessment of tax base for the City of Torrance during and after construction resulting from Alternative 2. Include the potential loss of existing commercial operations located on commercial and industrial properties and the impact to nearby residential properties where the alignment would rejoin the Metro right-of-way near 190th Street.

Finally, the environmental analysis for each Project alternative should assess the potential demand increase to the Torrance Regional Transit Center and need for additional parking resulting from introduction of the new mode of transit. The Draft EIR should include analysis for constructing a multilevel parking structure up to 1,500 vehicles at the Torrance Regional Transit Center to accommodate increased ridership along the C Line and connecting transit systems. The extension of the Line C to Torrance requires a 3% local match contribution, which is provided by the construction of the Torrance Regional Transit Center via South Bay Measure R Highway Program funds in the amount of $25.7 Million.

The City of Torrance has many mechanisms at its disposal to reach individual homeowners, business owners, homeowner associations, and business associations. It is strongly recommended that all stakeholders in the City be reached and engaged, particularly those that live near to where the Project alternatives are proposed.

The future of public transportation and regional connectivity will be heavily impacted by the decisions made in the selection of one of these two alternatives. There is presently limited light rail service into the South Bay region of Los Angeles County, and this crucial enhancement of the transportation system is a great opportunity to building the infrastructure needed for the next generation of residents living and working in the South Bay. Therefore, the City of Torrance continues to affirm its support of **Alternative 1** as the best alternative to address all needs, present and future, for the South Bay.

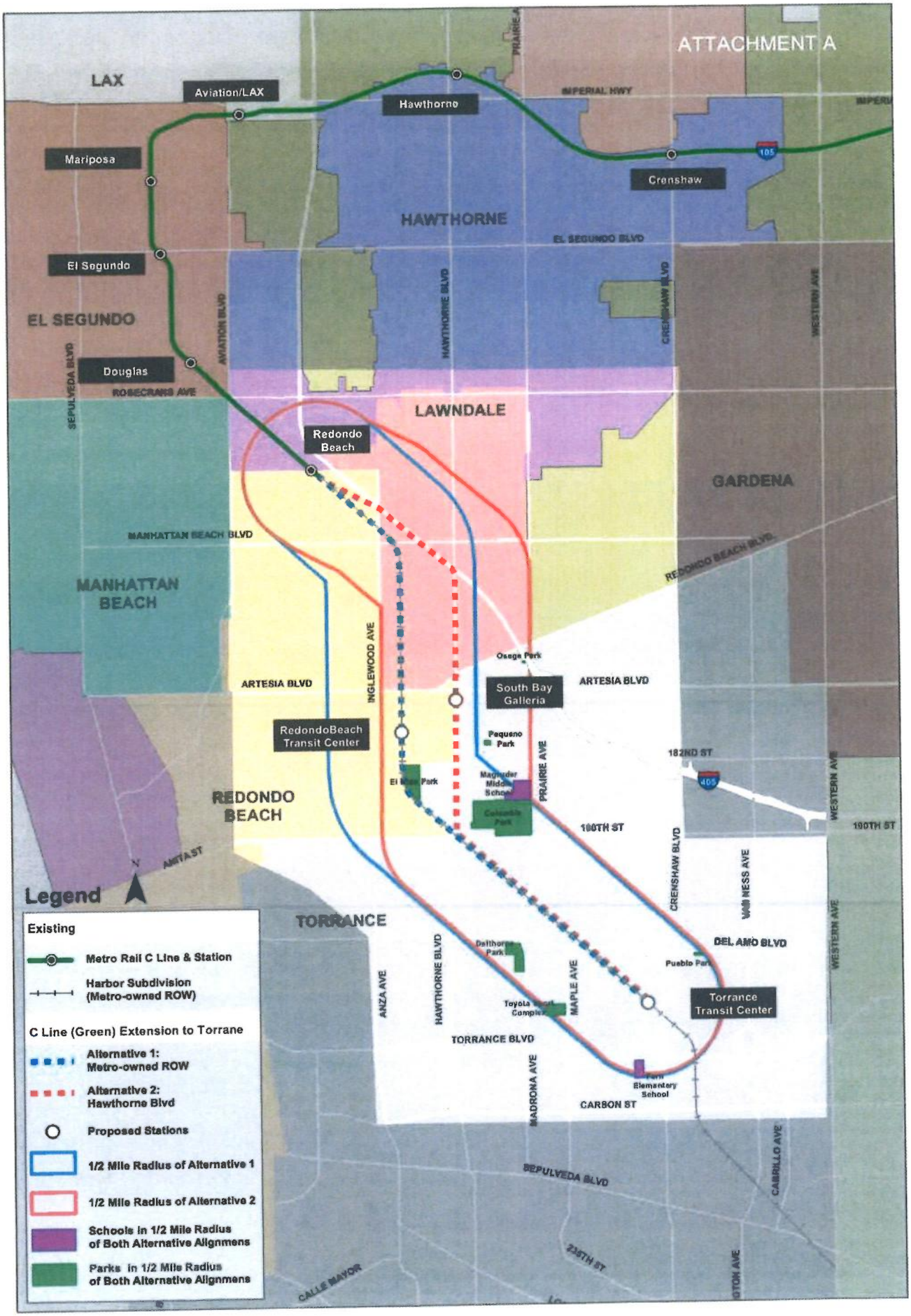
If there are any questions, of if there is anything the City of Torrance can do to continue our collaboration and advocacy to the strengthen and enhance public transportation in the region, please do not hesitate to contact Kim Turner, the Director of Torrance Transit, at (310) 618-6245.

[redacted]

Attachment:

A. Torrance Vicinity Neighborhoods, Parks, and Schools Map

ATTACHMENT A



C Line (Formerly Green Line) Extension to Torrance Transit Project

[redacted]

GEORGE K. CHEN
MAYOR

CITY COUNCIL MEMBERS
MIKE GRIFFITHS
JONATHAN KAJI
SHARON KALANI
BRIDGETT LEWIS
AURELIO MATTUCCI
ASAM SHEIKH

November 1, 2022

Chairperson Ara J. Najarian and Members of the Metro Board
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952

Re: Metro South Bay C-Line Extension to Torrance Regional Transit Center

Honorable Ara J. Najarian and the Esteemed Members of the Board:

On behalf of the City of Torrance, I am writing to convey our official position and continued support for the C-Line Extension to Torrance using the existing L.A. Metro Railroad Right-of-Way (ROW) Alternative. This alignment provides the best opportunity for project acceleration and completion by the 2028 Olympics hosted in Los Angeles. Implementation of the ROW alignment will create opportunity for greater regional connectivity, economic growth, and traffic mitigation for the South Bay and all of Los Angeles County. Project completion and operation to support the 2028 Olympics should be of utmost priority with respect to the project schedule.

As Metro conducts its Public Scoping Meetings and engages the public throughout the process for the Draft Environment Impact Report (EIR) for the C-Line Extension, city staff reviewed the proposed alternatives and attended the neighborhood walks and community meetings to better understand the impacts of the two alignments. The Right-of-Way Alignment, which allows the new rail line to continue safely along the existing right of way to the Mary K. Giordano Regional Transit Center, should be the locally preferred alternative. This alternative also creates the least impacts to residents and businesses within the City of Torrance.

Initially, our governing board considered proposing a 4th option in which the train would be fully underground (e.g. – a subway). However, after speaking with L.A. Metro staff at our Council Meeting on October 25, 2022, we confirmed this option was not cost effective and had not been selected by the Metro Board for moving forward into the Draft Environmental Impact Report back in 2018. Furthermore, Metro staff stated that the fully underground option would most likely not allow this project to be expedited for the completion before the 2028 Olympics.

Additionally, the City of Torrance is requesting that the Metro Board and LA Metro staff consider our concerns and the following suggestions as the project proceeds with its environmental impact assessment.

[redacted]

ROW Alignment is City of Torrance's preferred alternative as it has better chance of completion by the 2028 Summer Olympics in Los Angeles

The ROW alignment was initially fully funded under the Measure R and Measure M, which were a half-cent sales tax approved by the voters in 2008 and 2016. In addition, the ROW Alignment would create the least amount of impacts in terms of traffic congestion for residents of Torrance and displacement of our businesses as compared to the elevated Hawthorne Blvd. Alignment. With the 2028 Summer Olympics scheduled to take place in Los Angeles, having the project completed on time using the ROW means that Torrance and South Bay residents can take the new rail line to all of the sporting events. It will also alleviate major traffic congestion for cities along the 405 Freeway. According to Metro Staff, the projected ridership to and from Torrance for the C-Line Extension is higher than the projected ridership for other cities.

The ROW Alignment can potentially create more benefits to the surrounding communities than the Elevated Hawthorne Alignment

ROW Alignment would potentially provide improved mobility and minimize environmental impacts compared to the Hawthorne Blvd. alignment. Based on Metro staff's assessment of performance and project goals as part of the Supplemental Alternative Analysis submitted to the Metro Board on September 19, 2018, ROW alternative will perform better in the areas of Improved Mobility, Cost Effectiveness and Financial Feasibility, and Travel Time compared to the other alternatives.

Currently, the existing freight tracks do not have safety barriers surrounding them. Metro staff mentioned that the ROW alignment will include looking at adding barriers to prevent pedestrian/rail interactions/accidents.

Pasadena, Santa Monica, and some of the surrounding communities to the Metro L and E Lines have experienced increase in property values. In a 2013 study conducted by Center for Neighborhood Technology, commissioned by American Public Transportation Association, and in partnership with National Association of Realtors, researchers found that areas within frequent transit service outperformed others as a whole by 41.6 percent. Additionally, neighborhoods near transit had an effect on the resilience of property values, which benefited more from transit that was well connected and had a higher frequency of service. Households living in these areas had better access to jobs and lower average transportation costs than the region as a whole.

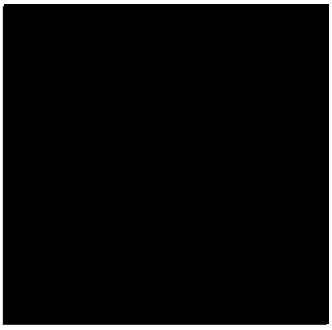
The Elevated Hawthorne Blvd. Alignment will cause major impacts to Torrance residents and businesses along this Corridor

The second alignment is to build an elevated railway along Hawthorne Boulevard. This will affect many businesses in the City of Torrance, including the Volvo Cars South Bay Dealership located on Hawthorne Blvd. and 190th Street. Other businesses and residents along Hawthorne Blvd. in Torrance will have to live with seeing an elevated train and columns adjacent to their homes. The Hawthorne alignment will have negative impacts to their current way of life as there is no existing rail line going through the area. Other concerns from the Torrance community include noise and

vibration, visual aesthetics and an increase in traffic on Hawthorne Boulevard. Moreover, Metro staff should also include costs and delays potentially caused by encroachment along the 405 Freeway and on Hawthorne Boulevard in their analysis. The Elevated Hawthorne Boulevard Alignment may also require travel lane and/or turn pocket modifications in the City of Torrance. Last but not least, Metro staff should consider the effects of the elevated train structure casting a shadow on business and homes within the affected corridors.

In contrast, the ROW alignment will utilize most of the existing right-of-way currently owned by L.A. Metro. Additionally, Metro is planning to study and provide sound barriers to alleviate not only the low noise from the new light rail, but also to help alleviate the noise from the existing freight rail for the surrounding communities. Furthermore, Metro staff mentioned at the April 2022 Neighborhood Walks that they will work with BNSF Railway to upgrade and replace some of the older existing freight tracks as part of the construction process. This will further reduce the noise level coming from the existing freight rail.

Again, we strongly support the Right-of-Way Alignment and oppose the Elevated Hawthorne Boulevard Alignment. If you have any questions or concerns, please contact our Transit Director, Kim Turner at (310) 618-6245 or KTurner@TorranceCA.Gov. Thank you for your consideration.



Cc: Metro Board
Torrance City Council
Georgia Sheridan, Metro
Mark Dierking, Metro

[redacted]

GEORGE K. CHEN
MAYOR

March 15, 2023

Honorable Chair Ara J. Najarian
Los Angeles County Metropolitan Transportation Authority
Board of Directors
1 Gateway Plaza, Mail Stop 99-3-1
Los Angeles, CA 90012

Dear Chair Najarian,

As L.A. Metro prepares to bring light rail to the South Bay via an extension of the existing C-Line (formerly "Green Line") and studies the three options, we write to encourage you to support the Proposed Project: Right-of-Way with Elevated/At-Grade Option.

The Right-of-Way with Elevated/At-Grade Option utilizes existing L.A. Metro Right-of-Way with a combination of elevated and at-grade segments and is the most cost-effective route, leveraging existing transit investments in the Mary K. Giordano Regional Transit Center and the Redondo Beach Transit Center. Additionally, it does not encroach on I-405, avoids businesses, traffic and parking impacts on Hawthorne Blvd.

Los Angeles drivers are estimated to spend an average of approximately 95 hours in traffic, costing $1,600 per driver annually. The light rail extension to the South Bay will bring numerous benefits to our region, including an alternate mode of transportation for those traveling along the I-405 corridor, save passenger commute times and alleviate traffic on roadways. The extension will also provide vastly improved access to regional destinations, connections to the greater L.A. Metro regional rail system and reductions in air pollution and greenhouse gas emissions by about 2,369 metric tons of C02 annually.

Additionally, the C-Line extension is estimated to serve 65,000 jobs in the project area by 2042, with most riders traveling to and from Torrance in addition to surrounding cities, such as Redondo Beach, Gardena, Carson, and Long Beach. It is also projected to generate between 10,300 – 16,200 new daily transit trips and improves equity by serving 18% of the low-income and 47% of the minority populations in the project area.

[redacted]

The other route options for Light Rail on Metro's Rail Right-of-Way/Trench and Elevated Light Rail along Hawthorne Blvd. would require major construction in the area and result in further delays for the project. The Elevated Hawthorne Blvd. option is inconsistent with voter-approved funding initiatives. It will cause significant impacts to local businesses and the economy, including loss of parking, impacting businesses along Hawthorne Blvd., and creating accessibility and connectivity issues to the Redondo Beach Transit Center.

For too long the South Bay region has waited for this light rail investment. Please advance the only option that builds on a completed right-of-way capital investment, minimizes commuter disruption and realizes both environmental and ridership access the soonest: **The Right-of-Way with Elevated/At-Grade Option**. The Torrance City Council supports bringing light rail to the South Bay via the route planned years ago along with investments made to integrate the extension of the existing C-Line via the Metro Right-of-Way Elevated/At-Grade Option. This is the only option with the opportunity to complete by LA28 if given the focus, funding, and support of not only the county, but the entire nation. Thank you for your time and consideration.

Sincerely,

[redacted]

CAPITOL OFFICE
1021 O STREET, SUITE 6610
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TEL (916) 651-4024
FAX (916) 651-4924

DISTRICT OFFICE
2512 ARTESIA BLVD., SUITE 320
REDONDO BEACH, CA 90278
TEL (310) 318-6994
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SENATOR.ALLEN@SENATE.CA.GOV

[redacted]

COMMITTEES
ENVIRONMENTAL QUALITY, CHAIR
ELECTIONS & CONSTITUTIONAL AMENDMENTS
JUDICIARY
NATURAL RESOURCES & WATER
TRANSPORTATION
JOINT COMMITTEE ON THE ARTS, VICE-CHAIR
ENVIRONMENTAL CAUCUS, CO-CHAIR

May 18, 2023

Honorable Ara J. Najarian
Chair, Board of Directors
Los Angeles County Metropolitan Transportation Agency
1 Gateway Plaza, Mail Stop 99-3-1
Los Angeles, CA 90012

Dear Chair Najarian,

I write in support of the Right-of-Way Elevated/At-Grade Alignment option for extending the C Line (Green Line) as LA Metro prepares to expand light rail in the South Bay.

For people traveling along the I-405 corridor, this C Line extension will provide a much-needed alternate mode of transportation that will reduce commute times and alleviate roadway traffic. The project will improve access to regional destinations, provide connections to the greater LA Metro regional rail system, and reduce air pollution – all while expanding equity by serving low-income and minority populations in the C Line extension project area.

By leveraging existing investments in the Mary K. Giordano Regional Transit Center in Torrance and the Redondo Beach Transit Center, the Right-of-Way Elevated/At-Grade Alignment is the most cost-effective option. The other two route options (Light Rail on Metro's Rail Right-of-Way/Trench and Elevated Light Rail Along Hawthorne Boulevard) would be significantly more expensive while causing negative impacts to local businesses and hindering accessibility to the Redondo Beach Transit Center.

Thank you for your serious consideration of the many important fiscal, environmental, economic, and community factors that go into extending the Metro C Line. If you have any questions, please do not hesitate to contact me at (310) 318-6994 or senator.allen@senate.ca.gov.

[redacted]

[redacted]

March 23, 2023

Georgia Sheridan
Senior Director, Mobility Corridors
1 Gateway Plaza, Mail Stop 99-22-2
Los Angeles, CA 90012

SUBJECT: Letter of Support for C-Line Extension to Torrance

Dear Ms. Sheridan,

As L.A. Metro prepares to bring light rail to the South Bay via an extension of the existing C-Line (formerly "Green Line") and studies the two potential alignments, we write to encourage you to support the Proposed Project: Right-of-Way with Elevated/At-Grade Option.

The Right-of-Way with Elevated/At-Grade Option utilizes existing L.A. Metro Right-of-Way with a combination of elevated and at-grade segments. Additionally, it does not encroach on I-405 Freeway, avoids business, traffic and parking impacts on Hawthorne Blvd. and is the most cost-effective option.

Los Angeles drivers are estimated to spend an average of approximately 95 hours in traffic, costing $1,601 per driver annually. This Project will provide an alternate mode of transportation for those traveling along the I-405 corridor, which will help save passenger commute times and alleviate traffic on roadways. The extension will also provide more equitable access to regional destinations by improving connections to the greater L.A. Metro regional rail system and reduce air pollution and greenhouse gas emissions by about 2,369 metric tons of C02 annually, making transit a more viable transportation choice. Additionally, the C-Line Extension is estimated to serve 65,000 jobs by 2042, generate between 10,300 – 16,200 new daily transit trips and improve equity by serving 18% of the low-income and 47% of the minority populations in the project area.

The other route options would require major construction in the area and will result further delays for the project. The Elevated Hawthorne Blvd. option is inconsistent with voter-approved funding initiatives. It will cause significant impacts to local businesses and the economy, most notably major traffic burden at multiple intersections within the City of Torrance. LA Metro has identified six intersections within Torrance which would experience worse traffic conditions than current flow, which will undoubtedly force cars onto less trafficked, more residential streets.

For too long the South Bay region has waited for light rail investment. Please advance the only option that builds on completed right-of-way investment, minimizes commuter disruption

[redacted]

and realizes both environmental and ridership access the soonest: The Right-of-Way with Elevated/At-Grade Option.

Thank you for your time and consideration.



CITY OF
TORRANCE
PUBLIC WORKS DEPARTMENT

Craig Bilezerian
Public Works Director

March 23, 2023

Georgia Sheridan
Senior Director, Mobility Corridors
1 Gateway Plaza, Mail Stop 99-22-2
Los Angeles, CA 90012

SUBJECT: Letter of Support for C-Line Extension to Torrance

Dear Ms. Sheridan,

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The Right-of-Way with Elevated/At-Grade Option utilizes existing L.A. Metro Right-of-Way with a combination of elevated and at-grade segments. Additionally, it does not encroach on I-405 Freeway, avoids business, traffic and parking impacts on Hawthorne Blvd. and is the most cost-effective option.

Los Angeles drivers are estimated to spend an average of approximately 95 hours in traffic, costing $1,601 per driver annually. This Project will provide an alternate mode of transportation for those traveling along the I-405 corridor, which will help save passenger commute times and alleviate traffic on roadways. The extension will also provide more equitable access to regional destinations by improving connections to the greater L.A. Metro regional rail system and reduce air pollution and greenhouse gas emissions by about 2,369 metric tons of C02 annually, making transit a more viable transportation choice. Additionally, the C-Line Extension is estimated to serve 65,000 jobs by 2042, generate between 10,300 – 16,200 new daily transit trips and improve equity by serving 18% of the low-income and 47% of the minority populations in the project area.

The other route options would require major construction in the area and will result further delays for the project. The Elevated Hawthorne Blvd. option is inconsistent with voter-approved funding initiatives. It will cause significant impacts to local businesses and the economy, most notably major traffic burden at multiple intersections within the City of Torrance. LA Metro has identified six intersections within Torrance which would experience worse traffic conditions than current flow, which will undoubtedly force cars onto less trafficked, more residential streets.

For too long the South Bay region has waited for light rail investment. Please advance the only option that builds on completed right-of-way investment, minimizes commuter disruption

20500 Madrona Avenue • Torrance, California 90503 • Telephone 310/781-6900 • Fax 310/781-6902
Visit Torrance's home page: http://www.TorranceCA.gov

and realizes both environmental and ridership access the soonest: The Right-of-Way with Elevated/At-Grade Option.

Thank you for your time and consideration.

Best Regards,

DAN THOMAS
City of Torrance Traffic Commission, Vice-Chair

[redacted]

June 2, 2023

Ara Najarian, Chair of L.A. Metro Board of Directors
Los Angeles County Metropolitan Transportation Authority

Office of the CEO,
One Gateway Plaza,
Los Angeles, CA 90012

Dear Chair Najarian,

As L.A. Metro prepares to bring light rail to the South Bay via an extension of the existing C-Line (formerly "Green Line") and studies the three options, we write to encourage you to support the Proposed Project: Right-of-Way with Elevated/At-Grade Option.

The Right-of-Way with Elevated/At-Grade Option utilizes existing L.A. Metro Right-of-Way with a combination of elevated and at-grade segments and is the most cost-effective route, leveraging existing transit investments in the Mary K. Giordano Regional Transit Center and the Redondo Beach Transit Center. Additionally, it does not encroach on I-405, avoids businesses, traffic and parking impacts on Hawthorne Blvd.

The other route options Light Rail on Metro's Rail Right-of-Way/Trench and Elevated Light Rail along Hawthorne Blvd. would require major construction in the area and result in further delays for the project. The Elevated Hawthorne Blvd. option is inconsistent with voter-approved funding initiatives. It will cause significant impacts to local businesses and the economy, including loss of parking, impacting businesses along Hawthorne Blvd., and creating accessibility and connectivity issues to the Redondo Beach Transit Center.

The Torrance Auto Dealers Association along with over 800 Torrance residents have provided comments to support the **Right-of-Way with Elevated/At-Grade Option.**

We urge you to join other local and regional leaders, residents and businesses in support of bringing light rail to the South Bay via the route planned years ago along with investments made to integrate the extension of the existing C-Line via the Metro Right-of-Way Elevated/At-Grade Option. This is the only route with the opportunity to complete by LA28 if given the focus, funding, and support of not only the county, but the entire nation. Thank you for your time and consideration.

[redacted]

Cc: L.A. Metro Board of Directors; Stephanie Wiggins, C.E.O.; Sharon Gookin, Deputy C.E.O.; Nicole England, Chief of Staff and Collette Langston, Board Clerk

[redacted]

September 14, 2023

City Manager Aram Chaparyan
City of Torrance
3031 Torrance Blvd.
Torrance, CA 90503

Subject: Support for the Green Line Extension to Torrance Project

Dear City Manager Aram Chaparyan,

Connection is something every human on this planet strives for. A deep bond that is formed between people and communities to make them feel seen and valued, giving a sense of belonging. The extension of the Metro C-Line will connect Individuals, families, communities, and businesses. There are many benefits to this extension besides connecting communities and businesses. It will build thriving communities, create jobs, ease traffic congestion, and promote a cleaner environment.

The Metro C line (Green) Extension project according to the August 14, 2023, C line extension to Torrance Project update by Los Angeles County Metropolitan Transportation Authority would reduce 49,000 vehicle miles traveled (VMT) per day resulting in a reduction of about 2,370 metric tons of carbon dioxide equivalent per year in 2042. With reduction of VMT and carbon emissions the C Line will provide a reliable and convenient alternative to driving, alleviating traffic congestion, and save travel time for people accessing businesses, schools, and jobs in the surrounding communities. This is something that has been an issue for Torrance since the mid 1950's. These reductions will help our community reach our Climate change goals. Not only will the C line better out community emissions and air quality, but it will also support the community and surrounding cities with opportunities.

The construction of the C line will provide jobs and opportunities for surrounding business providing economic growth. The project is expected to support 65,000 jobs by 2042 according to Torrance transit Planning Manager David March. The extension allows for businesses to grow with more foot traffic and easier access to big and small businesses in Torrance and surrounding cities and connecting the South Bay in ways that are constrained by today's congestion on local roads.

[redacted]

In a recent poll by a market research firm on the C Line (Green) 670 residents were randomly selected to receive phone calls across Torrance, Redondo Beach, and Lawndale. The survey revealed that 60% of residents are familiar with the project and 67% are supportive of the extension of the C Line (Green) and 8% of the residents surveyed in all three cities opposed the project. The community wants growth. The community wants jobs. The community wants better.

The Metro C Line (Green) extension project has many benefits to the economic growth of the south bay. It will create jobs, ease traffic congestion, allow businesses to thrive and promote a better and cleaner environment. The Torrance Area Chamber of Commerce supports the C Line and the growth of our community.

Thank you for your consideration.

[redacted]

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net

Metro

Georgia Sheridan, Project Manager
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, Mail Stop: 99-22-3
Los Angeles, CA 90012

March 27, 2023

Dear Ms. Sheridan:

On March 10, 2023, the South Bay Cities Service Council received an update on the C Line Extension to Torrance project during their regular meeting. The Service Council then voted to formally express support for the C Line Extension to Torrance Project, with a preference for the Metro ROW Elevated At-Grade alignment as we found it to be the most efficient, economical option that could most quickly bring benefits to South Bay transit connectivity. Councilmembers felt it important to forward this motion on behalf of our many transit-dependent constituents who may not have the time or opportunity to comment themselves. Councilmembers Ernie Crespo and Glenda Silva abstained from voting on the item, citing their respective positions as representatives of GTrans and Los Angeles World Airports, and the need to consult with their agencies before supporting the motion. Councilmembers Dora "Gaby" Segovia (LA Walks) and Roye Love (Carson, retired) also abstained from the vote.

Questions raised by the South Bay Service Council during the discussion of the project that we would like to see addressed in the draft EIR include:

- How access will be provided from both sides of the Torrance Transit Center Station platform
- Connectivity of the alignments to surrounding transit options
- Availability of drop-off access (kiss and ride) at the stations, as they would likely be used for people traveling to the airport

Overall, the South Bay Cities Service Council urges the Metro Board to authorize moving this project forward as quickly as possible and if possible, to expedite its completion to expand the transit options available for the 2028 Olympics. The South Bay Service Council recognizes that neighboring communities have their individual concerns regarding this project; we encourage Metro to continue its extensive community outreach efforts and to work through those concerns with the local municipalities and community groups. We look forward to the provision of expanded transit access for our region's constituents through the eventual completion of this project.



[redacted]

Metro C Line Extension
To whom it may concern:

[redacted]

for approximately 24 years. We love our neighborhood but we are very concerned about the Green Line Extension. We strongly recommend the Hawthorne Blvd. Extension.
Our concerns are:

1 – Disruption of peacefulness of our neighborhood.

2 – Noise and extended construction time.

3 – Dangerous gas lines under the existing ROW, the need for lines to be rerouted and the danger of gas leaking (could cause an explosion).

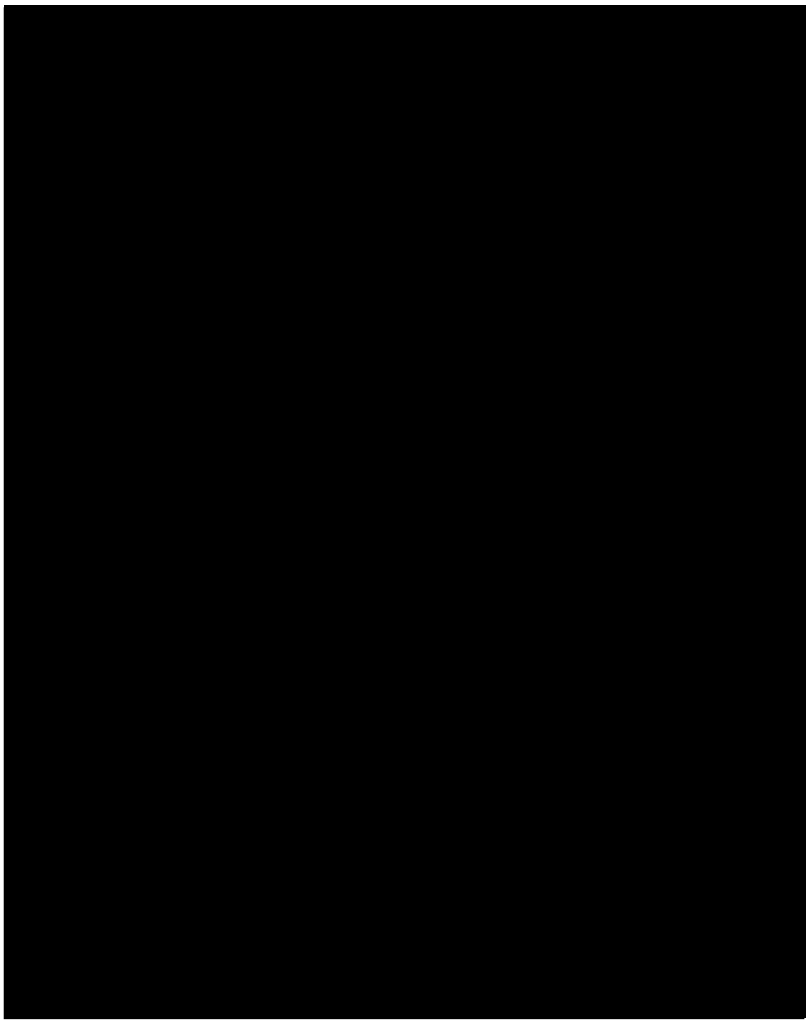
4 – The danger to children who are walking to nearby schools who must cross the ROW at 170th and 186th streets.

5 – Traffic congestion on Inglewood Blvd where Lawndale High school is located and entrance and exit to the 405 Freeway.

We strongly recommend the Hawthorne Blvd plan which is widely recommended by Lawndale city, Redondo Beach city and Del Amo Mall.

Thank You for your kind consideration, we really appreciate your help to this matter.

[redacted]



[redacted]

Dear Honorable Metro Board of Directors,

The Pacific Crest Cemetery is one of the oldest burial sites in the South Bay established in 1902. For one and a quarter decades has always been a place where mourners can pay their last respects in a quiet park-like setting. The general area has served this same function previous to our establishment and we believe should be avoided as a high-frequency rail line and station.

This letter is to convey our **OPPOSITION** to the Metro recommendation of **ROW Hybrid** route alternative for the **C Line Extension to Torrance**. We believe this route has potential to harm our business for reasons listed below.

We support the Hawthorne Blvd. elevated route to better serve the area and preserve the existing community.

From DEIR, Cultural Resources:

> **3.13-3.6 Cemeteries and Burials**
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> The archival research and survey identified one cemetery located within the Proposed Project and Trench Option RSA. Pacific Crest Cemetery is located at 2701 182nd Street in the City of Redondo Beach.
>
> The cemetery was established in 1902 by George Cate, the city's first mortician. Soon after the cemetery's establishment, human remains were transferred to Pacific Crest from at least two other cemeteries. One was Knob Hill, slightly more than two miles to the southwest, where a Native American cemetery had been reused by nineteenth century settlers (Gnerre, 2017). The other was El Nido Cemetery, which was located in the approximate location of today's El Nido Park.
>
> The history of Pacific Crest Cemetery is well known. The railroad ROW was established by 1888. Pacific Crest was established fourteen years later, in 1902. It is common for historic cemetery boundaries to change, sometimes leaving burials outside the property lines. However, because Pacific Crest Cemetery was established in the twentieth century, after the railroad ROW, it is unlikely that any unmarked and forgotten graves lay within the Proposed Project footprint.

[redacted]

> The probability of encountering historic remains is elevated adjacent to El Nido Park. A historic cemetery, which predated the railroad ROW, was located at an unknown location within or adjacent to today's El Nido Park. Unmarked graves may be located within the Proposed Project and Trench Option RSA in the vicinity of El Nido Park.

We would disagree with the idea that previous interments would not be disturbed due to the historical use of the area, including El Nido Park. Further, the trenching proposal makes it nearly unavoidable. The DEIR, Cultural Resources section defines **3.13-2 Significance Thresholds,** to be (c) "Disturb any human remains, including those interred outside of formal cemeteries." If remains are discovered, without a historical context for the area, local perceptions might reflect poorly on our conduct through no fault of our own.

Noise and Vibration has Significant Impact, even after construction.

In addition to the disturbances of those interments perhaps outside of the property (namely the 182nd area to El Nido Park) there will be significant disruption to our clients and funerals held on site. Eight years of heavy construction will bring noise, vibration, poor air quality, and a general disturbance to the peace that our customers are seeking. This will be disruptive to outdoor services and guests alike. This is stated in the DEIR as Significant.

With the known problem of sandy and expansive soils, the constant vibration of heavy equipment and digging in the area may have unwanted consequences perhaps even desecration of existing grave sites. Sink holes in the surrounding area have been experienced recently and we fear just such an occurrence. This level of industrial construction activity, expecially shoring out the trench, puts our marble mauseleum located across the ROW from the Transit Center at grave risk (see pictures below).

Beyond the inconveniences and disturbance for our business, we fear the long term nuisance of train station directly behind our property. With a constant barrage of train bells and station announcements, "Next stop, Tor- rance Transit Center,..." our site will be robbed of what attracts visitors and customers alike; peace and quiet.

Please reconsider the ROW alignment and put the C Line Extension on Hawthorne Blvd., a proper setting for a commuter train.





[redacted]

[redacted]

May 20, 2024

To Los Angeles Metro Board Members
Via email to boardclerk@metro.net

Subject: FOR Item #30, C Line extension to Torrance

The Sierra Club has long supported expansion of Metro's transit network, especially including endorsing the Expo Line and more recently the funding ballot Measures R (2008) and M (2016).

I now want to emphasize our support for extending the Metro C (Green) Line to its Torrance terminus, Item #30 on this month's Board agenda. This will serve the South Bay soon and ultimately create a single north-south K Line light rail corridor from Hollywood to Torrance, with connections to three crossing rail lines.

[redacted]

[redacted]

April 24, 2024

Re: Metro C Line Extension

Dear Metro Board of Directors,

We have the distinction of being both long-term business owners and homeowners in Redondo Beach and would like to express our strong support for the Hawthorne Blvd option for the Metro C Line Extension.

We've owned our business, La Cienega Manufacturing, Inc., a machine shop on the corner of 182nd Street and Kingsdale Ave (near Hawthorne Blvd) since the 1980s. By using the Hawthorne Blvd option, businesses will be more accessible to public transportation and foot traffic. More customers mean more jobs and economic growth for the South Bay. Furthermore, the cities of Lawndale, Hawthorne and N. Redondo Beach have all voted to recommend the Hawthorne Blvd route and reject the ROW option. Lastly, the ROW option is dangerous for the community, as moving the freight train carrying hazardous petroleum products very close to homes is a recipe for disaster.

In conclusion, we believe the Hawthorne Blvd option is the best choice for the businesses and residents of the South Bay. We urge you to vote for this option as the best way to support our community.

[redacted]

Dear Metro Board of Directors,

As a doula serving the South Bay community, I am writing to express my strong support for the Hawthorne Boulevard option for the Metro Green Line/C-Line train extension project. Having worked closely with families in Lawndale and the surrounding areas, I am deeply concerned about the potential negative impact that the ROW option could have on the quality of life for residents, especially newborns, and their families.

The Hawthorne Boulevard option offers significant advantages in preserving our community's tranquility and well-being. Placing the train line along the ROW would subject residents to vibrations and noise from 200 trains passing through their neighborhoods each day. This constant disruption would not only disrupt daily life but also pose serious health risks, particularly for newborns who require a peaceful environment for optimal development.

Furthermore, the construction process itself would introduce pollution and further disturb the community, exacerbating stress levels and affecting the overall quality of life. As a doula, I have seen firsthand the importance of a calm and quiet environment for newborns and their families, especially during the crucial early months. The Hawthorne Boulevard option would help maintain the peaceful atmosphere that our community currently enjoys, supporting the well-being of families and promoting a healthy start for our youngest residents.

In addition to safeguarding the health and comfort of our community, the Hawthorne Boulevard option also offers practical benefits. By preserving existing residential areas and green spaces, this route minimizes disruption to neighborhoods and preserves the character of our community. It also provides convenient access to public transportation without compromising the quality of life for residents.

I urge the Metro Board of Directors to consider the well-being of our community and select the Hawthorne Boulevard option for the Metro Green Line/C-Line train extension project. By prioritizing residents' health and happiness, we can ensure a brighter future for Lawndale and the surrounding areas.

Sincerely,

[redacted]

[redacted]

Dear Metro Board of Directors,

I am writing to express my enthusiastic support for the **Hawthorne Blvd. option** for the Metro C-Line Extension to Torrance. As the school director for a local nursery school in the area, which serves many families,I believe that this option offers the best solution for our community and our nursery school.

The Hawthorne Blvd. option provides several key benefits for the nursery school and the community as a whole. First and foremost, it will improve accessibility and connectivity for the families we serve and the employees of the school. With a light rail running down Hawthorne Blvd, the nursery school will be more accessible to public transportation users, reducing traffic congestion and improving overall mobility in the area. I have admired the revitalization efforts to the business district in Lawndale and I know this will further serve that area. I travel from Torrance to work in Manhattan Beach, to shop at Boulevard Florist often, volunteer for animal rescuers at the Petco near Marine. At the school where I am director we have many families who live in Lawndale and would love options to get to our school which is near Artesia Blvd!

Additionally, the Hawthorne Blvd. option will have a positive impact on the local economy. By providing convenient access to our school, more families who live further from the South Bay will be able to enroll with us, leading to increased enrollment and revenue for businesses as the families travel to and from Hawthorne Blvd. This option will also create new job opportunities and stimulate economic growth in the area.

It is my understanding that the cities of Lawndale, Hawthorne, and North Redondo Beach have all voted to recommend the Hawthorne Blvd. route.

Furthermore, the Hawthorne Blvd. option is the most environmentally friendly choice. By encouraging the use of public transportation, it will help reduce carbon emissions and promote sustainability in our community. This aligns with our community's own commitment to environmental stewardship and sustainability and in supporting the wellbeing of children and their families.

As my business has serviced families for over 65 years, all of them with very young children, and many who live along the proposed Hybrid ROW route, I am concerned of the dangers for the community - this at-grade option will make it more dangerous for young kids who walk to school, and moving the trains within 5 feet of homes could cause a catastrophic disaster in case of a derailment.

In conclusion, I believe that the Hawthorne Blvd option is the best choice for our community, my business, and the environment. We urge you to consider this option carefully and support its implementation for the benefit of all stakeholders involved.

Thank you for reading and thank you for your attention to this matter.

Sincerely,

[redacted]

[redacted]

[redacted]

May 20, 2024

To whom it may concern:

My husband and I have operated our business here in Redondo Beach for over thirty years. We are both very concerned about the route options facing the Metro for the new Metro C Line Extension. We appreciate the opportunity to express our opinion.

We feel strongly that the route that uses Hawthorne Blvd. is a far better option for both the local businesses and the local communities. Here are a few of our reasons:

- Routing the line down Hawthorne Blvd. will help revitalize the business districts in Lawndale, Redondo Beach and Hawthorne.
- Building the C-Line extension down Hawthorne Blvd. will help bring people from outside the South Bay to the South Bay and could potentially expand every business in the South Bay's reach.
- We believe that the Hawthorne Blvd. option will provide better access for both customers and for employees who utilize public transportation.
- We are concerned that the Hybrid ROW route is dangerous for the communities since it would be built at-grade though residential neighborhoods. This is obviously more dangerous for children who walk to school, and the general public who use the streets and sidewalks nearby. We understand that in some instances there is only 5 feet of clearance between trains and homes. This is unacceptable and will cause an increased safety risk to homeowners and a decrease in property values.

Please consider these concerns in the decision-making process. Thank you.

[redacted]

[redacted]

Dear Honorable Members of the Metro Board of Directors,

I am writing to express my strong support for the Hawthorne Blvd. alignment for the C Line Extension to Torrance. As a member of the El Camino Community College Board of Trustees, I am deeply invested in the well-being of our community and the equitable development of our transportation infrastructure.

While I understand that Metro staff has recommended the Hybrid ROW option, the Hawthorne Blvd. alignment presents a more favorable solution for our community as a whole. The Hybrid ROW option poses significant negative effects on the surrounding neighborhood, including increased noise and vibration and significant disruptions to residences. Building through a densely populated area raises safety concerns as well.

Choosing the Hawthorne Blvd. alignment aligns with equity and social justice principles. It ensures that our transportation investments prioritize the needs and well-being of all residents, especially those in underserved communities. By selecting the Hawthorne Blvd. alignment, we can promote safer, more accessible transit options for all residents, regardless of their socioeconomic status or background. Choosing the Hybrid ROW option would destroy a multi ethnic neighborhood. It would also destroy scarce green space for an underserved community of color.

I urge the Metro Board of Directors to carefully consider the impacts of each alignment option and prioritize the long-term interests of our community. Selecting the Hawthorne Blvd. alignment will not only address concerns about safety and equity but also foster a more sustainable and vibrant future for our neighborhood. This decision has the potential to bring about positive change and improve the quality of life for our residents.

Thank you for your attention to this matter, and for your dedication to improving our community's transportation infrastructure. I look forward to seeing the positive impact that the Hawthorne Blvd. alignment will have on our community.

[redacted]

[redacted]
[redacted]

[redacted]

Dear Honorable Metro Board of Directors,

The Pacific Crest Cemetery is one of the oldest burial sites in the South Bay established in 1902. For one and a quarter decades has always been a place where mourners can pay their last respects in a quiet park-like setting. The general area has served this same function previous to our establishment and we believe should be avoided as a high-frequency rail line and station.

This letter is to convey our **OPPOSITION** to the Metro recommendation of **ROW Hybrid** route alternative for the **C Line Extension to Torrance**. We believe this route has potential to harm our business for reasons listed below.

We support the Hawthorne Blvd. elevated route to better serve the area and preserve the existing community.

From DEIR, Cultural Resources:

> **3.13-3.6 Cemeteries and Burials**
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> The archival research and survey identified one cemetery located within the Proposed Project and Trench Option RSA. Pacific Crest Cemetery is located at 2701 182nd Street in the City of Redondo Beach.
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> The cemetery was established in 1902 by George Cate, the city's first mortician. Soon after the cemetery's establishment, human remains were transferred to Pacific Crest from at least two other cemeteries. One was Knob Hill, slightly more than two miles to the southwest, where a Native American cemetery had been reused by nineteenth century settlers (Gnerre, 2017). The other was El Nido Cemetery, which was located in the approximate location of today's El Nido Park.
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> The history of Pacific Crest Cemetery is well known. The railroad ROW was established by 1888. Pacific Crest was established fourteen years later, in 1902. It is common for historic cemetery boundaries to change, sometimes leaving burials outside the property lines. However, because Pacific Crest Cemetery was established in the twentieth century, after the railroad ROW, it is unlikely that any unmarked and forgotten graves lay within the Proposed Project footprint.

[redacted]

The probability of encountering historic remains is elevated adjacent to El Nido Park. A historic cemetery, which predated the railroad ROW, was located at an unknown location within or adjacent to today's El Nido Park. Unmarked graves may be located within the Proposed Project and Trench Option RSA in the vicinity of El Nido Park.

We would disagree with the idea that previous interments would not be disturbed due to the historical use of the area, including El Nido Park. Further, the trenching proposal makes it nearly unavoidable. The DEIR, Cultural Resources section defines **3.13-2 Significance Thresholds,** to be (c) "Disturb any human remains, including those interred outside of formal cemeteries." If remains are discovered, without a historical context for the area, local perceptions might reflect poorly on our conduct through no fault of our own.

Noise and Vibration has Significant Impact, even after construction.

In addition to the disturbances of those interments perhaps outside of the property (namely the 182nd area to El Nido Park) there will be significant disruption to our clients and funerals held on site. Eight years of heavy construction will bring noise, vibration, poor air quality, and a general disturbance to the peace that our customers are seeking. This will be disruptive to outdoor services and guests alike. This is stated in the DEIR as Significant.

With the known problem of sandy and expansive soils, the constant vibration of heavy equipment and digging in the area may have unwanted consequences perhaps even desecration of existing grave sites. Sink holes in the surrounding area have been experienced recently and we fear just such an occurrence. This level of industrial construction activity, expecially shoring out the trench, puts our marble mauseleum located across the ROW from the Transit Center at grave risk (see pictures below).

Beyond the inconveniences and disturbance for our business, we fear the long term nuisance of train station directly behind our property. With a constant barrage of train bells and station announcements, "Next stop, Tor- rance Transit Center,..." our site will be robbed of what attracts visitors and customers alike; peace and quiet.

Please reconsider the ROW alignment and put the C Line Extension on Hawthorne Blvd., a proper setting for a commuter train.





Dear Metro Board of Directors,

We are writing to express our strong support for the Hawthorne Blvd. option for the Metro C-Line Extension to Torrance. As a local business in the area, we believe that this option offers the best solution for our community and our business.

The Hawthorne Blvd. option provides several key benefits for our business and the community as a whole. First and foremost, it will improve accessibility and connectivity for our customers and employees. With a light rail running down Hawthorne Blvd, our business will be more accessible to public transportation users, reducing traffic congestion and improving overall mobility in the area.

Additionally, the Hawthorne Blvd. option will have a positive impact on the local economy. By providing convenient access to our business, more customers will be able to visit us, leading to increased foot traffic and sales. This option will also create new job opportunities and stimulate economic growth in the area.

Furthermore, the Hawthorne Blvd. option is the most environmentally friendly choice. By encouraging the use of public transportation, it will help reduce carbon emissions and promote sustainability in our community. This aligns with our own commitment to environmental stewardship and sustainability.

In conclusion, we believe that the Hawthorne Blvd option is the best choice for our community, our business, and the environment. We urge you to consider this option carefully and support its implementation for the benefit of all stakeholders involved.
Thank you for your attention to this matter.

Sincerely,





May 14, 2024

Metro Board of Directors
Los Angeles Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

Dear Members of the Metro Board of Directors,

As a local real estate agent deeply invested in the well-being and prosperity of our community, I am writing to express my strong support for the Hawthorne Blvd option for the Metro C-Line extension project in Lawndale, Torrance and Redondo Beach.

The Hawthorne Blvd option presents numerous benefits for our community and aligns with the long-term interests of residents and businesses alike. This route not only preserves the integrity of our residential neighborhoods but also fosters a conducive environment for sustainable economic growth. By running alongside a bustling business corridor, the Hawthorne Blvd option ensures convenient access for residents and visitors, thereby enhancing property values and bolstering local businesses.

Furthermore, the Hawthorne Blvd option demonstrates a commitment to community cohesion and safety. Unlike alternatives that encroach upon residential areas or compromise public spaces, this route prioritizes the well-being of our residents and minimizes potential disruptions to daily life. Additionally, the presence of well-planned infrastructure along Hawthorne Blvd can serve as a catalyst for urban revitalization and attract further investment in our vibrant community.

In conclusion, I urge the Metro Board of Directors to consider the numerous advantages offered by the Hawthorne Blvd option and to prioritize the long-term interests of our community. By choosing this route, we can create a win-win scenario that promotes economic prosperity, enhances quality of life, and ensures a bright future for Lawndale and Redondo Beach.
Thank you for your attention to this matter. Please do not hesitate to contact me if you require any further information.

Sincerely,





Honorable Karen Bass
Metro Board of Directors
One Gateway Plaza
Los Angeles, CA 90012-2952

SUBJECT: 5/23/24 Board Meeting: #30 - FOR Hybrid ROW for C Line Extension to Torrance

Honorable Mayor Bass and LA County Metro Board Members:

Streets For All would like to express our support for the Metro C/Green Line Extension to Torrance. Streets For All is an organization dedicated to building a transportation revolution for Los Angeles. We believe that people should be able to move around their city safely, regardless of their race, income, zip code, or ability, and expanded public transit is a key to achieving this vision. The South Bay extension could reduce 2,000 metric tons of carbon dioxide equivalent per year by reducing 49,000 vehicle miles traveled. Furthermore, this project is part of the expenditure plan for Measure M, the half-cent sales tax approved by LA County voters in 2016. We think it is critical that money for the South Bay is spent in a way that maximizes the benefit to transit riders.

For this project, we are in full support of the staff recommendation for the ROW Hybrid Alternative as the Locally Preferred Alternative. We have supported the ROW Elevated/At-Grade ($1.96 billion) and ROW Hybrid ($2.23 billion) alignments as the best options because they are the most cost-effective and offer convenient connections to the recently-constructed Redondo Beach Transit Center. Furthermore, they will modernize the existing freight trackage on the Metro-owned right of way and incorporate new multi-use recreational paths, including new sidewalks in areas without sidewalks currently. Our advocates in the South Bay and throughout the C and K Lines support the staff recommendation for the ROW Hybrid Alternative as the most cost-effective and deliverable project that provides the most mobility benefits to the community.

The Hawthorne Elevated alignment ($2.96 billion) would not connect with the transit center, take longer to build, not upgrade the freight corridor, and would add time and uncertainty by requiring additional Caltrans approval and NEPA review to build along the median of Hawthorne Blvd and adjacent to the 405. It is nearly a billion dollars in extra cost for marginal to no additional benefit. The Metro ROW Trench ($2.84 billion) would still offer a direct connection to the Transit Center, but it offers no additional utility for riders over the ROW Elevated/At-Grade and ROW Hybrid options at a substantially increased cost and timeline. With the more expensive options, we are concerned that it will be difficult to fill the funding gap, since no funding source for the additional cost has been identified. Proceeding with the most difficult-to-fund options will only delay the

project, further increasing costs as construction gets more expensive. We encourage the Metro Board to choose an option that is likely to be built within a few years of the expected time frame.

We recognize that some South Bay residents object to all alignments on the Metro-owned right of way, citing the close proximity of light rail and freight trains to their homes. However, light rail safely operates near homes elsewhere in LA County, like the A Line through South Central LA, Pasadena, and Highland Park, as well as the E line through Cheviot Hills, Culver City, and Leimert Park. As for freight trains, the project will upgrade the freight tracks to ensure quieter and safer operations. Light rail and heavy rail operate in the same right of way and adjacent to residential neighborhoods through South LA (A Line) and in the San Gabriel Valley east of Irwindale (A Line). The Hawthorne Elevated alignment would not make needed upgrades to the freight track. Furthermore, the Hybrid Alternative makes the route fully grade-separated to maximize safety and smooth operations to avoid conflicts with cars, pedestrians, and cyclists. 66% of Draft EIR public comments were in support of the Metro ROW Elevated/At-Grade Alignment, with 19% supporting the Hawthorne Option. It would be unfair to ignore popular support in favor of a vocal minority.

In 2007, Metro ran into similar opposition when planning the Expo Line (now E Line) through Cheviot Hills. Residents had concerns about light rail trains running next to their homes on the Metro-owned right of way, and wanted a slower route on Venice and Sepulveda Boulevards which would have cost $500 million more (about $700 million today). Fortunately, the Exposition Construction Authority board chose the existing rail right of way as the preferred route in 2009. Years later, Metro trains are safely and quietly traveling along the corridor, transporting tens of thousands of riders to work, school, and various other important destinations from Santa Monica to downtown Los Angeles.

Despite the project's official name, we recognize that the South Bay light rail extension will extend the K Line rather than the C Line, per the Metro Board vote on the C and K Line operating plan in June 2023. The immediate benefits of extending the K Line will be: an easy ride from Torrance and Redondo Beach to LAX via the LAX/Metro Transit Center station (opening later this year); a connection to SoFi Stadium and the Kia Forum via the Inglewood Transit Connector (opening in 2028); connections to Leimert Park and Baldwin Hills Crenshaw Plaza; and a connection with the Metro E Line at Expo/Crenshaw. For South Bay residents, the K Line will be the easiest and cheapest way to make some of these trips since it avoids traffic on the 405 and will cost $1.75 to ride.

The benefits of the South Bay extension will be even greater when the K Line is extended north to connect with the Metro D Line on Wilshire and the Metro B Line in Hollywood as part of the Metro K Line Northern Extension. These connections would make the K Line one of the highest-ridership light rail lines in the United States. Even with the Northern Extension years away, now is the opportunity for the South Bay to ensure they will have access to the benefits of that project.

It is important to note that the reach of the C/K Line in the South Bay must be further increased by expanding bus services that feed the line. Modest improvements to municipal bus operations are planned for the coming years, but increases to service frequencies and new lines on Torrance Transit, Beach Cities Transit, GTrans, Lawndale Beat, and Metro local buses are

needed to fully realize the benefits of the light rail extension. The Hybrid Alternative will connect directly to the multimodal Redondo Beach Transit Center to connect to bus lines on these services. The South Bay can be considered a “transit desert” because of its poor transit service compared to other high-resource areas in LA County. But this can be remediated: The C/K Line Extension along with a grid of frequent bus routes and protected bike routes could make transit a viable and attractive option for both South Bay residents and people who commute into the South Bay for work, and reduce car traffic and gridlock in the region.

The South Bay has an opportunity to build something that can change the lives of its residents and workforce. When considering the Redondo Beach and Torrance regional transit centers along with the C Line Extension to Torrance, the South Bay is getting over a billion dollars from Measure R/M sales taxes and state grants. It is critical that these funds are used effectively to meet the objective of improving public transit, and light rail on the Metro-owned right of way is the best option to do this. We ask the Metro Board to select the Hybrid Alternative for the Locally Preferred Alternative and to advance the project. Thank you for all you are doing to advance better public transit in the South Bay and LA County.





May 14, 2024

The Honorable Karen Bass, Chair
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

Dear Chair Bass:

I am writing to express my support of the proposed Metro C Line Extension to Torrance, known as Alternative 2e, which will utilize an elevated train route along Hawthorne Boulevard in Lawndale. This route offers significant advantages that will revitalize Lawndale and support the surrounding communities of Redondo Beach and Torrance.

Elevating the light rail on Hawthorne Boulevard will enhance local businesses without sacrificing parking, benefiting the entire shopping corridor. A stop at the South Bay Galleria on the Hawthorne Elevated route will support upcoming commercial and residential developments, fostering economic growth.

This alignment is expected to increase Metro ridership by better serving commuters from Lawndale, Redondo Beach, and Torrance, especially with a stop at the Galleria. The wide center median on Hawthorne Boulevard, originally designed for rail, makes it ideal for elevated tracks with minimal disruption.

This elevated route will avoid disruptions to residents, protecting property values and green spaces, while ensuring no adverse effects from noise or vibrations. Elevating the train route enhances safety by avoiding schools, parks, and hazardous material freight corridors, mitigating the risk of accidents and spills. The Hawthorne Elevated plan allows for more green spaces and recreational paths, preserving the community's largest green belt and avoiding the destruction of over 220 mature trees. Seamless integration with existing bus services at Artesia and Hawthorne will ensure efficient and convenient transportation for commuters.

Choosing the Hawthorne Elevated route is a forward-thinking solution that supports commercial growth and serves densely populated areas to increase ridership. I urge the LA Metro Board to reconsider and adopt Alternative 2e as the most beneficial choice for our community.

Thank you for your attention to this matter.



[redacted]

Dear Metro Board of Directors,

Dynamic Psychotherapy Center Inc. is writing to express our strong support for the **Hawthorne Blvd. option** for the Metro C-Line Extension to Torrance. As a local business in Torrance located on Hawthorne Blvd., we believe that this option offers the best for our community and our business.

The Hawthorne Blvd. option provides several key benefits for our business and the community as a whole. First and foremost, it will improve accessibility and connectivity for our customers and employees. With a light rail running down Hawthorne Blvd, our business will be more accessible to public transportation users, reducing traffic congestion and improving overall mobility in the area.

Additionally, the Hawthorne Blvd. option is the most environmentally friendly choice. By encouraging the use of public transportation, it will help reduce carbon emissions and promote sustainability in our community. This aligns with our own commitment to environmental stewardship and sustainability.

In conclusion, we believe that the Hawthorne Blvd option is the best choice for our community, our business, and the environment. We urge you to consider this option carefully and support its implementation for the benefit of all stakeholders involved.

Thank you for your attention to this matter.

[redacted]

May 2024 RBM Public Comments – Item 30

From: [redacted]
Sent: Saturday, April 20, 2024 6:07 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: Support for LPA

I am writing to express profound support for the LPA option (ROW hybride) for the extension of rail into the south bay. So important for us to bring a cost efficient rail solution to this part of the city.

From: [redacted]
Sent: Saturday, April 20, 2024 1:16 PM
To: GreenlineExtension; Board Clerk
Subject: METRO'S C LINE (GREEN) EXTENSION TO TORRANCE

To whom it may concern.
For the record: A concerned resident of Torrance who is in the 6% of choosing the no build op□on but if we must have a train Hawthorne Blvd is our preferred op□on. I believe if you would conduct a new well adver□sed poll you would find that many ci□zens oppose this train. Family lives on Cota Ave one half block from Dominguez street where a path is being considered into old Torrance. Please we beg you to keep the crime from our neighborhood and homes. The end of line for this train does not belong in a residen□al neighborhood.

[redacted]

From: [redacted]
Sent: Monday, April 22, 2024 1:08 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; Mayor Robert Pullen-Miles <rpmlawndale@aol.com>
Subject: METRO: You are biased and need oversight immediately!

Please don't accept Metro staff's recommendation based on the misleading information in their draft EIR. Our community was NOT adequately counted in surveys and therefore had no voice in this terrible option! The retired engineers in our community and other folks who have come down to the ROW have done their research and debunked their lies.

METRO staff and Torrance talking points are being quickly eroded as the ROW project is updated and revamped again and again. Because it was a bad idea to begin with.

This project will NOT be cheaper or faster than Hawthorne Boulevard! The price tag has already increased with the digging below at 170th and 162nd. Well, just wait until you encounter the forgotten pipes under the ground, and buttressing the bern above El Nido Park! And don't think that there won't be considerable delays with litigation. We are already planning!

Members of our community have measured, researched and used our various networks to prove that the draft DEIR is biased, misleading and flat-out incorrect in many places. There simply is no EQUITABLE version of the C-line extension along the ROW!

The Hawthorne Blvd option would avoid impacting the more than 1600 homes within one small block on either side of this project, including:

- **291 Senior homes (including Breakwater Village senior housing)**
- **915 Lawndale homes (many of which are "2 on-a-lots" with multi-generational family units and front doors that FACE the ROW on CONDON!**



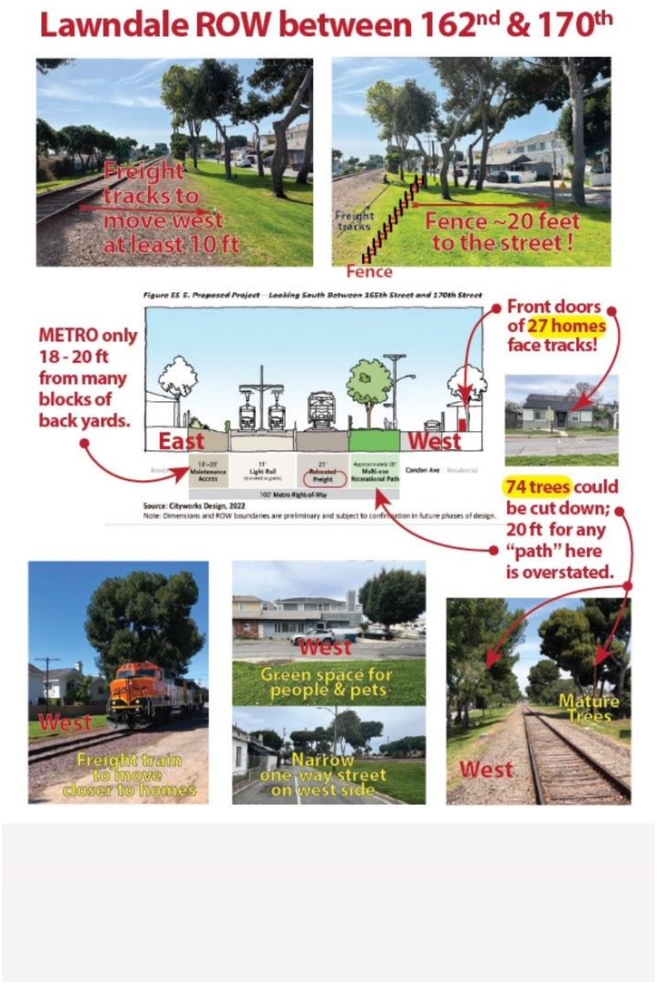
Lawndale is woefully lacking in green space and is a majority-minority community that is 65% Hispanic and low income.

With this in mind, I have questions:

Does METRO value this C-line ROW option more than community safety and well-being? I thought that METRO's foundational values include equity? What do our local politician who represent us have to say?

Do they want to repeat the atrocities of the 1970's Blue line that had huge negative impacts on the Watts & Vernon communities? And what makes this so sad is that at least this project has a clearly viable alternative along Hawthorne Blvd, only a few blocks away, and still in our neighborhood.

Hawthorne Blvd is a ALREADY a very busy 8-lane thoroughfare with a large central area island. The Southbay Galleria has plans for revitalizing. Hawthorne Blvd is within a primarily business area, so choosing it over the ROW would also preserve the green space and trees in Lawndale's already park-poor neighborhood.



Although you do not see most of our faces, many of us in Lawndale are either METRO advocates or already rely on public transportation. My good friend, fellow Lawndalian, and retired Compton College faculty colleague is even a METRO ambassador, and she is embarrassed at how poorly this has been handled.

Lawndale simply doesn't have the clout and resources to fight, and it seems Metro has been predestined to plow two more train tracks down a narrow ally between homes in an already densely-packed and marginalized community. It is disgraceful and unethical, and if any implementation of the ROW option is chosen, we will make sure that no one forgets!

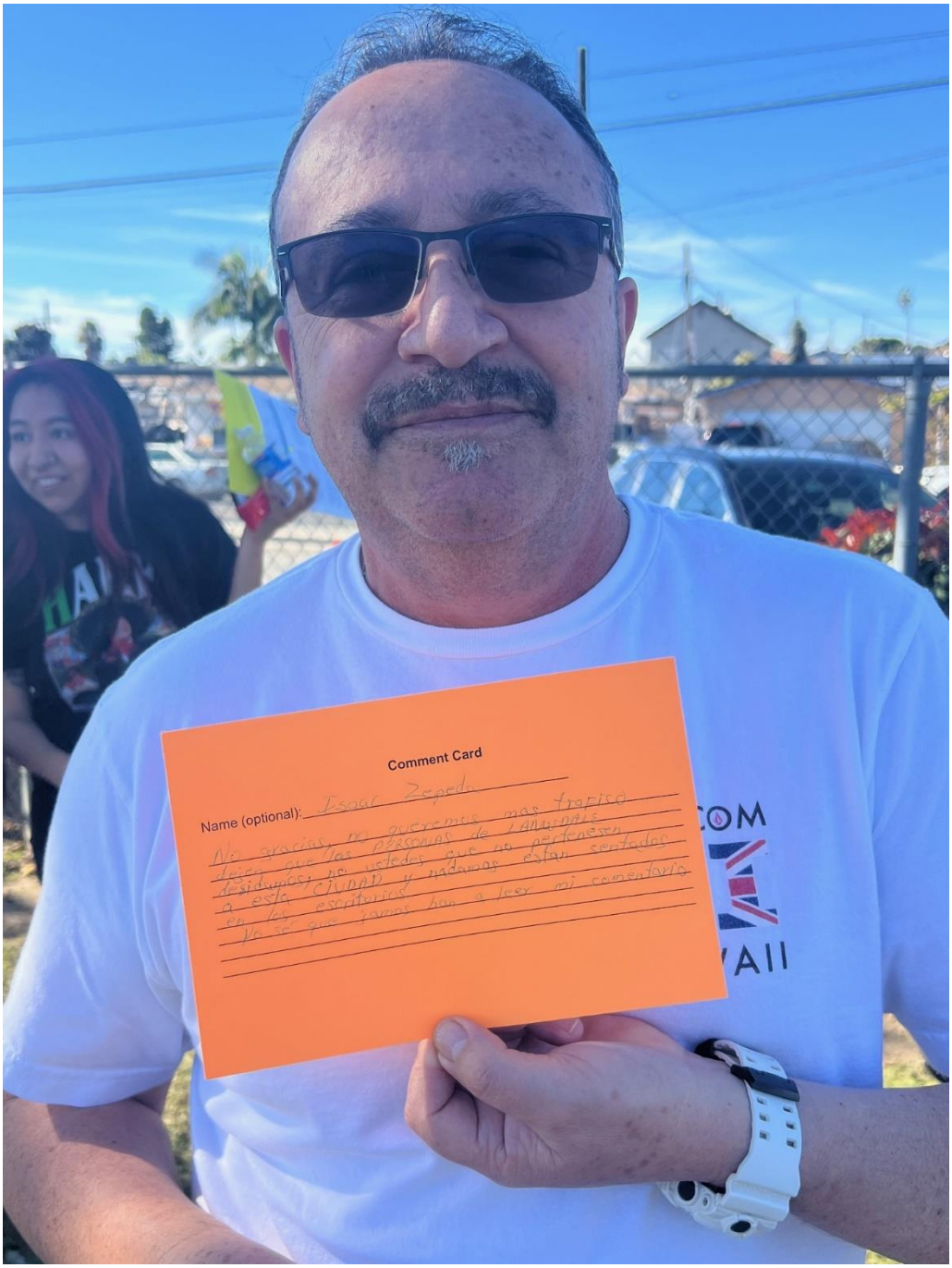
As an El Camino College employee, I have friends and colleagues all over Torrance, Redondo Beach, Lawndale, and Inglewood. The differences in the information we all get, as well as WHEN and HOW we get it, and how Metro engages with us is stark.

Metro claims that the ROW is the locally preferred option. We've been told that this is based largely on a survey that no one I know in Lawndale received! Apparently it was a Torrance transit survey?



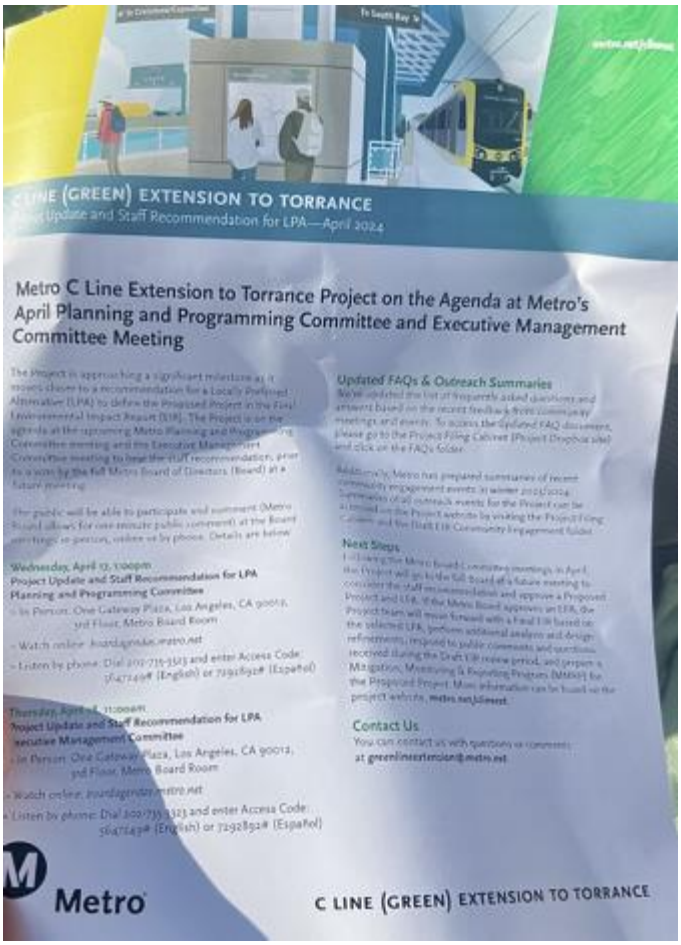
As a career educator, I must point out the obvious: this "survey" are biased and are full of leading language that ensures that the ROW is chosen. It contains textbook examples of both AREA BIAS and SAMPLE BIAS.

Not only is the ROW the wrong choice, but it would be disastrous for the more than 1624 homes along the ROW. Many of them have not been given updated information about this project or important dates in their own languages!



In contrast… households in Torrance and other Southbay cities have had a VERY different experience. My Torrance colleague received this flyer from METRO (below) just today at her home:
Why did a I not get one of these?

The ROW is WRONG!



DO THE RIGHT THING: Run the extension down Hawthorne Blvd.

————///————

From: [redacted]
Sent: Monday, April 22, 2024 1:57 PM
To: Board Clerk <BoardClerk@metro.net>; GreenlineExtension <GreenlineExtension@metro.net>; FourthDistrict@bos.lacounty.gov; Holly J. Mitchell <HollyJMitchell@bos.lacounty.gov>; Jbutts@cityofinglewood.org; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; mayor.helpdesk@lacity.org; mbohlke@sbcglobal.net; councilmember.yaroslavsky@lacity.org; Kathryn@bos.lacounty.gov; paul.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; info@timsandoval.com; randall.winston@lacity.org; tina.backstrom@lacity.org
Cc: Amanda Kurth <amandakurth87@gmail.com>; Tom Kurth <tkurth711@icloud.com>; Holly Osborne <nredschool@yahoo.com>; Niki MITCHELL <niki77@verizon.net>; Bill Hall <bhallrb@aol.com>; cc: Jr. Zein Obagi <zo@redondo.org>; Candace Nafissi <candacekallen@gmail.com>; Chelsea Schreiber <hermosachelsea@gmail.com>; Dierking, Mark <DierkingM@metro.net>; Doug Boswell <dougboswell@gmail.com>; Jeep <jeepsuds@gmail.com>; Kimberley Olson <kimberley10@sbcglobal.net>; Nils.Nehrenheim@redondo.org; sobaypool@verison.net
Subject: SAFETY OF 1,000's of lives SHOULD BE METRO'S CONCERN. REDONDO BEACH WANTS HAWTHORNE BLVD ALIGNMENT

Janette Kurth, Property owner next to the ROW in District 3

My family has lived at the end of a quiet cul de sac of Fisk Court in RB next to the ROW for over 45 years. The existing Freight tracks are elevated over 20 feet above our property.



METRO'S PLAN TO REBUILD THE EXISTING FREIGHT LINE 12-15 feet closer to our property lines along the ROW *to accommodate the two light rail lines on the east side of the tracks* is UNSAFE.

THE LIKELIHOOD OF A DERAILMENT of the BNSF Freight train hauling up to 57 tankers each filled with 31,000 gallons of Pressurized Liquefied Gas along the 20 foot elevation, just feet from our property lines without any supporting wall is a disaster in the making. This was confirmed with Metro's Chief Engineer TYLER BONSTEAD

IF these tankers were to derail on top of our properties no one would survive for blocks. Approximately 30 years ago the tracks were reinforced with added tons of soil to create a berm enhancement on the west side where the tracks curved. So obviously the tracks were unstable back then and they were concerned with possible derailment.

IT HAS ALREADY HAPPENED **On JANUARY 12th 2017 THIS VERY TRAIN DERAILED IN EL SEGUNDO after extensive rain The train was coming from the nearby Chevron oil refinery, The tracks were at grade and the cars were carrying liquefied natural gas. Several Tankers derailed in the area of Chapman Way and Douglas Street. El Segundo**



NO WHERE ALONG THE C LINE HAS METRO RUN THEIR ELEVATED TRACKS THROUGH A RESIDENTIAL AREA. IT HAS ONLY GONE THROUGH COMMERCIAL AND INDUSTRIAL AREAS.

HAWTHORNE ELEVATED IS THE OBVIOUS CHOICE - ONLY 2 BLOCKS AWAY PLEASE STOP THIS SHORT SIGHTED AND ILL CONCEIVED DECISION AND BUILD THE GREEN LINE ELEVATED DOWN THE CENTER GREEN SPACE OF THE 8 LANE HAWTHORNE BOULEVARD - THE ORIGINAL RED CAR LINE. IT IS SAFE, IT IS ELEVATED THROUGHOUT THE ENTIRE ALIGNMENT, IT COSTS MORE BUT IT WILL BE THERE FOR 100+ YEARS. IT WILL BE USED BY THE PUBLIC and ridership will be increased.



PLEASE DON'T DESTROY OUR QUALITY OF LIFE 8 years of construction. Clean Air and Noise Pollution, Health risks from operations from 4 am to 12 midnight, maintenance in the remaining 4 hours with 200+ trains EVERYDAY Lack of Quality of sleep for mental health, Chronic stress and anxiety, high blood pressure. Exposing 1762 families and 191 Seniors to this nightmare
https://www.youtube.com/watch?v=uhjtX9fvY2I



From: [redacted]
Sent: Monday, April 22, 2024 4:29 PM
To: anajarian@glendaleca.gov; idupontw@aol.com; fourthdistrict@bos.lacounty.gov; fdutra@cityofwhittier.org; hollyjmitchell@bos.lacounty.gov; councilmember.yaroslavsky@lacity.org; paul.krekorian@lacity.org; thirddistrict@bos.lacounty.gov; info@timsandoval.com; tina.backstrom@lacity.org; randall.winston@lacity.org; GreenlineExtension <GreenlineExtension@metro.net>; kidada.malloy@lacity.org; Board Clerk <BoardClerk@metro.net>
Subject: Oil/Gas Freight Transport and Shared ROW: Safety and National Security

Hello Everyone,

I want to express concerns about the ROW alignment and it's impact on national security. I am an engineer and part of my job is knowing what the worst case scenario could be. I work to prevent the assessed scenarios from happening on a project. I do not want to state these in a public meeting for obvious reasons.

The alignment on metro ROW is a security risk. You would be altering the status quo of hazardous material transport thus altering the security needed.

https://www.phmsa.dot.gov/sites/phmsa.dot.gov/files/docs/Enhanced%20Security%20Brochure.pdfhttps://www.fmcsa.dot.gov/sites/fmcsa.dot.gov/files/docs/Nine_Classes_of_Hazardous_Materials-4-2013_508CLN.pdf

Background considerations:

Frequency of co-occurance of freight and passenger rail along ROW. 10-15 passenger trains an hour during peak and 2 freight transport a day. Density of surrounding population during co-occurrences such as Lawndale's densely populated neighborhood.

Scenario 1: Freight and passenger co-occurrence both at same grade. Concerns of derailment into passenger train. Concerns of proximity of overhead LRT lines and overspillage or leaks on freight oil tank cars. East Palestine derailment was caused by one rail car axle or brakes sparking. How often do overhead LRT line spark? Please study the safe distance between LRT and hazmat flammable freight.

Scenario 2: Freight at-grade and elevated passenger rail along entire length. Concerns of freight derailment into LRT pillars. Please study the effectiveness of pillars to withstand freight collision especially along curves.

Scenario 3: Freight at-grade and trenched passenger rail at vehicle crossings. Concerns about freight derailment due to vehicle collision. Concerns about co-occurance of LRT under street and freight at-grade. This could lead to the freight train landing on top of LRT passenger trains.

Scenario 3.5: Given the global political climate being volatile at the moment. I want to point out that intentional acts to create scenario 3 would be very inexpensive. This vulnerability has the potential of making Lawndale a target. And it is really simple to see on google earth where the freight comes from to deduce that it carries fuel combined with LA metro recently published video about the green line plan. It wouldn't take much for an adversarial country to put it together.

LA Metro has the opportunity to show to the world how to do things right. Or you can become a headline of another tragedy.

Be careful. Y'all are opening a can of worms that I don't think y'all are prepared for.

Please also read the following papers on safety and liability on shared freight ROWs prepared for US DOT and Congress.

Shared-Use of Railroad Rights-of-way report to congress Liability

Shared Rail Corridor Adjacent Track Accident Risk Analysis for US DOT Part 1

Shared Rail Corridor Part II

I recognize this is about HSR and not LRT. The research has not caught up to this yet. LRT has its own risks along with many similar risks as HSR

Hazards Associated with HSR Operation Adjacent to Conventional Tracks - Presentation

Hazards Associated with HSR Operations Adjacent to Conventional Tracks - Enhanced Literature Review Part I: Summary Report

Hazards Associated with HSR Operations Adjacent to Conventional Tracks – Enhanced Literature Review Part II: Best Practices

Hazards Associated with HSR Operations Adjacent to Conventional Tracks – Enhanced Literature Review Part III: Literature Review

The Hawthorne alignment mitigates a significant amount of risk, but the project as a whole needs additional considerations for scenarios 1 & 2.

Thank you,

[redacted]

[redacted]

I welcome calls and emails to discuss further.

From: [redacted]
Sent: Wednesday, April 24, 2024 2:33 PM
To: Board Clerk <BoardClerk@metro.net>; GreenlineExtension <GreenlineExtension@metro.net>; FourthDistrict@bos.lacounty.gov; Holly J. Mitchell <HollyJMitchell@bos.lacounty.gov>; Jbutts@cityofinglewood.org
Cc: anajarian@glendaleca.gov; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; mayor.helpdesk@lacity.org; mbohlke@sbcglobal.net; councilmember.yaroslavsky@lacity.org; Kathryn@bos.lacounty.gov; paul.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; info@timsandoval.com; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: HAWTHORNE ELEVATED is the PREFERRED OPTION of the 3 cities of HAWTHORNE, LAWNDALE and REDONDO BEACH

THE CITIES OF HAWTHORNE, REDONDO BEACH AND LAWNDALE RESIDENTS are not against the expansion of mass transit. SAFETY IS OUR CONCERN. DERAILMENT WILL DESTROY OUR LIVES, PROPERTY, OUR COMMUNITIES, AND METRO WILL BE LIABLE.

"OUR PREFERRED OPTION" IS THE HAWTHORNE BOULEVARD-GREEN LINE EXTENSION ELEVATED DOWN THE CENTER MEDIAN SPACE. IT IS CLEARLY THE OBVIOUS CHOICE. Leave the ROW as is.

Hawthorne Boulevard's wide, eight lane structure dates back to its time as a Red Car line from 1912.
The center median strip is the perfect space to construct an elevated metro light rail. Traffic would not be impeded at Artesia or Manhattan Beach Blvds. The 120 foot segments can span all the cross streets along the alignment. AND IT WOULD BE SAFE.

IT IS THE SAFEST ROUTE FOR PASSENGERS and DOES NOT DESTROY THE QUALITY OF LIFE for HAWTHORNE, REDONDO BEACH AND LAWNDALE RESIDENTS.
IT WOULD REVITALIZE THE BUSINESS DISTRICT along Hawthorne Blvd.

A Stop at Artesia and Hawthorne would serve the NEW 50-room Hotel and 300 RESIDENTIAL apartments (including up to 30 affordable units), and an additional 217,000 square feet of retail space - up to 175,000 square feet of which could be used for offices to be built at the Galleria Mall. RIDERSHIP WOULD INCREASE.

I looked at google maps Satellite View of the Green line and nowhere has the elevated tracks passed through a residential neighborhood. It passes through nothing but industrial and commercial districts and then merges with the 105 freeway and goes down the center of the freeway.

Why then is Metro being so cheap, Complaining that Elevating the extension down Hawthorne Blvd, a Commercial District, is more expensive. COST has NOT been a concern throughout the entire alignment so far and there are taxes being collected ongoing for this extension.

INSTEAD Metro is willing to destroy the quality of life of over 1100 Lawndale and Redondo Homes to 24 hours of noise, vibration with over 200 trains a day running just feet from our property lines. Maintenance being performed between Midnight and 4.00 am. OH YES YOU DIDN'T MENTION THAT POINT IN THE DIR.

Compressing the BNSF freight line, hauling up to 57 tankers with 31,000 gallons of liquefied compressed gas right next to two light rail lines through a too narrow alignment only feet from several underground gas pipelines and our property lines is UNSAFE. A minimum of 100 feet is needed and there are numerous stretches along the ROW that do not meet these minimums. There are unstable areas with sinkholes. Metro lies in the DEIR that no homes will be annexed. PEOPLE ARE GOING TO LOSE THEIR HOMES and that was confirmed during the community walks in Lawndale some months ago.

Sincerely, [redacted].

From: [redacted]
Sent: Wednesday, April 24, 2024 3:17 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: 4/25/25 Non Agenda Item

Hello Metro Board,

My name is Monika Olmos and I
am a resident of REDONDO BEACH. I'm speaking in strong support of the C Line Extension to Redondo Beach and AGAINST that of the recommendation for the Hybrid Alternative! I'm for the Locally Preferred Hawthorne Alternative ELEVATED option . I am asking that the Committee reject the hybrid recommendation and further investigate this project.

On a recent 2023 Poll- done by Market Research, of the South Bay communities, Lawndale , Torr and Redondo Beach,

"67% are in favor supports C-line extension". Yes, we the majority of South Bay support the C-line extension! BUT what this survey does NOT represent, is the preference of the different routes. The Row options run commuter trains next to freight trains, carrying potential hazardous material, This is a disaster waiting to happen, in residential areas!
Therefore, the safer option route is the Hawthorne Elevated.

I'd like to quote Michael Josephson,

" Character is not only doing the right thing when no one is looking, it's doing the right thing when everyone is looking. It's being willing to do the right thing even when it cost more than you want to pay", by Michael Josephson.

Thank you
[redacted]

Sent from my iPhone

Dear Honorable Directors,

Please consider! Hawthorne elevated is a much better choice for the economy and the safety of all.

1. **REVITALIZE LAWNDALE**
   Light rail elevated on Hawthorne Blvd, will help to support and revitalize the businesses on that shopping corridor without sacrificing parking, which would also be <u>beneficial to Redondo Beach and Torrance commerce</u>
2. **BOOST ECONOMY**
   Hawthorne Elevated contains a stop at the South Bay Galleria, future South Bay Social district that will not only help support the many shops soon to be built there, but will also serve any offices, hotels, or apartment units on Hawthorne Blvd that are part of the Galleria's upcoming redesign.
3. **INCREASED RIDERSHIP**
   Hawthorne Elevated will increase Metro ridership as a stop at the Galleria will better serve commuters in Lawndale, Redondo Beach, and Torrance, making it a destination for shopping, restaurants, entertainment and other businesses
4. **DESIGNED FOR RAIL**
   Hawthorne Elevated will be raise with pillars that run down a wide center median which was designed for and previously contained a commuter railway track (the Pacific Electric Red Cars)
5. **PRO-RESIDENT**
   Hawthorne Elevated will NOT DISRUPT RESIDENTS- no vibration damaging foundations, no noise pollution

disrupting lives, no plummeting home values, no visual impacts and it will preserve our green space

6. **SAFETY**
   Hawthorne elevated is safer as 200-300 trains p/day would NOT be running past schools and parks where children play, it will NOT cross streets where children walk home from school, it would NOT SHARE A CORRIDOR WITH 20-40 LIQUID PETROLEUM GAS TANKERS that run along a path where there are multiple high pressure gas lines - NOR would it allow criminals to peer into our homes or watch our children as they ride by (unlike Alternative 1 which would allow all of that to happen!)
7. **ENVIRONMENT**
   Hawthorne Elevated would allow for more biking paths, jogging paths, dog-walking, etc. along the Harbor ROW (the other plan adds 2 additional train tracks to the existing freight track; 3 train tracks would severely limit the use of the ROW as a community green belt!)
8. **CONNECTIVITY**
   Since buses already stop at Artesia and Hawthorne, contrary to talking points used, connectivity is seamless by directly boarding desired bus at the Artesia/Hawthorne bus stop which will be accommodated by the new station's configuration.

For all of these reasons we STRONGLY URGE the Metro Board to choose ALTERNATIVE 2e (HAWTHORNE BLVD) as the only pro-resident, pro-safety, and pro-business choice!

Please have a heart!!!

❤️[redacted] with love from my iPhone ❤️

From: [redacted]
Sent: Thursday, April 25, 2024 12:13 AM
To: anajarian@glendaleca.gov; Board Clerk <BoardClerk@metro.net>; councilmember.yaroslavsky@lacity.org; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; GreenlineExtension <GreenlineExtension@metro.net>; hollyjmitchell@bos.lacounty.gov; idupontw@aol.com; info@timsandoval.com; kidada.malloy@lacity.org; paul.krekorian@lacity.org; randall.winston@lacity.org; thirddistrict@bos.lacounty.gov; tina.backstrom@lacity.org
Subject: Easier to reduce permit times vs Construction time

Hello,

I wanted to mention - it is likely going to be easier to speed up permitting versus speeding up construction.

You can be put on a priority list for permits... construction can only speed up so much.

Hybrid ROW has 15 more months in construction. Using Olympics 28 by 28 tactics to speed things up with CalTrans likely will reduce timeline even more.

The ROW options have more moving parts with more complex stakeholders and pipelines etc so more areas where things can fail or slow things down.

Pick Hawthorne please.

Thank you,

[redacted]

From: [redacted]
Sent: Saturday, April 27, 2024 1:45 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: No To ROW - community member comment

Hello,

I have lived in the neighborhood for many years and the first community outreach I received was on April 17th…. Ireceived your flyer on my door the same day the committee meeting was scheduled at noon…seems like little to no notice for the community that has been given an opportunity for input. I checked out the website on the next steps section and watched your video of the draft EIR. In the video the project manager was very proud to note the extensive community outreach that was conducted. I am a home owner that lives 4 houses away from the ROW metro proposed location and this flyer is the first ever “outreach” I’ve received from metro. The local community is obviously very opposed to this proposed metro location on the ROW. If you would take time to drive through the community you would see hundreds of signs opposing this metro location. Yet your videos statistics said the community is enthusiastic about the proposed ROW location… outreach data does not accuracy represent the community and this location must be reconsidered. It makes sense to build the metro line along the commercial area of Hawthorne bolavard where there are more job opportunities for the people that are using the metro.

The Redondo community does not want the metro on ROW it will ruin our community. Please adjust your data and outreach accordingly to accurately represent the communities desires.

a very concerned and unheard homeowner,

From: [redacted]
Sent: Sunday, April 28, 2024 9:13 PM
To: Councilmember.Yaroslavsky@lacity.org; FourthDistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; Kathryn@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; anajarian@glendaleca.gov; Board Clerk <BoardClerk@metro.net>; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; GreenlineExtension <GreenlineExtension@metro.net>; info@timsandoval.com; jbutts@cityofinglewood.org; jdupontw@aol.com; mayor.helpdesk@lacity.org; paul.Krekorian@lacity.org
Subject: Gravel Path??? Green line

FOR HAWTHORNE BLVD ALIGNMENT

Metro Board of Directors,

Why does the recent video show the multi-use path as a dirt or gravel path?

If not, What will it be made out of?

Also, how wide will it be to accommodate multi-use?

Surely y'all aren't going to try to put in a bike & pedestrian path using dirt and gravel? Right?



Thank you,

[redacted]

From: [redacted]
Sent: Monday, April 29, 2024 7:52 AM
To: anajarian@glendaleca.gov; jdupontw@aol.com; FourthDistrict@bos.lacounty.gov; mayor.helpdesk@lacity.org; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; jbutts@cityofinglewood.org; Kathryn@bos.lacounty.gov; Councilmember.Yaroslavsky@lacity.org; paul.Krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; info@timsandoval.com; Board Clerk <BoardClerk@metro.net>; GreenlineExtension <GreenlineExtension@metro.net>
Subject: FOR HAWTHORNE BLVD ALIGNMENT

Hello Metro, decision-makers,

The Lawndale/North Redondo freight train right away was **NEVER the locally preferred option for the C- line extension**. **And I have yet to find any Lawndale neighbor who was surveyed for their locally preferred alternative!**

Out of full transparency, will Metro provide data on who and how many advocated for the ROW (based on biased and leading information) versus Hawthorne Boulevard? My friends in Torrance say they filled out something that was very confusing- **conflating general support for Metro C-line extension to specifically putting a light rail down the row!**

Metro staff likely knew this, but it appeared to be the cheapest and easiest route to simply destroy a small neighborhoods, green space and quality of life.

https://www.instagram.com/reel/C6E9F7Yy_ZA/?igsh=MzRlODBiNWFlZA==

I support the Hawthorne alignment of the Green/C-Line Extension to Torrance. It is the safest option and saves so many trees. Below are all the reasons I support the Hawthorne alignment.

1. SAVES MORE TREES: The route along the ROW would require ~220 to be removed. DON'T KILL OUR MATURE TREES! That is significantly more than the 40-50 smaller trees required for the Hawthorne alignment.

2. ENVIRONMENT: Hawthorne Elevated would allow for more biking paths, jogging paths, dog-walking, etc. along the Harbor ROW in an area considered "park poor" per LA County Parks & Wildlife.

3. SAFETY: Hawthorne elevated is safer as 200-300 trains per day would NOT be running past

schools and parks where children play, it would NOT SHARE A CORRIDOR WITH 20-40 LIQUID PETROLEUM GAS TANKERS that run along a path where there are multiple high pressure gas lines And **literal front doors of homes**!

4. INCREASED RIDERSHIP: Hawthorne Elevated will increase Metro ridership as a stop at the Galleria will better serve commuters in Lawndale, Redondo Beach, and Torrance, making it a destination for shopping, restaurants, entertainment and other businesses.

5. CONNECTIVITY: Buses already stop at Artesia and Hawthorne so connectivity is seamless by directly boarding desired bus at the Artesia/Hawthorne bus stop which will be accommodated by the new station's configuration.

6. BOOST ECONOMY: Hawthorne Elevated contains a stop at the South Bay Galleria, future South Bay Social district that will not only help support the many shops soon to be built there, but will also **serve any offices, hotels, or apartment units on Hawthorne Blvd** that are part of the Galleria's upcoming redesign.

7. REVITALIZE LAWNDALE: Light rail elevated on Hawthorne Blvd, will help to support and revitalize the businesses on that shopping corridor without sacrificing parking, which would also be beneficial to Redondo Beach and Torrance commerce

Please choose the Hawthorne alignment for the safety of residents and save the trees!

Thank you,

[redacted]

[redacted]

From: [redacted]
Sent: Monday, April 29, 2024 9:19 AM
To: anajarian@glendaleca.gov; jdupontw@aol.com; FourthDistrict@bos.lacounty.gov; mayor.helpdesk@lacity.org; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; jbutts@cityofinglewood.org; Kathryn@bos.lacounty.gov; Councilmember.Yaroslavsky@lacity.org; paul.Krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; info@timsandoval.com; Board Clerk <BoardClerk@metro.net>; GreenlineExtension <GreenlineExtension@metro.net>
Subject: Www.Change.org/say-no-to-row

Metro Board of Directors,

https://www.instagram.com/reel/C5lpMByvuMd/?igsh=MzRlODBiNWFlZA==http://Www.Change.org/say-no-to-row

Too bad I was not asked—**nor anyone I've talked to in Lawndale was asked**—what their locally preferred alternative was…

In **2017**, a neighbor put out an informal online survey that garnered more than **1000 local signatures against the ROW**. We have put out an updated petition that collected more than **300 local signatures** (noting cities and e-mails) in less than a week!

Www.Change.org/say-no-to-row

Will Metro be transparent and share the names, cities, and email addresses of people that they claimed prefer the ROW? I saw a Torrance "survey" and it was full of misdirection and misinformation.

The communities most impacted support the Hawthorne alignment of the Green/C-Line Extension to Torrance.

PLEASE LISTEN TO US!

[redacted]

From: [redacted]
Sent: Tuesday, April 30, 2024 11:08 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: Re: Metro C-Line (Green) Extension to Torrance

As a resident of Redondo Beach, I would like to express my support for the proposed hybrid option. I believe this combines cost-effectiveness with adequate protections for local residents. I look forward to the completion of the project so I can take the metro from (almost) my doorstep!

Best Regards,

[redacted]

From: [redacted]
Sent: Tuesday, April 30, 2024 11:36 AM
To: anajarian@glendaleca.gov; jdupontw@aol.com; FourthDistrict@bos.lacounty.gov; mayor.helpdesk@lacity.org; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; jbutts@cityofinglewood.org; Kathryn@bos.lacounty.gov; Councilmember.Yaroslavsky@lacity.org; paul.Krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; info@timsandoval.com; Board Clerk <BoardClerk@metro.net>; GreenlineExtension <GreenlineExtension@metro.net>
Subject: METRO GREEN/C-LINE EXTENSION TO TORRANCE FOR HAWTHORNE ALIGNMENT

FOR HAWTHORNE BLVD ALIGNMENT

Metro Board of Directors,

I support the Hawthorne alignment of the Green/C-Line Extension to Torrance. It is the safest option and saves so many trees. Below are all the reasons I support the Hawthorne alignment.

1. SAVES MORE TREES: The route along the ROW would require ~220 to be removed. DON'T KILL ALL OUR TREES! That is significantly more than the 40-50 smaller trees required for the Hawthorne alignment.

2. ENVIRONMENT: Hawthorne Elevated would allow for more biking paths, jogging paths, dog-walking, etc. along the Harbor ROW in an area considered "park poor" per LA County Parks & Wildlife.

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7. REVITALIZE LAWNDALE: Light rail elevated on Hawthorne Blvd, will help to support and revitalize the businesses on that shopping corridor without sacrificing parking, which would also be beneficial to Redondo Beach and Torrance commerce

Please choose the Hawthorne alignment for the safety of residents and save the trees!

Thank you, A Concerned Resident

From: [redacted]
Sent: Tuesday, April 30, 2024 11:37 AM
To: anajarian@glendaleca.gov; jdupontw@aol.com; FourthDistrict@bos.lacounty.gov; mayor.helpdesk@lacity.org; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; jbutts@cityofinglewood.org; Kathryn@bos.lacounty.gov; Councilmember.Yaroslavsky@lacity.org; paul.Krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; info@timsandoval.com; Board Clerk <BoardClerk@metro.net>; GreenlineExtension <GreenlineExtension@metro.net>
Subject: METRO GREEN/C-LINE EXTENSION TO TORRANCE FOR HAWTHORNE ALIGNMENT

FOR HAWTHORNE BLVD ALIGNMENT

Metro Board of Directors,

I support the Hawthorne alignment of the Green/C-Line Extension to Torrance. It is the safest option and saves so many trees. Below are all the reasons I support the Hawthorne alignment.

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Thank you, A Concerned Resident

From: [redacted]
Sent: Wednesday, May 1, 2024 2:23 AM
To: Councilmember.Yaroslavsky@lacity.org; FourthDistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; Kathryn@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; anajarian@glendaleca.gov; Board Clerk <BoardClerk@metro.net>; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; GreenlineExtension <GreenlineExtension@metro.net>; info@timsandoval.com; jbutts@cityofinglewood.org; jdupontw@aol.com; mayor.helpdesk@lacity.org; paul.Krekorian@lacity.org
Subject: FRA OVERSIGHT AND WIDTH: METRO GREEN/C-LINE EXTENSION TO TORRANCE

Metro Board of Directors,

The DEIR does not include oversight by FRA due to hazmat transport by freight on a shared right of way with metro rail.

I previously submitted FRA slides on the matter about using shared corridors.

I would also like to share the report from LA metro from 2006 analyzing this extension stating:

“Because all transit options operate on a right-of-way having tracks connected to a national rail system, federal oversight of the Harbor Subdivision transit options would rest with the Federal Railroad Administration.”

https://libraryarchives.metro.net/dpgtl/eirs/2006_HarborSubTransitAnalysis.pdf

In the same report, it is stated the needed widths of tracks to accomodate metro rail. The smallest possible in the area with current laws is 85ft. This is not including pipelines! Meaning the area is not wide enough to accomodate everything.

Thank you,

[redacted]

FOR HAWTHORNE BLVD ALIGNMENT

From: [redacted]
Sent: Wednesday, May 1, 2024 7:47 AM
To: anajarian@glendaleca.gov; jdupontw@aol.com; FourthDistrict@bos.lacounty.gov; mayor.helpdesk@lacity.org; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; jbutts@cityofinglewood.org; Kathryn@bos.lacounty.gov; Councilmember.Yaroslavsky@lacity.org; paul.Krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; info@timsandoval.com; Board Clerk <BoardClerk@metro.net>; GreenlineExtension <GreenlineExtension@metro.net>
Subject: METRO GREEN/C-LINE EXTENSION TO TORRANCE FOR HAWTHORNE ALIGNMENT

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Please choose the Hawthorne alignment for the safety of residents and save the trees!

Thank you, A Concerned Resident Lisa 🦋

From: [redacted]
Sent: Wednesday, May 1, 2024 7:44 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: Mayor Pullen-Miles <rpmlawndale@aol.com>
Subject: May 23rd meeting

To Metro Staff:

It seems abundantly clear to all of us in Lawndale that you never really meant to have any meaningful conversation or engagement with our community. You simply own the ROW and want to use it. Your plan all along was to bulldoze the ROW and ram 3 trains dosn the middle of a narrow path, destroying our community, and you just don't care!

You have a viable option just three blocks away and you chose not to use it. We were given little or no information- on purpose. When the information comes, it was too late and not in our languages. Like most Lawndale residents, I never got to officially register my support for the Hawthorne alignment of the Green/C-Line Extension to Torrance before the draft environmental report. **And when we went to check the drawings and statements against what is actually on the ROW, we saw that it was largely inaccurate.**

There was an informal online petition in 2018 that received over 1000 signatures. I've restarted one just a week ago and it has almost 500 signatures against the ROW option!

Www.Change.org/say-no-you-row

So please explain: How are you saying the ROW is the "locally preferred option" unless you are using misleading questions and prefacing your questions with debunked "facts?" Preferred by whom?!

[redacted]

From: [redacted]
Sent: Wednesday, May 1, 2024 8:36 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: Mayor Pullen-Miles <rpmlawndale@aol.com>
Subject: May 23rd meeting

To Metro Staff:

Here is the petition link (I miss-typed it before)

Nearly 500 signatures in less than a week!



Sign the Petition

change.org

[redacted]

From: [redacted]
Sent: Thursday, May 2, 2024 4:25 AM
To: anajarian@glendaleca.gov; jdupontw@aol.com; FourthDistrict@bos.lacounty.gov; mayor.helpdesk@lacity.org; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; jbutts@cityofinglewood.org; Kathryn@bos.lacounty.gov; Councilmember.Yaroslavsky@lacity.org; paul.Krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; info@timsandoval.com; Board Clerk <BoardClerk@metro.net>; GreenlineExtension <GreenlineExtension@metro.net>
Subject: METRO GREEN/C-LINE EXTENSION TO TORRANCE FOR HAWTHORNE ALIGNMENT

FOR HAWTHORNE BLVD ALIGNMENT

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the businesses on that shopping corridor without sacrificing parking, which would also be beneficial to Redondo Beach and Torrance commerce

Please choose the Hawthorne alignment for the safety of residents and save the trees!

Thank you,

A Concerned Resident

From: [redacted]
Sent: Thursday, May 2, 2024 7:10 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: Metro meeting, May 23. 2024, General Public comments, C-line recommendations/against

I am a resident of Breakwater Village, a 55 plus condominium community in Redondo Beach. It is located directly adjacent to the ROW. There are 191 units here.

In the South Bay we need the Metro for transportation. I plead with you to approve of the Hawthorne elevated route.

We are accustomed to the freight train going by twice a day but with the Metro adding two more rails in a very narrow area, close to Breakwater, our peace and tranquility will be lost. Our lives will be changed forever. Consider that the added vibrations and noise of the Metro trains will rattle our nerves.

There are 1,600 plus residents that live within close proximity of the ROW and will be adversely affected.

Once again, I urge you to select the Hawthorne elevated route.

[redacted]

From: [redacted]
Sent: Saturday, May 4, 2024 7:07 AM
To: anajarian@glendaleca.gov; jdupontw@aol.com; FourthDistrict@bos.lacounty.gov; mayor.helpdesk@lacity.org; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; jbutts@cityofinglewood.org; Kathryn@bos.lacounty.gov; Councilmember.Yaroslavsky@lacity.org; paul.Krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; info@timsandoval.com; Board Clerk <BoardClerk@metro.net>; GreenlineExtension <GreenlineExtension@metro.net>
Subject: METRO GREEN/C-LINE EXTENSION TO TORRANCE FOR HAWTHORNE ALIGNMENT

FOR HAWTHORNE BLVD ALIGNMENT

Metro Board of Directors,

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Please choose the Hawthorne alignment for the safety of residents and save the trees!

Thank you, A Concerned Resident [redacted]

From: [redacted]
Sent: Sunday, May 5, 2024 10:03 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: Mayor Pullen-Miles <rpmlawndale@aol.com>; assemblymember.mckinnor@assembly.ca.gov
Subject: METRO GREEN/C-LINE: USE HAWTHORNE ALIGNMENT

The ROW is NOT the locally approved alternative!



Chelsea Schreiber on Instagram: "Reposted from my neighbor… The trees that were marked with red tape over the weekend indicate the trees that Metro will be eliminating if the Metro Board of Directors votes to use this route for the Metro C-Line extension. The ❌'s were not put up by Metro. They were put up to raise awareness for what Metro would be doing if they pick this route. Please if you walk the ROW and see any of the papers or red tape on the ground, please pick it up and throw it away. We do NOT want to litter our beautiful space. If you see problematic areas along the ROW, please send me a message and it will be cleaned up ASAP. Please, please, please, click the link in our profile and sign the petition to help us prove to the Metro Board that our neighborhood does NOT want this to happen! We also need people to join us on May 23 at the Metro Board of Directors meeting when they will be voting on which route they will pick for the project. We want them to build it raised U

Watch and share reels with friends

From: [redacted]
Sent: Monday, May 6, 2024 12:09 PM
To: Board Clerk <BoardClerk@metro.net>; anajarian@glendaleca.gov; jdupontw@aol.com; FourthDistrict@bos.lacounty.gov; mayor.helpdesk@lacity.org; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; jbutts@cityofinglewood.org; Kathryn@bos.lacounty.gov; Councilmember.Yaroslavsky@lacity.org; paul.Krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; info@timsandoval.com; GreenlineExtension <GreenlineExtension@metro.net>
Cc: Mayor Pullen-Miles <rpmlawndale@aol.com>; Assemblymember.McKinnor@outreach.assembly.ca.gov
Subject: “Hybrid” ROW is not an acceptable compromise! METRO GREEN/C-LINE EXTENSION belongs on HAWTHORNE!



16 injured after USC bus collides with Metro train in Los Angeles

ktla.com

METRO should be building ALL future extensions ELEVATED and **away from residential spaces as much as possible**. The trains should also be VISIBLE and the stops should have interesting destinations to increase potential ridership. And, NO, a parking lot/bus depot is not a destination!

All more reasons why HYBRID ROW IS NOT GOOD ENOUGH for the C-line extension! Burrowing under the ground at the major intersections is not enough of a compromise when **children and pets walk along the ROW all day**! Don't destroy green space and trees! Build on Hawthorne, as the cities of Hawthorne, Lawndale, and Redondo Beach have asked!!



If Metro doesn't currently have the money to extend the C-line equitably and with a vision for the future, then please **use the funds for an awesome Inglewood people-mover to the venues where people are already desperate for options**!

From: [redacted]
Sent: Monday, May 6, 2024 3:20 PM
To: anajarian@glendaleca.gov; jdupontw@aol.com; FourthDistrict@bos.lacounty.gov; mayor.helpdesk@lacity.org; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; jbutts@cityofinglewood.org; Kathryn@bos.lacounty.gov; Councilmember.Yaroslavsky@lacity.org; paul.Krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; info@timsandoval.com; Board Clerk <BoardClerk@metro.net>; GreenlineExtension <GreenlineExtension@metro.net>; lawndalegnomeking@gmail.com
Cc: RightOfSay/RBQoL <info@rightofsay.com>; Justin Pash <j3pash@gmail.com>
Subject: Advocating for the Selection of Hawthorne Boulevard for the Metro C-Line Extension

Dear Members of the LA Metro Board,

I am writing to you today as a concerned resident of our vibrant community, in regard to the upcoming decision on the proposed routes for the Metro C-Line Extension. Understanding that this is a historic decision that will impact our community for generations, I strongly urge the Board to consider the long-term benefits and impacts of each proposed route, particularly advocating for the selection of Hawthorne Boulevard through commercial areas instead of the residential route.

Impact on Residential Communities: The use of existing right-of-way land that cuts through residential areas poses significant challenges and disruptions to the lives of countless residents. Similar projects have shown that such routes can lead to increased noise pollution, disruption of daily life, decreased property values, and potential displacement of families. A prime example to consider is the impact observed during the expansion of the Metro Gold Line in East Los Angeles, where residents experienced considerable disruptions during and after construction.

Successful Urban Rail Implementations: Globally, many cities have successfully implemented urban rail projects with minimal disruption by choosing routes through commercial or less densely populated areas. For instance:

- **Berlin, Germany:** The U55 U-Bahn line was constructed mainly under non-residential areas, which minimized its impact on the daily lives of residents and was crucial for maintaining public support throughout the project.
- **Portland, Oregon:** The MAX Light Rail lines were routed along major commercial thoroughfares, which not only reduced residential impact but also stimulated economic growth by improving access to businesses.

Advantages of Hawthorne Boulevard Route: Choosing Hawthorne Boulevard for the Metro C-Line Extension offers numerous benefits:

1. **Reduced Residential Impact:** Routing the extension through commercial zones significantly lessens the direct impact on residential communities in terms of noise, congestion, and general disruption.
2. **Economic Benefits:** By integrating the rail line with commercial areas, there is an increased opportunity to boost local business activities, improve property values, and enhance the overall economic landscape.
3. **Accessibility and Usage:** A route through Hawthorne Boulevard enhances accessibility to the rail system, potentially increasing ridership from both local residents and commuters who work in the area.

Conclusion: This decision is indeed historical and its implications will reverberate through our community for decades. Therefore, it is imperative to prioritize routes that promote sustainable urban growth without sacrificing the quality of life for our residents. I trust that the LA Metro Board will make a decision that respects the well-being of its citizens and aligns with the broader goals of urban development and environmental sustainability.

Thank you for considering this appeal. I, along with many other community members, am hopeful that our voices will guide the Metro Board to a decision that protects residential interests and promotes commercial growth and accessibility.

Sincerely,



From: [redacted]
Sent: Monday, May 6, 2024 9:36 PM
To: Councilmember.Yaroslavsky@lacity.org; FourthDistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; Kathryn@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; anajarian@glendaleca.gov; Board Clerk <BoardClerk@metro.net>; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; GreenlineExtension <GreenlineExtension@metro.net>; info@timsandoval.com; jbutts@cityofinglewood.org; jdupontw@aol.com; mayor.helpdesk@lacity.org; paul.Krekorian@lacity.org
Subject: Paper on Light Rail and Utility Relocation: Lessons Learned

Hello Board of Directors,

I have some lessons learned that you all will find of interest. This specifically covers light rail and utility relocation. It provides suggestions and lessons learned. When I previously asked about pipeline locations, I was sent an email from the green line team email stating that is not completed at this time. This is a mistake per the paper at this link:

https://www.transit.dot.gov/sites/fta.dot.gov/files/2022-03/Utility-Relocation-Challenges-and-Proposed-Solutions.pdf

Some noteworthy points:

- Not including utilities in sooner can lead to major issues as seen in other projects. There seems to be the assumption for this project that all of the utilities can fit with waivers. This has not been the case for other projects and has cost other projects millions and years.

"Perhaps the biggest utility relocation problem experienced by the Project Sponsor was the result of the Project Sponsor's assumption that they could get waivers for some of the clearance requirements. The Project Sponsor's basis of design at the outset was to minimize the right-of-way needed for the project. As a result, there were locations where the required minimum utility clearances could not be met within the right of way. As the Project Sponsor started seeking construction permits for these designs, the utility departments refused to grant the variances/waivers needed by the Project Sponsor to relocate the utilities within the acquired right-of-way. The refusal resulted in the Project Sponsor having to redesign without the need for variances. The time to complete a redesign led to the Project Sponsor's decision to cancel its $400M contract for the City Center utility relocations. This misperception between the Project Sponsor and the Project Sponsor's utility departments caused an approximate three-year delay to the project, which placed the City Center utility relocation work on the critical path."

- Not having a solid plan for relocation can also impact cost and timeline.

"The utility as-built drawings, provided by the City Project Sponsor to the Project Sponsor, were not accurate or up-to-date. This resulted in design changes and claims for differing site conditions. As a consequence of the inaccuracy of the Project Sponsor's as-built drawings, the Project Sponsor underestimated the scope, schedule, and costs for utility relocations during the Project Development and the Engineering Design phases. Due to early "budget concerns," the Sponsor chose to do minimal advance potholing during the design phase to verify the location of the utilities, did not clearly define the scope of the utility relocations, and did not establish the means to expedite the utility relocation work. These actions, early in the project, resulted in higher costs by the end of the project. In addition, the potholing by the contractor was not used to inform the mitigation of potential utility conflicts (per the contract specifications). The utility relocations required redesign by the Project Sponsor and approvals by the Project Sponsor that resulted in contractor claims for delays and additional costs for utility impacts."

- Stray currents produced by LRT have potential to impact the integrity of the steel pipelines along the row.

"In addition to loading issues from rail projects, electrified rail projects bring a stray-current risk. Most, if not all heavy rail, light rail, and streetcar ownership agencies monitor stray currents from their operations. Stray currents, if left without engineered mitigations in the form of stray current dampening systems, can set up corrosion "cells" within the ground that "rust out" the steel and iron of buried utilities, and even the steel reinforcement in nearby concrete structures."

The Hybrid design has too many risks to select it at this time. The pipelines and freight need analyzed for basic feasibility before it could possibly be chosen.

Hawthorne is much more fleshed out and mitigates much of the timeline and costs risks seem with the Hybrid alignment.

Thank you,

[redacted]

From: [redacted]
Sent: Tuesday, May 7, 2024 7:07 AM
To: Board Clerk <BoardClerk@metro.net>; GreenlineExtension <GreenlineExtension@metro.net>
Subject: The collective bad-will from choosing the Hybrid ROW is not worth it.

Metro Board,

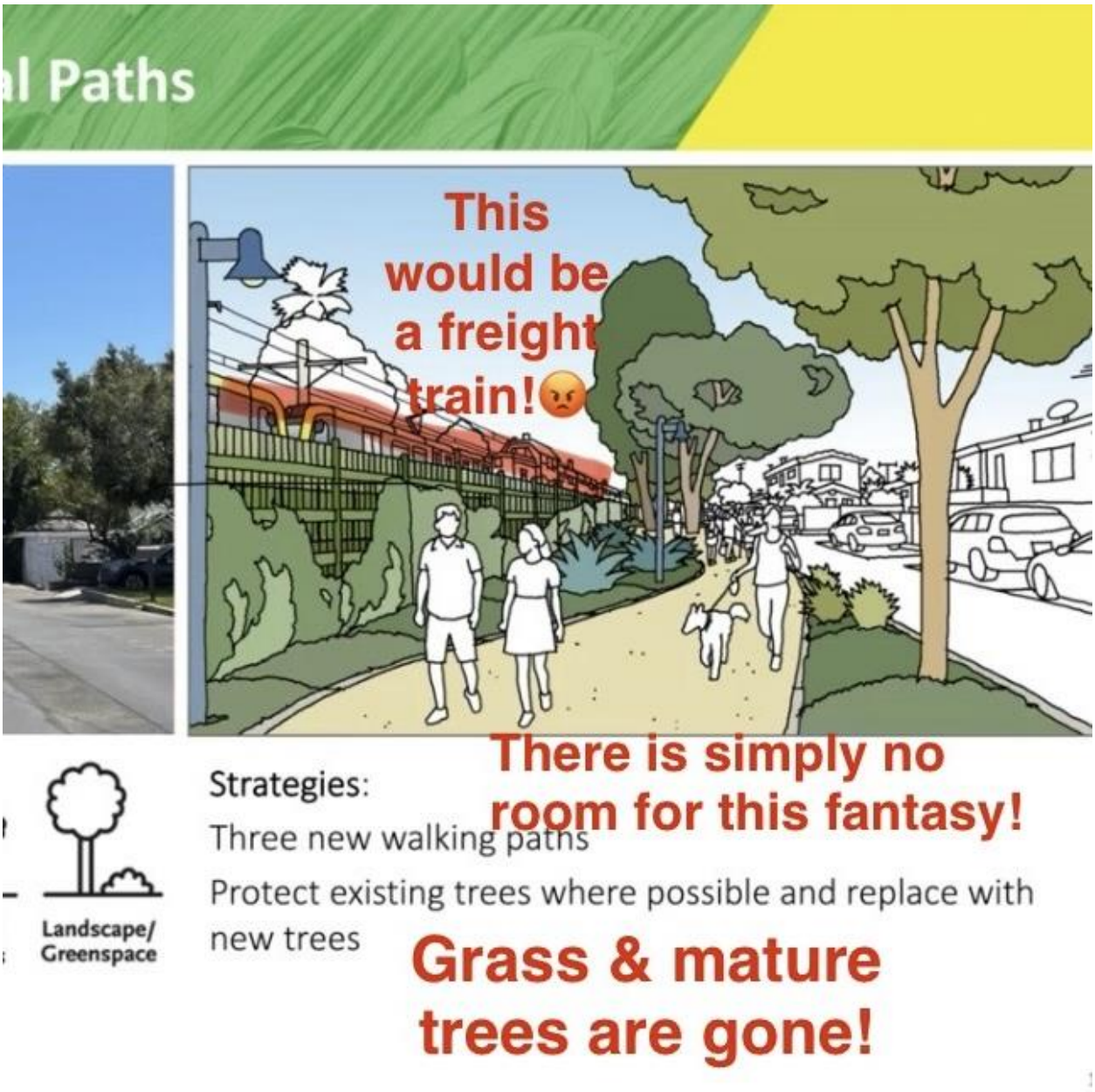
WE ARE NOT NIMBYS! (Hawthorne Blvd is my backyard, too!) Put the C-line extension on HAWTHORNE BLVD!

I RIDE METRO RAIL/BUS at least once a week, especially the J line. I want Metro to do this right. And not hurt Lawndale families.

The most affected families were essentially ignored when determining the locally preferred option. The engagement came far too late in your decision process. The few voices that seemed to matter to you were from folks who were the least affected, don't ride metro, and were only concerned about saving tax money.

Because how else can you explain why the cities of Lawndale, Hawthorne, and Redondo Beach have ALL collectively come together to support an option that you have not chosen?

Just wait until you have the money to finish this project PROPERLY, ETHICALLY and with a clearer vision for what is truly best for the future of Metro and the ENTIRE COMMUNITY!



Sent from the all new AOL app for iOS

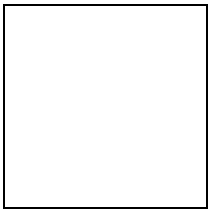
From: [redacted]
Sent: Tuesday, May 7, 2024 1:20 PM
To: Board Clerk <BoardClerk@metro.net>; Holly J. Mitchell <HollyJMitchell@bos.lacounty.gov>; executiveoffice@bos.lacounty.gov
Subject: Public Comment - Greenline Extension

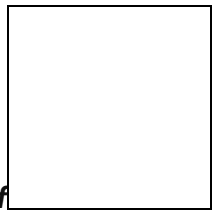
Please use the elevated Hawthorne Blvd alternative. We locals are so, so concerned about the increasing level of murders and violent crime on Metro. It will be easier to police in purely commercial areas.

The article below clearly shows the increase in Metro violence in recent years. Metro through neighborhoods poses an unacceptable risk.

Trespasser Fatally Shot After Stabbing Metro Security Guard: Authorities

The violent rush-hour incident comes after Metro declared a state of emergency amid violence plaguing the transit system.





Chris Lindahl,Patch Staff
Posted Tue, May 7, 2024 at 12:25 pm PT|Updated Tue, May 7, 2024 at 12:49 pm PT

Officers and paramedics were dispatched to the Vermont/Sunset B Line station at around 9:10 a.m., according to the Los Angeles Police Department and Los Angeles Fire Department. (Chris Lindahl/Patch)

HOLLYWOOD, CA — A man accused of stabbing a security guard at a Metro station in Hollywood died after he was shot by a guard at the subway stop Tuesday morning, according to authorities.

Officers and paramedics were dispatched to the Vermont/Sunset B Line station at around 9:10 a.m., according to the Los Angeles Police Department and Los Angeles Fire Department.

The incident began when a Metro security guard encountered a trespasser in a non-public area of the station during a routine sweep of the facility, Metro said in a statement.

"This resulted in an altercation where contract security guards first utilized pepper spray and then after the trespasser stabbed one of the contract security guards in the leg, a contract security guard fired a weapon in self-defense," reads the statement.

"The trespasser did not survive his injuries," the statement continues.

Find out what's happening in Hollywoodwith free, real-time updates from Patch.
Subscribe

The guard was transported to a local hospital in stable condition. It's unclear if the guard who shot the man was the same one who had been stabbed.

The trespasser was found about a block away at De Longpre and Vermont avenues. The man, who was in his 40s, was found unconscious and not breathing, KTLA reported.
The stabbing and shooting is the latest in a string of violent incidents that have plagued Metro recently.

From: [redacted]
Sent: Tuesday, May 7, 2024 6:52 PM
To: anajarian@glendaleca.gov; jdupontw@aol.com; FourthDistrict@bos.lacounty.gov; mayor.helpdesk@lacity.org; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; jbutts@cityofinglewood.org; Kathryn@bos.lacounty.gov; Councilmember.Yaroslavsky@lacity.org; paul.Krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; info@timsandoval.com; Board Clerk <BoardClerk@metro.net>; GreenlineExtension <GreenlineExtension@metro.net>
Subject: TEST

FOR HAWTHORNE BLVD ALIGNMENT

Metro Board of Directors,

I support the Hawthorne alignment of the Green/C-Line Extension to Torrance. It is the safest option and saves so many trees. Below are all the reasons I support the Hawthorne alignment.

1. SAVES MORE TREES: The route along the ROW would require ~220 to be removed. DON'T KILL ALL OUR TREES! That is significantly more than the 40-50 smaller trees required for the Hawthorne alignment.

2. ENVIRONMENT: Hawthorne Elevated would allow for more biking paths, jogging paths, dog-walking, etc. along the Harbor ROW in an area considered "park poor" per LA County Parks & Wildlife.

3. SAFETY: Hawthorne elevated is safer as 200-300 trains per day would NOT be running past schools and parks where children play, it would NOT SHARE A CORRIDOR WITH 20-40 LIQUID PETROLEUM GAS TANKERS that run along a path where there are multiple high pressure gas lines.

4. INCREASED RIDERSHIP: Hawthorne Elevated will increase Metro ridership as a stop at the Galleria will better serve commuters in Lawndale, Redondo Beach, and Torrance, making it a destination for shopping, restaurants, entertainment and other businesses.

5. CONNECTIVITY: Buses already stop at Artesia and Hawthorne so connectivity is seamless by directly boarding desired bus at the Artesia/Hawthorne bus stop which will be accommodated by the new station’s configuration.

6. BOOST ECONOMY: Hawthorne Elevated contains a stop at the South Bay Galleria, future South Bay Social district that will not only help support the many shops soon to be built there, but will also serve any offices, hotels, or apartment units on Hawthorne Blvd that are part of the Galleria's upcoming redesign.

7. REVITALIZE LAWNDALE: Light rail elevated on Hawthorne Blvd, will help to support and revitalize

the businesses on that shopping corridor without sacrificing parking, which would also be beneficial to Redondo Beach and Torrance commerce

8. Encroachment on 170th in lawndale. I would personally be affected with the noise and the distance between the trains and my bedroom window. Less then 20 feet away from me.

Please choose the Hawthorne alignment for the safety of residents and save the trees!

From: [redacted]
Sent: Wednesday, May 8, 2024 2:36 PM
To: Board Clerk <BoardClerk@metro.net>; GreenlineExtension <GreenlineExtension@metro.net>
Cc: Mayor Pullen-Miles <rpmlawndale@aol.com>; HollyJMitchell@bos.lacounty.gov; assemblymember.mckinnor@assembly.ca.gov
Subject: The ROW is NOT the C-line extension locally preferred" alternative!

Why is the Metro board pretending that ramming two METRO trains alongside an existing FREIGHT train, while destroying trees and precious green space—squeezed between **blocks and blocks of disadvantaged family homes**—was EVER anyone's "locally preferred" alternative?! **Preferred by WHOM?!**

Is Metro simply choosing to ignore the City Councils of Lawndale, Redondo Beach, and Hawthorne, who have all officially rejected the ROW alternative? These cities are the most affected populations and are more likely to be riding Metro!

Listen to the Mayor of Lawndale:



Video May 08 2024, 12 59 40 PM.mov

dropbox.com

The BNSF freight train would be moved closer to homes, (**EVEN FRONT DOORS!!**) and the digging of a tunnel at 170th and 182nd will cause vibration and earth movement that could damage homes and destroy foundations!

SO….For transparency, who exactly were these people who "preferred" the ROW? Where do they live, when were they "asked", and how many of them are there? Because we have collected nearly 1000 signatures (in just over two weeks!) of neighbors who oppose the Hybrid ROW option. And now, the **students at El Camino College and the Environmental Charter High School are realizing what is going on and are rising in opposition!**

I run into neighbors all the time who are shocked and angry when I tell them about Metro's plans. **The "engagement" that most Lawndalians recall was when Holly Mitchell came out – and that was only a few months ago!** Even that was only in response to local activists **begging for YEARS for someone to engage us!**

It is difficult to adequately discuss what is happening with some of my neighbors who speak Spanish, Farsi and other languages!

Please build future Metro service the right way, not the cheap and disrespectful way! Extend the C-line responsibly-just 3 blocks away, on Hawthorne Blvd. Take the time to think outside of the box to find ways to mitigate any perceived obstacles!

We are confident that METRO can complete this next project ethically and responsibly, while respecting all affected communities!

[redacted]

From: [redacted]
Sent: Wednesday, May 8, 2024 8:39 PM
To: anajarian@glendaleca.gov; jdupontw@aol.com; FourthDistrict@bos.lacounty.gov; mayor.helpdesk@lacity.org; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; jbutts@cityofinglewood.org; Kathryn@bos.lacounty.gov; Councilmember.Yaroslavsky@lacity.org; paul.Krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; info@timsandoval.com; Board Clerk <BoardClerk@metro.net>; GreenlineExtension <GreenlineExtension@metro.net>
Subject: METRO GREEN/C-LINE EXTENSION TO TORRANCE FOR HAWTHORNE ALIGNMENT

FOR HAWTHORNE BLVD ALIGNMENT

Metro Board of Directors,

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3. SAFETY: Hawthorne elevated is safer as 200-300 trains per day would NOT be running past schools and parks where children play, it would NOT SHARE A CORRIDOR WITH 20-40 LIQUID PETROLEUM GAS TANKERS that run along a path where there are multiple high pressure gas lines.

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7. REVITALIZE LAWNDALE: Light rail elevated on Hawthorne Blvd, will help to support and revitalize the businesses on that shopping corridor without sacrificing parking, which would also be beneficial to Redondo Beach and Torrance commerce

Please choose the Hawthorne alignment for the safety of residents and save the trees!

Thank you, A Concerned Resident

From: [redacted]
Sent: Thursday, May 9, 2024 11:25 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: boardclerk@metro.net

I think this new extension plan is well thought of and planned.

LOVE THIS.

From: [redacted]
Sent: Thursday, May 9, 2024 11:38 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: FOR C-line Extension ELEVATED HAWTHORNE ROUTE

Hello to Board Members,

My name is Monika Olmos and I
am a resident of REDONDO BEACH. I'm speaking in strong support of the C Line Extension to Redondo Beach and AGAINST that of the recommendation for the Hybrid Alternative! I'm for the Locally Preferred Hawthorne Alternative ELEVATED option . I am asking that the Committee reject the hybrid recommendation and further investigate this project.
On a recent 2023 Poll- done by Market Research, of the South Bay communities, Lawndale , Torr and Redondo Beach,
"67% are in favor supports C-line extension". Yes, we the majority of South Bay support the C-line extension! BUT what this survey does NOT represent, is the preference of the different routes. The Row options run commuter trains next to freight trains, carrying potential hazardous material, This is a disaster waiting to happen, in residential areas!
Therefore, the safer option route is the Hawthorne Elevated.

I'd like to quote Michael Josephson,

" Character is not only doing the right thing when no one is looking, it's doing the right thing when everyone is looking. It's being willing to do the right thing even when it cost more than you want to pay", by Michael Josephson.

Thank you
[redacted]

From: [redacted]
Sent: Friday, May 10, 2024 1:26 AM
To: Holly J. Mitchell <hollyjmitchell@bos.lacounty.gov>
Cc: Jessalyn Waldron <jwaldron@bos.lacounty.gov>; Karishma Shamdasani <kshamdasani@bos.lacounty.gov>; anajarian@glendaleca.gov; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; mayor.helpdesk@lacity.org; FourthDistrict@bos.lacounty.gov; mbohlke@sbcglobal.net; councilmember.yaroslavsky@lacity.org; Kathryn@bos.lacounty.gov; jbutts@cityofinglewood.org; paul.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; info@timsandoval.com; randall.winston@lacity.org; tina.backstrom@lacity.org; Board Clerk <BoardClerk@metro.net>; Jr. Zein Obagi <zo@redondo.org>; James Light <james.light@redondo.org>
Subject: Comments On C-Line Hybrid 4/25 General Public

Dear Honorable Director Mitchell and Honorable Board of Directors,

This is Niki Negrete-Mitchell, Redondo ROW stakeholder. Since we are coming down to the wire and one minute is hardly long enough to convey such complex issues, I feel it important to send you my exact comments from 4/25 full BOD meeting in writing for your use. Please keep this in mind for your upcoming decision making process. They are quite abbreviated to squeeze in under 60 seconds so hopefully my upcoming submissions will add up to more clarity. You will find them below my signature.

Thank you so much for the opportunity and for your consideration.

[redacted]

[redacted]

GENERAL PUBLIC 4/25
C-line recommendation initial response
• Trenching at 170th and 182nd ONLY mitigates EMERGENCY RESPONSE
• a quiet zone won't mitigate the REAL ISSUES, a horn twice a day is negligible,
• Trench CONSTRUCTION creates even more impacts!
• Earth pounding SHORING next to homes and cemetery's mausoleum on UNSTABLE SOIL (BNSF shoring manual states "Installation of shoring by vibratory or impact hammers has the potential to cause dynamically induced subsidence of existing structures…"
• 8 years construction with unmitigable UNLIVABLE AIR QUALITY

• DISHONEST presentation of sound walls, they've confirmed infinitely NO WALLS ON THE WEST SIDE OF THE ROW,
• HEAVY LPG freight commingled with humans
• Hybrid construction takes 15 MONTHS LONGER than Hawthorne elevated*(see below). so NOT faster, cheaper is just insulting,
THREE CITIES prefer Hawthorne Bl, Hawthorne, Lawndale and Redondo Beach.

* questions for project timeline chart posted below:

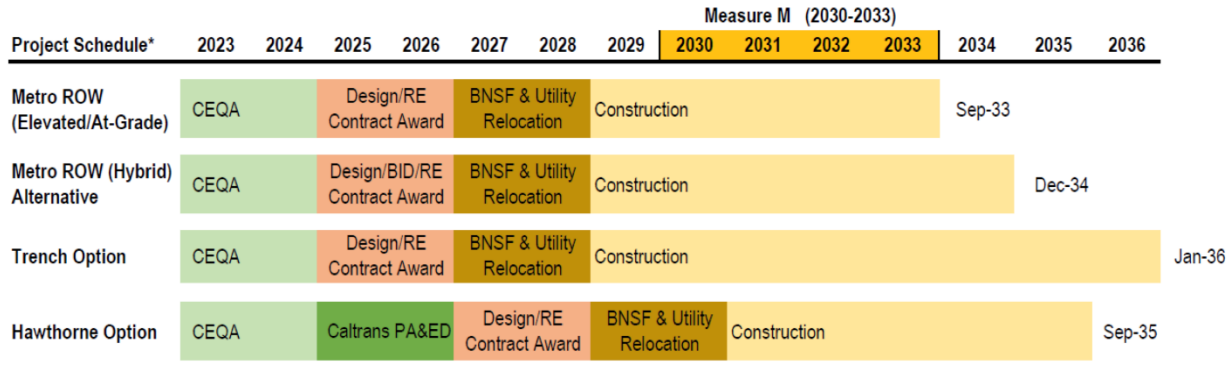
1) Why would they need the same amount of time to relocate BNSF for Hawthorne Blvd as it would for the ROW where freight runs the entire 4.5 mile length vs no freight on Hawthorne?

Shouldn't replacing an electrical tower take a shorter amount of time than digging up, replacing, encasing and strategically relocating a couple of miles miles worth of 7 or more high pressure gas pipes? That BNSF/Utility Relocation time block seems like an over estimate and may be misleading.

2) See where they break ground for the ROW Hybrid and where they do so Hawthorne. Look at the length of time for construction.

I would conclude that equals 15 months or likely LESS time with impacts from construction for Hawthorne Bl.

8 years of construction for Hybrid (feet behind bedroom windows) vs about 6 years for Hawthorne, but consider that BNSF relocation time block might be and probably should be shorter for Hawthorne. The completion date could be roughly the same in that case. That is much less time for construction impacts to the area which is better for everyone to include preservation of residential infrastructure, quality of life for communities, economic growth in the commerce sector, better possibilities for future housing and easier access for the public. Significantly higher ridership is expected in this case. Win/win.



Source: Metro, STV, and Jacobs

From: [redacted]
Sent: Friday, May 10, 2024 6:29 PM
To: NoReply <NOREPLY@metro.net>; Board Clerk <BoardClerk@metro.net>
Subject: Re: South Bay Area Project Updates

Public Comment - Metro Board

Wow - the FIX IS IN to choose only the Hybrid Option for the Greenline extension. There's no other way to read "The full Board of Directors will vote on May 23, 2024, to select the LPA, defining the Proposed Project for the Final Environmental Impact Report (EIR)"

I'm disgusted..

On Fri, May 10, 2024 at 4:19 PM Metro Community Relations <noreply@metro.net> wrote:



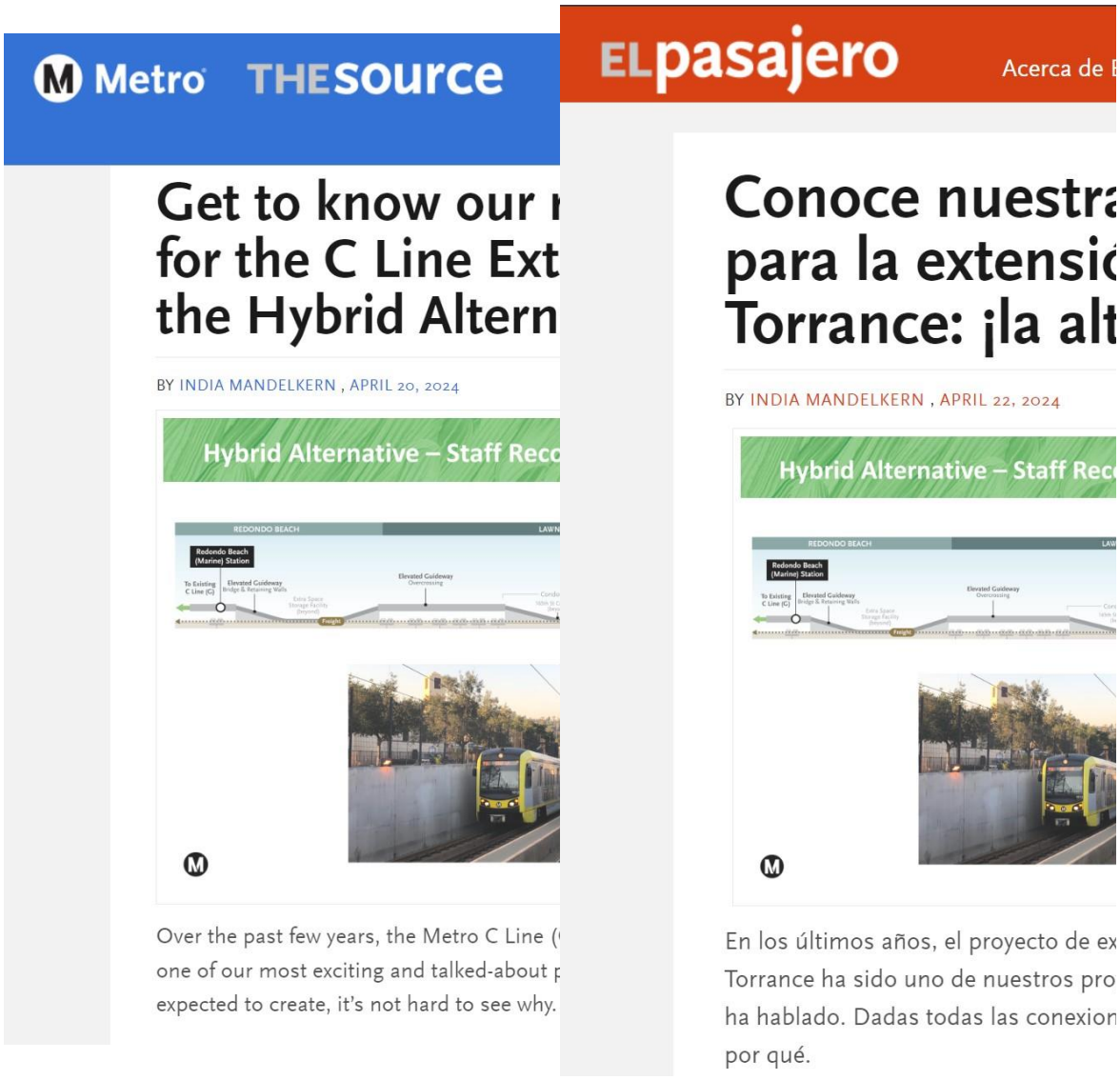
South Bay Area Project Updates

Metro C Line Extension

The Metro C Line Extension would operate as part of the Metro K Line and provide a direct ride between Torrance and the Metro E Line, connecting to the C Line and two new regional bus centers in Redondo Beach and Torrance.In April, staff recommended a Locally Preferred Alternative (LPA) for the Metro C Line Extension to Metro committees. The full Board of Directors will vote on May 23, 2024, to select the LPA, defining the Proposed Project for the Final Environmental Impact Report (EIR).

To learn more about the Hybrid Alternative studied in the Draft EIR, please read our posts in

The Source and El Pasajero.



Long Beach-East Los Angeles Corridor Mobility Investment Plan

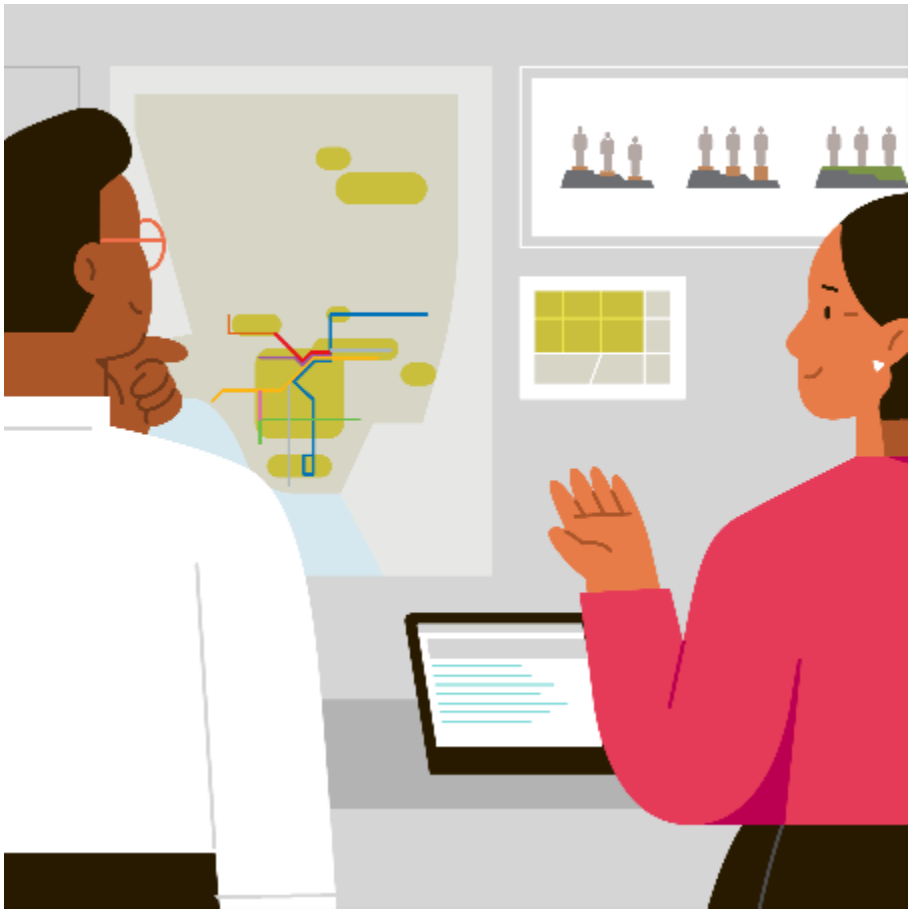
Metro launched the Investment Plan process in Fall 2021 in response to community members and stakeholders who demanded a different vision for mobility in their communities that embraces equity and sustainability, with goals that foster a healthier lifestyle, economic vitality, social equity, environmental stewardship, and access to opportunity for all. | Information Hub

Current Update: On April 25th, the Metro Board of Directors voted unanimously to adopt the Long Beach-East LA Corridor Mobility Investment Plan, which invests $1.8 billion into local communities. In discussing the Plan, the Metro Board shared that the Investment Plan is a

significant step in building trust between Metro and the communities throughout the LB-ELA Corridor. While the adoption of the Investment Plan is not a stopping point, there is important work left to be done. Thirty members of the public also provided comments, many in support of the Plan, with others pushing for continued change. Please visit www.lb-ela-cmip.com to read the full Investment Plan available in English and Spanish.

Join The Facebook Group
The project Facebook pages have been closed out and replaced with Facebook Groups for each of the Los Angeles Regions in the county. Join the conversation on the South Bay Facebook Group by visiting https://www.facebook.com/groups/metrosouthbay .

Agency Updates



Metro seeks to Partner with two Community-Based Organizations (CBOs) to support an Equity Data Toolkit focused on Environmental Justice and Land Use. We seek CBOs with experience and expertise in research, environmental justice, equity assessments, and related topics. CBO partners will collaborate on developing the Toolkit, advise on stakeholder engagement, and review and give input on toolkit materials, such as

user guides, memos, and staff training materials. Up to two CBOs will be chosen and compensated for assisting with this project between May 2024 and June 2025. Interested organizations can join Metro's CBO Database, navigate to the "Opportunity Center" page, and indicate interest in the *Equity Data Toolkit – Environmental Justice and Land Use Module* project before May 24, 2024. More information



Ride for Free on Bike Day

Mark your calendar for Bike Day: Thursday, May 16. Get ready to celebrate with FREE rides on Metro buses, trains, Bike Share and Micro. Bike riders can also track their trips on the ridematch.info commute calendar and be entered into a drawing to win a commuter bicycle or e-bike! Visit metro.net/bikemonth for more details.



Metro Budget Update

We're holding a public hearing on Wednesday, May 15, at 3:00 p.m. to gather input on the proposed budget for Fiscal Year 2025. The meeting will be in-person in the Board Room on the third floor of Metro headquarters adjacent to Union Station. The hearing will also be live-streamed; a link will appear at this site when the hearing begins.



MetroConnect: Small Business Program
Are you a small business looking to grow? Consider participating in any of Metro's Small Business Primes Workshops. Visit the project website to review the calendar of upcoming events and solicitations, register as a vendor, and become certified as a Metro Disadvantaged or Small Business Enterprise. Full Details

Other South Bay Area Metro Projects

Airport Metro Connector | Recent Presentation (December 2023 - PDF, Recording)
I-105 Express Lanes Project
I-405 between Wilmington and Main
Rail To Rail Active Transportation Corridor Project (Segment A) | Active Notices | Recent Presentation (April 2024 - PDF, Recording)
Vermont Transit Corridor
Help envision the future of Vermont Av - Join Metro's Design Workshop Sessions!

- Tuesday, May 21 - 6pm; First AME Church Renaissance Center | RSVP
- Thursday, May 23 - 6pm; Weingart YMCA Wellness & Aquatic Center | RSVP
- Tuesday, May 28 - 10 am; Irmas Youth Center | RSVP
- Friday, May 31 - Los Angeles County Department of Mental Heal Administration Building | RSVP
- Saturday, June 1 - Masjid Omar ibn Al-Khattab | RSVP
- Thursday, June 6 - Los Angeles City College - Student Union, Room | RSVP

Metro

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Your privacy is important to us, please review the Privacy

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This email was sent to menelson@gmail.com

Policy.
View this email online.

From: [redacted]
Sent: Friday, May 10, 2024 6:42 PM
To: Board Clerk <BoardClerk@metro.net>; GreenlineExtension <GreenlineExtension@metro.net>; FourthDistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; Jbutts@cityofinglewood.org
Cc: anajarian@glendaleca.gov; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; mayor.helpdesk@lacity.org; mbohlke@sbcglobal.net; councilmember.yaroslavsky@lacity.org; Kathryn@bos.lacounty.gov; paul.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; info@timsandoval.com; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Metro C Line Extension - Track to Pipeline Distances and 1000 Tanker Trucks per Day – AGAINST Hybrid Alternative (ROW); FOR Hawthorne Option

To: Metro and Metro Board Members

The Hawthorne Elevated Option avoids having to deal with all the petroleum pipelines and relocating the Main Freight Track, within the narrow spaces of the ROW.

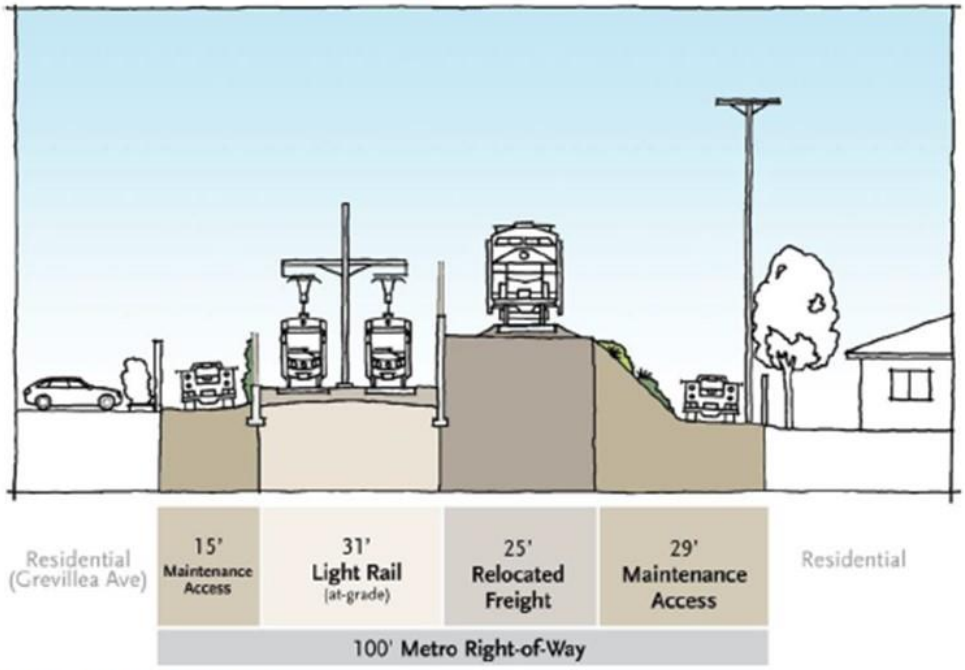
> For reference: The presence of the underground petroleum pipelines on the ROW is documented in Attachment A, a link to which was provided with recent meeting agendas: "Constructability: Complexity Relocation Complexity – ROW: Underground Petroleum Pipelines." For the Hawthorne Option, the attachment does not list that, although it does list "Underground storm main & overhead high voltage transmission lines."

As I said in a previous email, I had asked several questions regarding petroleum pipelines during the Metro Lawndale neighborhood walk that had I participated in on December 16, 2023. I was given some vague answers about relocating the pipelines. I got the impression they were talking about putting them deeper and encasing them. **This email takes a close look at the petroleum pipelines near Hawthorne Blvd.**

Slide 1 and Slide 2: The Proposed LRT location for the "186th Street to Hawthorne Blvd." 100-foot-wide portion of the ROW, shown in *Figure 2.3-7 Proposed Project – Looking South Between 186th Street and Hawthorne Boulevard* on page 2-11 of chapter 2. Project Description, and "Appendix 2-A: Select Advanced Conceptual Engineering Drawings" on file page 90, are attached as Slide 1 and Slide 2.

2. Project Description – Page 2-11

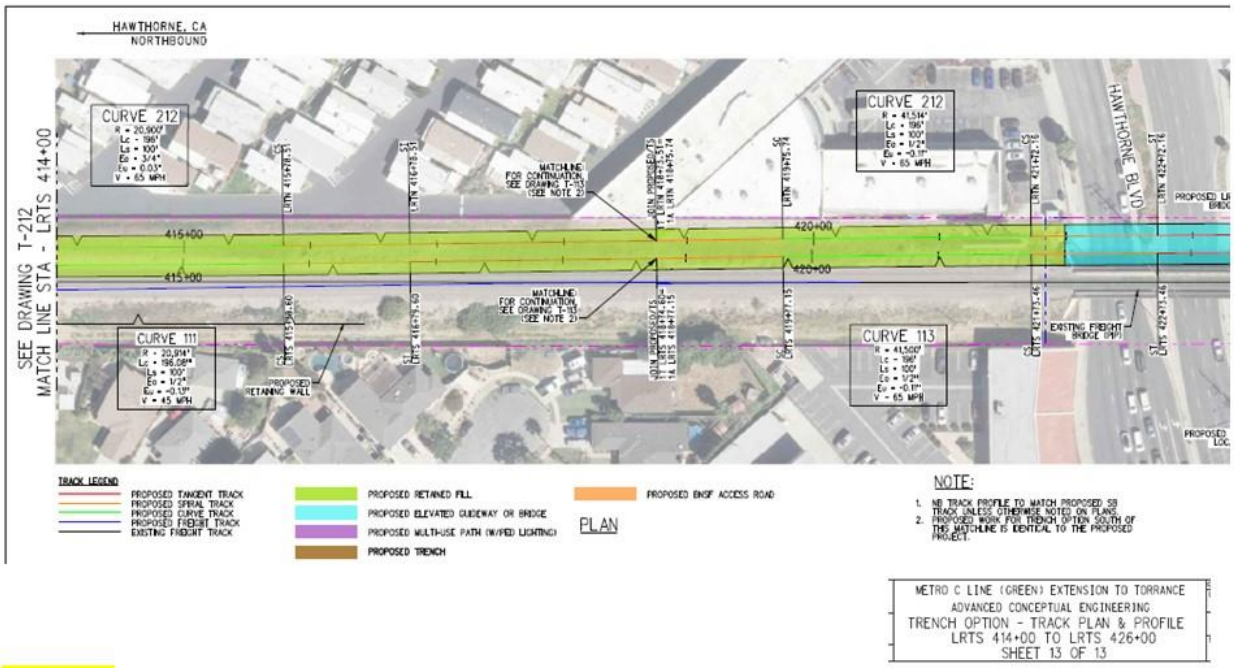
Figure 2.3-7. Proposed Project – Looking South Between 186th Street and Hawthorne Boulevard



Source: Cityworks Design, 2022
Dimensions and ROW boundaries are preliminary and subject to confirmation in future phases of design.

S1

Appendix 2-A: Select Advanced Conceptual Engineering Drawings
PDF file page 90



S2

Slide 3: The January 2023 DEIR says this about petroleum pipelines. “Several oil and gas pipelines run within the Metro ROW including a 10-inch Shell crude oil, 8-inch ExxonMobil jet fuel, and 20-inch Chevron gas lines.” (DEIR, chapter 3.9 Hazardous Materials, section 3.9-3.1.6 Petroleum Hydrocarbons, Page 3.9-16.) This is attached as Slide 3.

My wife and I walked over to Hawthorne Blvd. and took some pictures on April 16, 2024 by the railroad bridge. These pictures are attached as Slides 4, 5, 6, 7 and 8. The magenta arrows, circles and text, and yellow text annotations highlight the petroleum warning signs and markers.

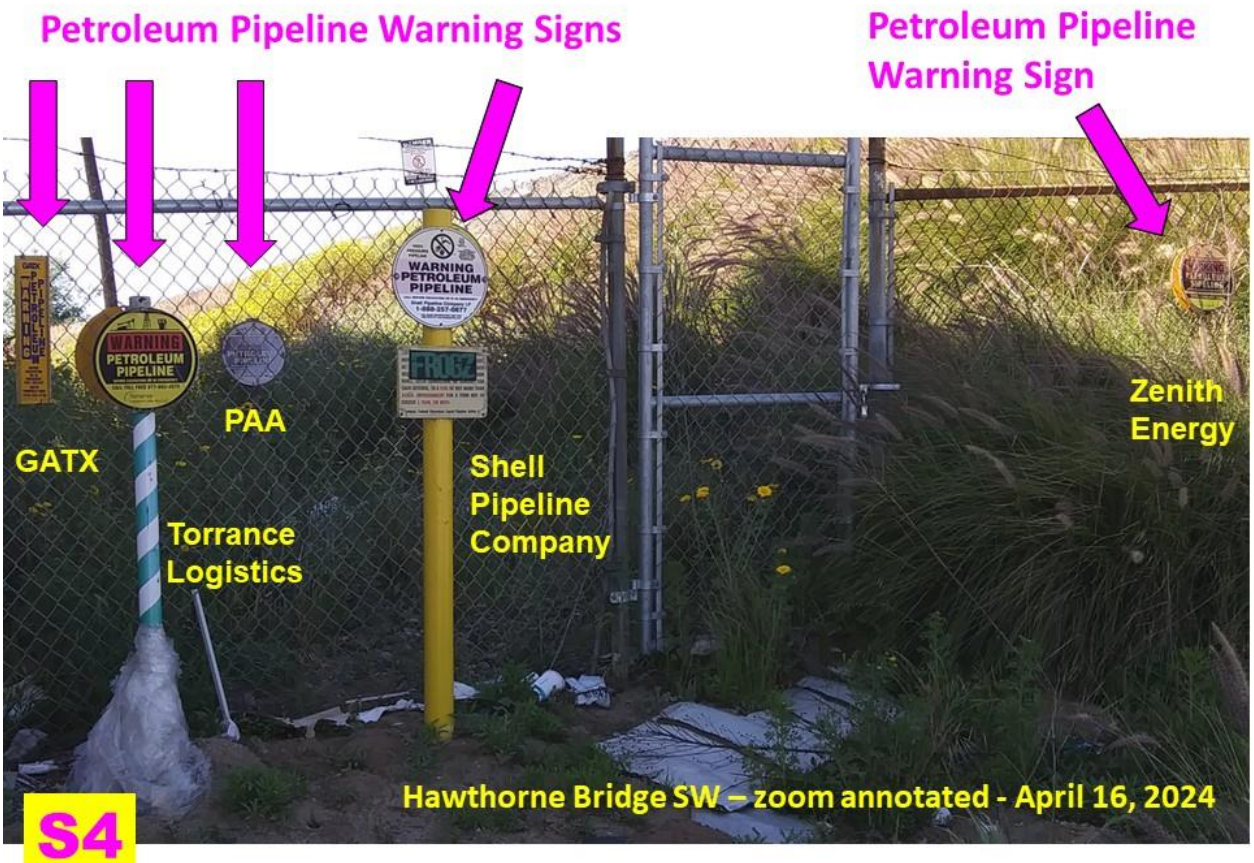
3.9-3.1.6 Petroleum Hydrocarbons

The term petroleum hydrocarbons is a general designation for a variety of compounds of various uses, origins, and hazardous characteristics. Types of petroleum hydrocarbons include gasoline and diesel (flammable fuels), crude oil, motor oil, waste oil, lubricating oil, hydraulic oil, hydrocarbon gases and others. Petroleum hydrocarbon mixtures, such as gasoline, can also contain other chemicals (such as benzene) that pose environmental concerns. Health effects associated with swallowing or inhaling hydrocarbons include lung irritation, with coughing, choking, shortness of breath, neurologic problems, irregular heartbeats, rapid heart rate, or sudden death, particularly after exertion or stress. Of the major types of hydrocarbons noted above, gasoline and diesel would be associated with petroleum pipelines, underground (or aboveground) storage tanks and leaking tanks; motor oil, waste oil, and hydraulic oil would be associated with auto repair shops and similar facilities. Releases of these materials, which are typically point source locations, are typically straightforward to identify and remediate.

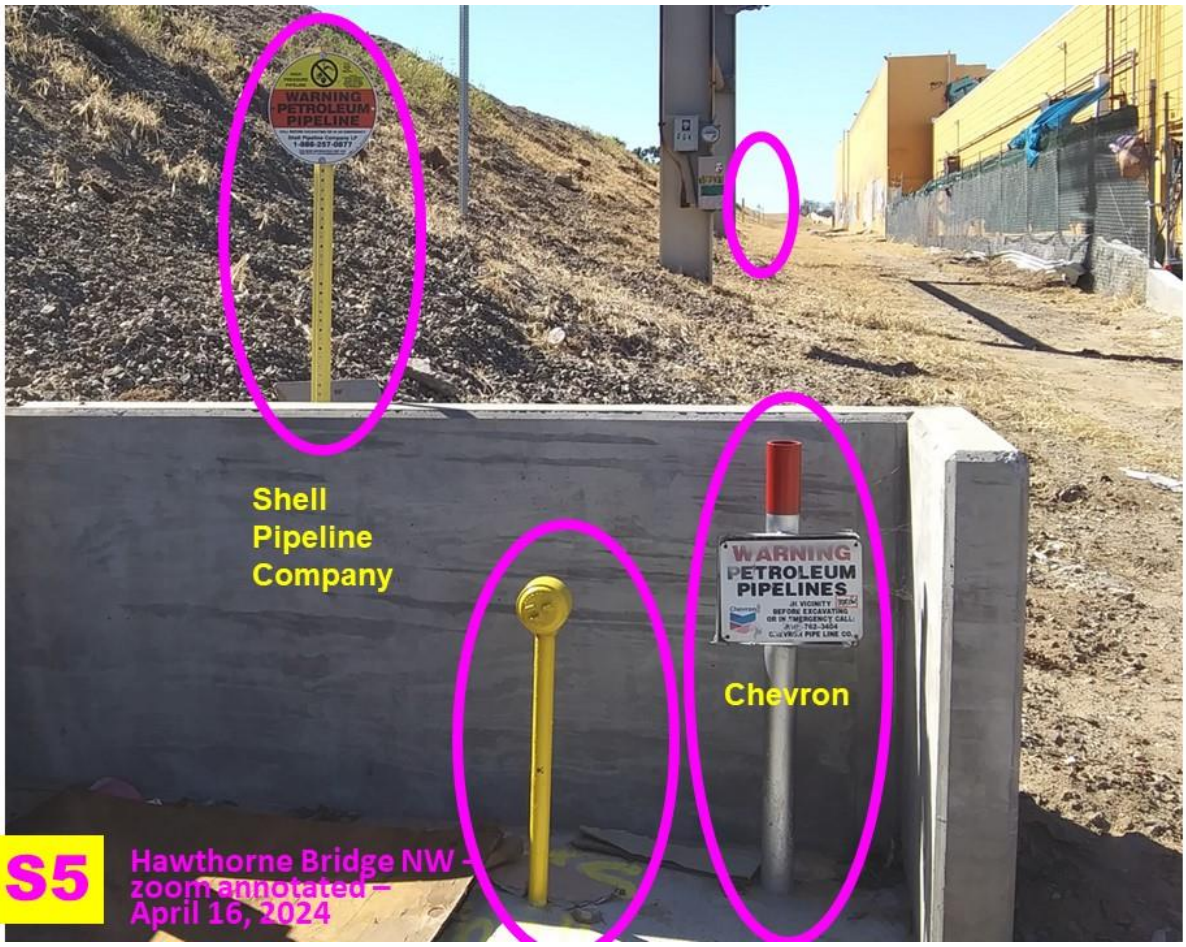
Several oil and gas pipelines run within the Metro ROW including a 10-inch Shell crude oil, 8-inch ExxonMobil jet fuel, and 20-inch Chevron gas lines. Due to various reasons, the subsurface utility lines could potentially leak and contaminate the subsurface. Therefore, it is possible to encounter hydrocarbon contamination during construction that can be a potential concern, particularly if swallowed or inhaled. As noted in PF-US-1 in Section 3.11, Utilities and Service Systems, prior to ground-disturbing activities, all oil and gas pipelines within the Project ROW would be identified and marked onsite in coordination with the well owners to avoid damaging the pipelines.

S3

Slide 4 was taken southwest of the bridge and is looking northwest. After thorough study of this picture and several other pictures I took, I believe these signs indicate that there are **5 pipelines** here on the south side of the ROW. I have added the names of the owners or operators in yellow on this picture. From left to right they are: GATX, Torrance Logistics, Plains All American (PAA), Shell Pipeline Company, and Zenith Energy.



Slide 5 was taken northwest of the bridge and is looking northwest. From left to right: Shell Pipeline Company and Chevron. **Slide 6** was also taken northwest of the bridge and is looking south and down at the sidewalk and the pipeline information markings. The shadow of the bridge can be seen. From top to bottom: Shell Pipeline Company, Chevron, and Crimson. (Though hard to identify in this picture, I have a clear picture of a Crimson sign southeast of the Grant bridge.)


WARNING
PETROLEUM
PIPELINE
Shell
Pipeline
Company
WARNING
PETROLEUM
PIPELINES
Chevron
S5
Hawthorne Bridge NW –
zoom annotated –
April 16, 2024



The next 2 attached slides were taken northwest of the bridge and look down at pipeline location information markings which seem to have been recently painted on the sidewalk. **Slide 7** looks south and zooms in on the markings, which are highlighted by the magenta circles and arrow annotations. **Slide 8** was taken about 15 feet to the south (on the other side of these markings) and looks north at these markings. (My shadow can be seen in the lower right.)



Hawthorne Bridge NW – zoom annotated - “Chevron” and “Shell” - April 16, 2024



S8

The sidewalk information markings show the Chevron 20-inch pipeline, which is mentioned in the DEIR. (See slide 3.) Markings for a Shell 8-inch pipeline and another marking, which I believe to be for the Crimson pipeline, are also visible on Slides 6, 7 and 8.

The January 2023 DEIR also says this about petroleum pipelines. "There are numerous privately-owned oil pipelines located within the RSA. Owners of the oil pipelines are Crimson Pipeline, Chevron, Shell, and Plains All American." (DEIR, chapter 3.11 3.11-3.6 Natural Gas and Oil Facilities, Page 3.11-18.) This is attached as **Slide 9**.

Commission [CEC], 2022a). According to CEC data, SCE customers consumed approximately 83,533 million kilowatt hours of electricity in 2020 (CEC, 2022b).

According to Metro's 2019 Energy and Resources Report, Metro is on track to meet its goals for 33% renewable energy consumption by 2020. In 2018, 31% of Metro's electricity came from renewable resources. Metro's current energy reduction plans include targets to reduce facility electricity consumption by 17% from the 2030 Business as Usual Scenario and increase annual on-site renewable energy generation by 7.5 megawatts (Metro, 2022b).

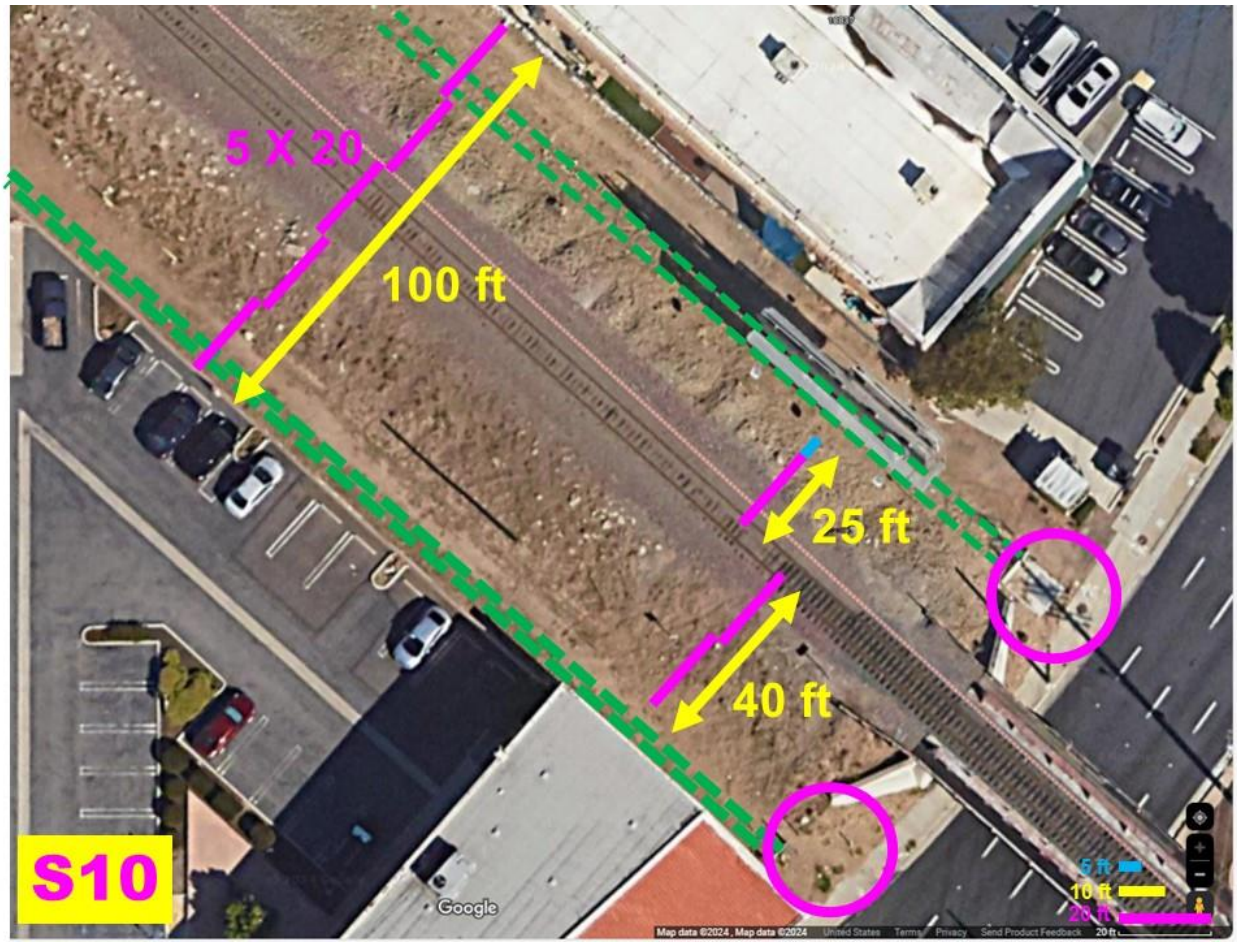
3.11-3.6 Natural Gas and Oil Facilities

In 2020, SoCal Gas customers consumed approximately 5,231 million therms of natural gas energy according to the CEC database (CEC, 2022c). In 2018, vehicle fuel consumption represented 80% of Metro's energy footprint, including a mix of compressed natural gas (CNG) that powers its fleet (Metro, 2018). There are numerous privately-owned oil pipelines located within the RSA. Owners of the oil pipelines are Crimson Pipeline, Chevron, Shell, and Plains All American. There are no publicly owned oil pipeline utility infrastructures in the RSA.

S9

The Shell 10-inch pipeline that is mentioned in the DEIR (see Slide 3) must be the Shell pipeline that is on the south side of the track. I will assume the 8-inch ExxonMobil jet fuel pipeline (also see Slide 3) must be one of the other lines and that it is perhaps operated by another company on their behalf.

The attached **Slide 10** provides a Google Map look-down at the bridge. The two magenta circles show the locations where the pictures (Slides 4, 5, 6, 7 and 8) were taken and where the near-to-the-road petroleum warning signs are located. The ROW width of 100 feet is also shown. The green dashed lines give estimated pipeline runs, based on the locations of the warning signs and markers. Of the group of 5 pipelines on the south side, the closest (Zenith Energy) is maybe about 40 feet from the tracks. Of the group of 3 pipelines on the north side, the closest (Shell) is maybe about 25 to 30 feet from the tracks.



Slides 11, 12 and 13 provide some distance and clearance “requirements.”

Slide 11 gives some excerpts from page 2-4 of the BNSF Railway Utility Accommodation Policy, Part 2 Utilities Paralleling Railroad Property, C. Underground Installations, 5. Underground Utility Installations …, b. Pipelines. The following 2 subsections have been highlighted with magenta underlines. “i. Any pipeline installation paralleling BNSF property shall be within ten (10) feet of property line and a minimum of forty (40) feet from track.” (ii. If the pipeline is proposed to be located forty (40) feet or less from centerline of nearest track, the pipeline shall be encased in a steel pipe subject to approval from BNSF. No pipe may be placed closer than twenty-five (25) feet from centerline of any track. Pipe must be buried with a minimum cover of six (6) feet.”

UTILITY ACCOMMODATION POLICY

BNSF RAILWAY



Engineering Services
February 15, 2024

PART 2 - UTILITIES PARALLELING RAILROAD PROPERTY

C. Underground Installations

5. Underground utility installations should be located on top of the back slope at the outer limits of railroad property as follows:

b. Pipelines

i. Any pipeline installation paralleling BNSF property shall be within ten (10) feet of property line and a minimum of forty (40) feet from track.

ii. If the pipeline is proposed to be located forty (40) feet or less from centerline of nearest track, the pipeline shall be encased in a steel pipe subject to approval from BNSF. No pipe may be placed closer than twenty-five (25) feet from centerline of any track. Pipe must be buried with a minimum cover of six (6) feet. If less than minimum depth is necessary because of existing utilities, water table, ordinance or similar reasons, the line shall be rerouted.

S11

page 2-4

https://www.bnsf.com/bnsf-resources/pdf/about-bnsf/utility.pdf

Slide 12 gives some excerpts from page 9 of the BNSF Railway Company Guidelines for Industry Track Projects, section 2.10 Clearances. The following statement has been highlighted with magenta underlines. "All new tracks constructed will maintain a minimum distance of 25 feet for track centers from any main track, controlled siding or passing track."

Engineering Services
Track & System Design
2600 Lou Menk Drive, Fort Worth, TX 76131

July 2023

BNSF RAILWAY COMPANY

GUIDELINES FOR INDUSTRY TRACK PROJECTS

2. Standards for Industrial Trackage (Carload, or Non-Unit Facilities)

2.10 Clearances: BNSF will adhere to the "Clearance Requirements by State," BNSF Dwg. No. 2509, Sheet No. 2 (see Appendix, page A-44) for each state. If a state does not have its own clearances, the "BNSF Minimum Clearances Diagram," BNSF Dwg. No. 2509, Sheet No. 1 (see Appendix, page A-45) will apply. Side clearances for curves should have an additional 1-1/2" per degree of curvature. All effort should be made to provide adequate clearances. In the event clearances cannot be provided for as prescribed, warning signs will be installed and they must be illuminated at night (see Appendix, page A-46). Any clearances not meeting State or BNSF requirements must be reviewed and approved by BNSF Engineering.

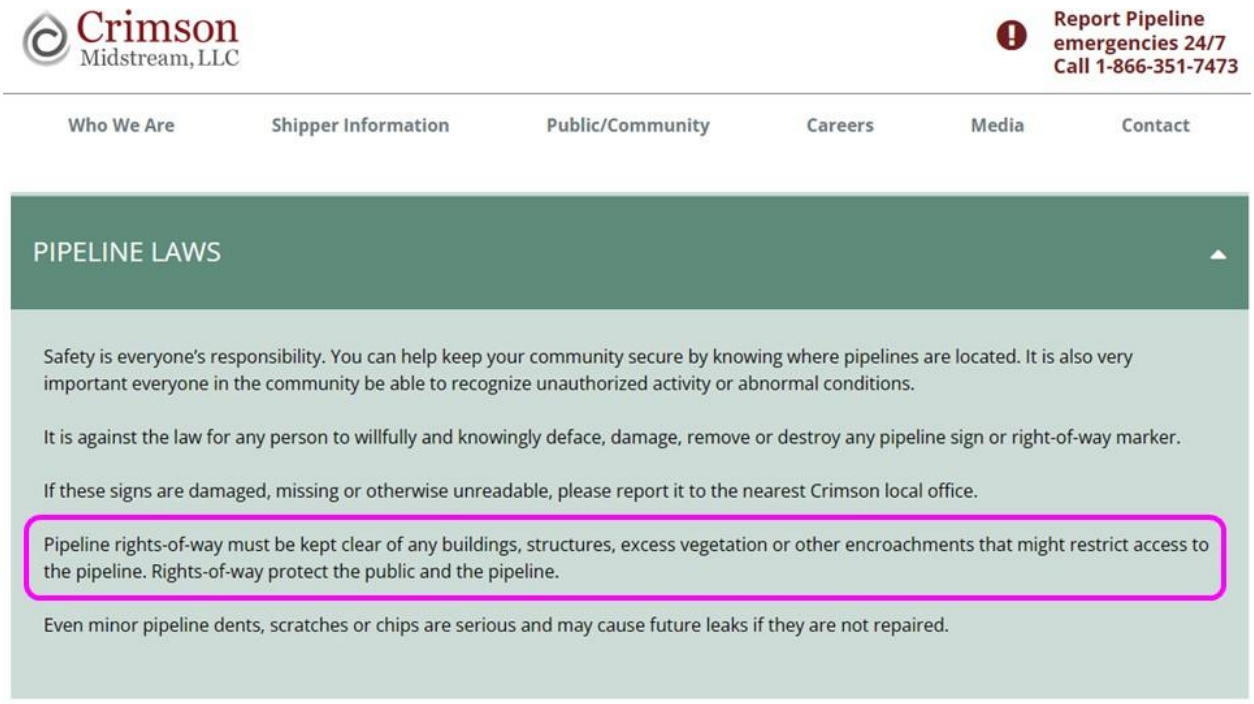
All loading/unloading equipment that fouls the clearance envelope during operation must positively lock in a non-fouling position when not in use.

All new tracks constructed will maintain a minimum distance of 25 feet for track centers from any main track, controlled siding or passing track. New tracks adjacent to other tracks will maintain a minimum distance of 14 feet for track centers.

page 9

S12 https://www.bnsf.com/ship-with-bnsf/rail-development/pdf/indytrkstds.pdf

Slide 13 gives a screen snapshot from the Crimson Midstream website, which says: “Pipeline rights-of-way must be kept clear of any buildings, structures, excess vegetation or other encroachments that might restrict access to the pipeline.” (“Pipeline Laws” https://www.crimsonmidstream.com/public-community)



S13

https://www.crimsonmidstream.com/public-community

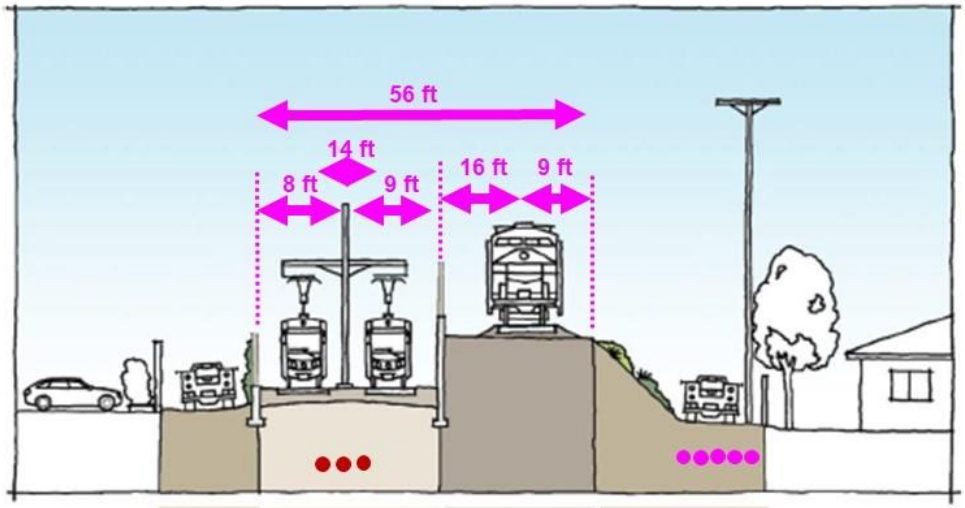
Slide 14 provides a copy of Slide 1, which has been annotated in magenta and red to show some distances and the estimated location of existing pipelines. (Figure 2.3-7 Proposed Project – Looking South Between 186th Street and Hawthorne Boulevard on page 2-11 of chapter 2. Project Description)

CLGET DEIR 2 Project Description.pdf

2. Project Description – Page 2-11

Distances and estimated location of existing pipelines have been added.

Figure 2.3-7. Proposed Project – Looking South Between 186th Street and Hawthorne Boulevard



S14

Source: Cityworks Design, 2022
Dimensions and ROW boundaries are preliminary and subject to confirmation in future phases of design.

Here are some observations. The existing locations of the Main Freight Track and the 8 pipelines meet the BNSF 40-foot and 25-foot pipeline distance requirements listed on Slide 11. However, the proposed location of the Light Rail Tracks shown in slides 1, 2 and 14 conflicts with the Crimson Midstream clearance requirements given on Slide 13. Therefore, it would seem that the 3 pipelines on the north side of the Main Freight Track, the Chevron and Shell and Crimson pipelines, would have to be relocated.

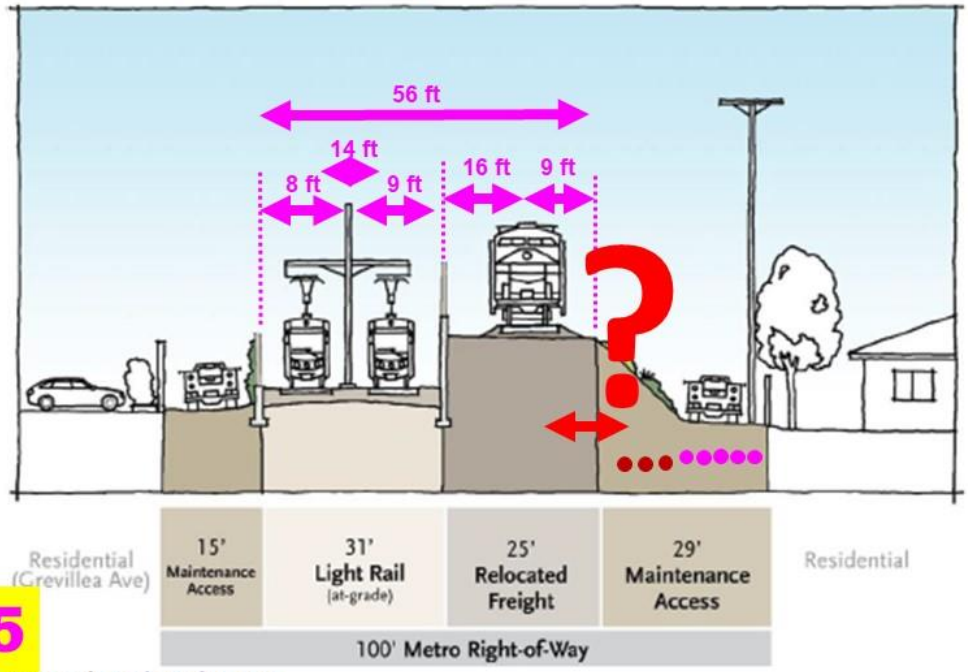
Slide 15 shows the 3 pipelines moved to the south and placed next to the existing 5 pipelines, along with a big red question mark that highlights the first major concern.

CLGET DEIR 2 Project Description.pdf

2. Project Description – Page 2-11

Distances and estimated location of existing pipelines have been added.

Figure 2.3-7. Proposed Project – Looking South Between 186th Street and Hawthorne Boulevard



S15

Source: Cityworks Design, 2022
Dimensions and ROW boundaries are preliminary and subject to confirmation in future phases of design.

First major concern – Would this allow for at least 25 feet between the Main Freight Track and the relocated closest pipeline? Assuming the pipelines are placed next to each other horizontally, which is the way they currently appear to be situated, and if each pipeline requires 2 to 3 feet, depending on their diameters, then it would be a tight fit, if the Main Freight Track remained in its existing location. Whether any of the pipelines could be stacked on top of each other is way beyond the scope of my knowledge. But I will have to say, that if that could be done, then it sounds expensive. Relocating the Main Freight Track to the south would make the problem worse.

Second major concern – How many tanker trucks would be required for petroleum transport during the destruction/construction phases of the project? My rough calculations show, about 2,000 tanker trucks per day, worst case scenario in which the Main Freight Track and all 8 pipelines are out of service. How much would this cost? Would METRO be covering the additional expense? Has this been accounted for?

Math Calculations

A tanker truck has a capacity of about 10,000 gallons. A railroad tank car has a capacity of about 30,000 gallons.

Replacing the train with trucks:

I started keeping a record of the trains that have been passing by, beginning in March 2023. I certainly don't have every train on my list. But I've seen many with over 40 tank cars, and even a few with around 50 tank cars. Conversely, I've also seen a few short trains. And once in a while, only a pair of engines and a single car go by. So as a rough average, I'll say 2 trains per day, 25 tank cars each. This gives a total of 50 tank cars per day, which means an equivalent of **150 tank trucks per day**. (50 cars X 30,000 gallons per car = 1,500,000 gallons. Dividing by 10,000 gallons per tank truck = 150.) (By the way, I think I did a similar calculation in an email sometime this past year.)

Replacing the pipelines with trucks will take a lot more trucks!

"Oil moves through pipelines at speeds of 3 to 8 miles per hour. Pipeline transport speed is dependent upon the diameter of the pipe, the pressure under which the oil is being transported, and other factors such as the topography of the terrain and the viscosity of the oil being transported." ("*How Pipelines Make the Oil Market Work – Their Networks, Operation and Regulation*" by Cheryl J. Trench, President, Allegro Energy Group, December 2001, page 12, https://www.iatp.org/sites/default/files/451_2_31375.pdf).

As a starting point, let's use a number near the low end of the range, which is 4 miles per hour.

One foot of an 8-inch pipe holds about 2.6 gallons. At 4 mph, 54,912 gallons pass by every hour (2.6 X 5280 X 4, or 4 miles worth). Then multiply by 24 to get 1,300,000 gallons per day.

One foot of a 10-inch pipe holds about 3.25 gallons. At 4 mph, 68,640 gallons pass by every hour (3.25 X 5280 X 4, or 4 miles worth). Then multiply by 24 to get 1,650,000 gallons per day.

One foot of a 20-inch pipe holds about 6.5 gallons. At 4 mph, 137,280 gallons pass by every hour (6.5 X 5280 X 4, or 4 miles worth). Then multiply by 24 to get 3,300,000 gallons per day.

The above 3 pipeline diameters are the only ones given in the DEIR. (See Slide 3.) The diameters for the other 5 pipelines are unknown to me at this time.

Minimum case: If only the 3 pipelines on the north side of the tracks are out of service, the Shell 8-inch, the Chevron 20-inch and the Crimson (let's make a guess and say it's 10-inch), then the total for these 3 pipelines would be 6,250,000 gallons. Add to this the 1,500,000 gallons of petroleum that is being shipped by train (see above), and we get 7,750,000 gallons. Dividing by 10,000 gallons per truck gives 750 trucks. So, 750 tanker trucks per day would be driving on the roads in order to keep the petroleum "flowing" to customers. It could easily be more, maybe a 1000.

Maximum case: If the 5 pipelines on the south side have to be out of service for some time, and I'm really guessing here, then let's add another 10,000,000 gallons. So, 7,750,000 gallons (minimum) plus 10,000,000 gallons gives 17,750,000 gallons. Dividing by 10,000 gallons per track gives 1775 trucks. So 1775 tanker trucks per day would be driving on the roads in order to keep the petroleum "flowing" to customers.

That's a lot of tanker trucks on the road each day. The next question would be: For how many days, weeks, months would this go on? A clever approach might be to put the next pipelines in place and then switch over. But depending on where the pipelines are coming from and going to, it might not be that simple. I only know what I can observe in the portion of the ROW that is in the vicinity, Manhattan Beach to Hawthorne Blvd.

As I've said before, putting the Light Rail Tracks through the ROW has many challenges. The Hawthorne Elevated Option is not easy either. But it avoids having to deal with all the petroleum pipelines and relocating the Main Freight Track, within the narrow spaces of the ROW.

From:

[redacted]

[redacted]

[redacted]

[redacted]

From: [redacted]
Sent: Saturday, May 11, 2024 12:59 PM
To: anajarian@glendaleca.gov; jdupontw@aol.com; FourthDistrict@bos.lacounty.gov; mayor.helpdesk@lacity.org; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; jbutts@cityofinglewood.org; Kathryn@bos.lacounty.gov; Councilmember.Yaroslavsky@lacity.org; paul.Krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; info@timsandoval.com; Board Clerk <BoardClerk@metro.net>; GreenlineExtension <GreenlineExtension@metro.net>
Subject: METRO GREEN/C-LINE EXTENSION TO TORRANCE FOR HAWTHORNE ALIGNMENT

FOR HAWTHORNE BLVD ALIGNMENT

Metro Board of Directors,

I support the Hawthorne alignment of the Green/C-Line Extension to Torrance. It is the safest option and saves so many trees. Below are all the reasons I support the Hawthorne alignment.

1. SAVES MORE TREES: The route along the ROW would require ~220 to be removed. DON'T KILL ALL OUR TREES! That is significantly more than the 40-50 smaller trees required for the Hawthorne alignment.

2. ENVIRONMENT: Hawthorne Elevated would allow for more biking paths, jogging paths, dog-walking, etc. along the Harbor ROW in an area considered "park poor" per LA County Parks & Wildlife.

3. SAFETY: Hawthorne elevated is safer as 200-300 trains per day would NOT be running past schools and parks where children play, it would NOT SHARE A CORRIDOR WITH 20-40 LIQUID PETROLEUM GAS TANKERS that run along a path where there are multiple high pressure gas lines.

4. INCREASED RIDERSHIP: Hawthorne Elevated will increase Metro ridership as a stop at the Galleria will better serve commuters in Lawndale, Redondo Beach, and Torrance, making it a destination for shopping, restaurants, entertainment and other businesses.

5. CONNECTIVITY: Buses already stop at Artesia and Hawthorne so connectivity is seamless by directly boarding desired bus at the Artesia/Hawthorne bus stop which will be accommodated by the new station’s configuration.

6. BOOST ECONOMY: Hawthorne Elevated contains a stop at the South Bay Galleria, future South Bay Social district that will not only help support the many shops soon to be built there, but will also serve any offices, hotels, or apartment units on Hawthorne Blvd that are part of the Galleria's upcoming redesign.

7. REVITALIZE LAWNDALE: Light rail elevated on Hawthorne Blvd, will help to support and revitalize the businesses on that shopping corridor without sacrificing parking, which would also be beneficial to Redondo Beach and Torrance commerce

Please choose the Hawthorne alignment for the safety of residents and save the trees!

Thank you, A Concerned Resident Sent from my iPhone

From: [redacted]
Sent: Saturday, May 11, 2024 9:07 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: No to the the Row in Lawndale

The "Row" option—a proposal to construct a mass transit system through our community's vital green space, perilously close to a petroleum line, and within a mere block of our children's schools—presents a plan that risks far more than it promises. This is not merely an infrastructural change; it's a direct challenge to the health, safety, and well-being of our community, particularly affecting our youngest and most vulnerable residents, many of whom belong to minority groups.

The value of green spaces in urban environments cannot be overstated—they are not just plots of land but the lungs of our city, providing clean air, a sanctuary for biodiversity, and a haven for mental and physical health. The introduction of mass transit within these precious spaces threatens to erode these benefits, displacing tranquility with the constant hum of transit, replacing clean air with dust and pollution, and substituting safety with hazards.

Moreover, the proximity to a petroleum line introduces unacceptable risks. In an era where environmental concerns are paramount, placing our community and its natural resources at such a risk is both irresponsible and short-sighted. And let’s not overlook the psychological and physical safety of our children—having to navigate construction zones or altered landscapes just to reach school each day is a burden no child should bear, particularly when the peace of a green walkway is stripped away.

Therefore, as we stand at this crossroads, we must choose the path that safeguards our community's health, preserves our children's safety, and protects our green spaces. We must advocate for responsible development that harmonizes with our environment and community needs. It's clear—the Row option is not the right path for us. Say no to the Row, for the future of our community and the generations to come.

2024 8:53 PM
To: anajarian@glendaleca.gov; jdupontw@aol.com; FourthDistrict@bos.lacounty.gov; mayor.helpdesk@lacity.org; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; jbutts@cityofinglewood.org; Kathryn@bos.lacounty.gov; Councilmember.Yaroslavsky@lacity.org; paul.Krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; info@timsandoval.com; Board Clerk <BoardClerk@metro.net>; GreenlineExtension <GreenlineExtension@metro.net>
Subject: METRO GREEN/C-LINE EXTENSION TO TORRANCE FOR HAWTHORNE ALIGNMENT

Please think about us.
FOR HAWTHORNE BLVD ALIGNMENT

Metro Board of Directors,

I support the Hawthorne alignment of the Green/C-Line Extension to Torrance. It is the safest option and saves so many trees. Below are all the reasons I support the Hawthorne alignment.

1. SAVES MORE TREES: The route along the ROW would require ~220 to be removed. DON'T KILL ALL OUR TREES! That is significantly more than the 40-50 smaller trees required for the Hawthorne alignment.

2. ENVIRONMENT: Hawthorne Elevated would allow for more biking paths, jogging paths, dog-walking, etc. along the Harbor ROW in an area considered "park poor" per LA County Parks & Wildlife.

3. SAFETY: Hawthorne elevated is safer as 200-300 trains per day would NOT be running past schools and parks where children play, it would NOT SHARE A CORRIDOR WITH 20-40 LIQUID PETROLEUM GAS TANKERS that run along a path where there are multiple high pressure gas lines.

4. INCREASED RIDERSHIP: Hawthorne Elevated will increase Metro ridership as a stop at the Galleria will better serve commuters in Lawndale, Redondo Beach, and Torrance, making it a destination for shopping, restaurants, entertainment and other businesses.

5. CONNECTIVITY: Buses already stop at Artesia and Hawthorne so connectivity is seamless by directly boarding desired bus at the Artesia/Hawthorne bus stop which will be accommodated by the new station’s configuration.

6. BOOST ECONOMY: Hawthorne Elevated contains a stop at the South Bay Galleria, future South Bay Social district that will not only help support the many shops soon to be built there, but will also serve any offices, hotels, or apartment units on Hawthorne Blvd that are part of the Galleria's upcoming redesign.

7. REVITALIZE LAWNDALE: Light rail elevated on Hawthorne Blvd, will help to support and revitalize the businesses on that shopping corridor without sacrificing parking, which would also be beneficial to Redondo Beach and Torrance commerce

Please choose the Hawthorne alignment for the safety of residents and save the trees!

Thank you, A Concerned Resident Sent from my iPhone

From: [redacted]
Sent: Sunday, May 12, 2024 11:15 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: 5/15/24 General Comment

FOR C-line Extension ELEVATED HAWTHORNE ROUTE

Hello to Board Members,

My name is Monika Olmos and I
am a resident of REDONDO BEACH. I'm speaking in strong support of the C Line Extension to Redondo Beach and AGAINST that of the recommendation for the Hybrid Alternative! I'm for the Locally Preferred Hawthorne Alternative ELEVATED option . I am asking that the Committee reject the hybrid recommendation and further investigate this project.
On a recent 2023 Poll- done by Market Research, of the South Bay communities, Lawndale , Torr and Redondo Beach, "67% are in favor supports C-line extension". Yes, we the majority of South Bay support the C-line extension! BUT what this survey does NOT represent, is the preference of the different routes. The Row options run commuter trains next to freight trains, carrying potential hazardous material.
This is a disaster waiting to happen, in residential areas!
Therefore, the safer option route is the Hawthorne Elevated.

I'd like to quote Michael Josephson,

" Character is not only doing the right thing when no one is looking, it's doing the right thing when everyone is looking. It's being willing to do the right thing even when it cost more than you want to pay", by Michael Josephson.

Thank you
[redacted]

From: [redacted]
Sent: Tuesday, May 14, 2024 2:51 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: ackman <ackman@gtf.org>
Subject: Comment regarding Metro C Line Extension to Torrance

Subject: Support for LPA Option - Metro C Line Extension Project

Dear Board of Directors,

My husband and I are homeowners and residents of North Redondo Beach. I'm writing to express our enthusiastic support for the proposed LPA Hybrid Alternative. We eagerly anticipate the commencement of your work and believe it holds great promise for our community.

As working professionals, we are particularly excited about the potential improvements to our commute to LAX and the City as well as the boost in commerce that the proposed connection will bring to our businesses in North Redondo. We commend your thorough analysis and careful consideration of the numerous factors impacting our neighborhood. I feel the Hawthorne option would construct a towering visual barrier bisecting the boulevard, create dangerous driving and pedestrian conditions and is not a cost effective solution.

We are fully in favor of the LPA option and hope that you will approve it at the upcoming May 23rd Board of Directors Meeting. We believe that this option offers the best path forward for our community's growth and development.

Warm regards,

[redacted]

From: [redacted]
Sent: Tuesday, May 14, 2024 5:07 PM
To: anajarian@glendaleca.gov; jdupontw@aol.com; FourthDistrict@bos.lacounty.gov; mayor.helpdesk@lacity.org; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; jbutts@cityofinglewood.org; Kathryn@bos.lacounty.gov; Councilmember.Yaroslavsky@lacity.org; paul.Krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; info@timsandoval.com; Board Clerk <BoardClerk@metro.net>; GreenlineExtension <GreenlineExtension@metro.net>
Subject: METRO GREEN/C-LINE EXTENSION TO TORRANCE FOR HAWTHORNE ALIGNMENT

FOR HAWTHORNE BLVD ALIGNMENT

Metro Board of Directors,

I support the Hawthorne alignment of the Green/C-Line Extension to Torrance. It is the safest option and saves so many trees. Below are all the reasons I support the Hawthorne alignment.

1. SAVES MORE TREES: The route along the ROW would require ~220 to be removed. DON'T KILL ALL OUR TREES! That is significantly more than the 40-50 smaller trees required for the Hawthorne alignment.

2. ENVIRONMENT: Hawthorne Elevated would allow for more biking paths, jogging paths, dog-walking, etc. along the Harbor ROW in an area considered "park poor" per LA County Parks & Wildlife.

3. SAFETY: Hawthorne elevated is safer as 200-300 trains per day would NOT be running past schools and parks where children play, it would NOT SHARE A CORRIDOR WITH 20-40 LIQUID PETROLEUM GAS TANKERS that run along a path where there are multiple high pressure gas lines.

4. INCREASED RIDERSHIP: Hawthorne Elevated will increase Metro ridership as a stop at the Galleria will better serve commuters in Lawndale, Redondo Beach, and Torrance, making it a destination for shopping, restaurants, entertainment and other businesses.

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6. BOOST ECONOMY: Hawthorne Elevated contains a stop at the South Bay Galleria, future South Bay Social district that will not only help support the many shops soon to be built there, but will also serve any offices, hotels, or apartment units on Hawthorne Blvd that are part of the Galleria's upcoming redesign.

7. REVITALIZE LAWNDALE: Light rail elevated on Hawthorne Blvd, will help to support and revitalize the businesses on that shopping corridor without sacrificing parking, which would also be beneficial to Redondo Beach and Torrance commerce

Please choose the Hawthorne alignment for the safety of residents and save the trees!

This is your moment to be on the right side of History.

Thank you,

[redacted]

From: [redacted]
Sent: Tuesday, May 14, 2024 6:06 PM
To: Board Clerk <BoardClerk@metro.net>; GreenlineExtension <GreenlineExtension@metro.net>; FourthDistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; Jbutts@cityofinglewood.org
Cc: anajarian@glendaleca.gov; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; mayor.helpdesk@lacity.org; mbohlke@sbcglobal.net; councilmember.yaroslavsky@lacity.org; Kathryn@bos.lacounty.gov; paul.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; info@timsandoval.com; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Metro C Line Extension – RB Light Rail Station and Pipeline Distances – AGAINST Hybrid Alternative (ROW); FOR Hawthorne Option

Subject: Metro C Line Extension – RB Light Rail Station and Pipeline Distances – AGAINST Hybrid Alternative (ROW); FOR Hawthorne Option

To: Metro and Metro Board Members

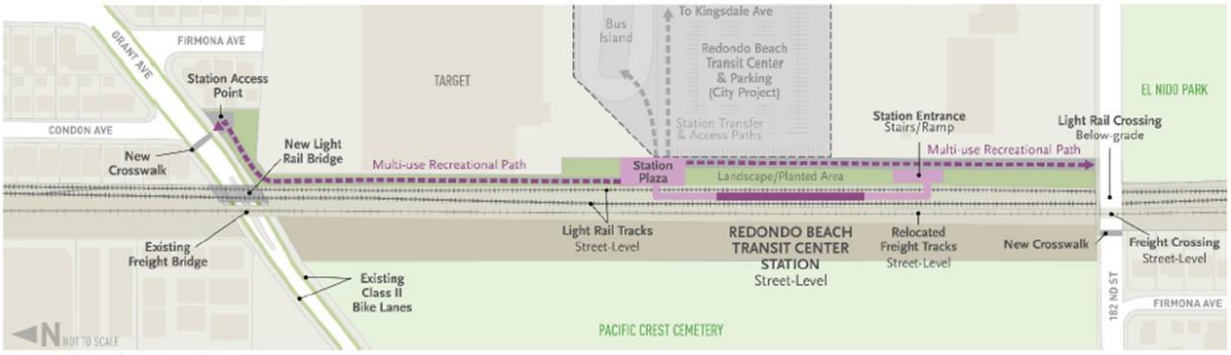
The Hawthorne Elevated Option avoids having to deal with the ROW's petroleum pipelines when constructing the Redondo Beach Light Rail Station.

> For reference: The presence of the underground petroleum pipelines on the ROW is documented in Attachment A, a link to which was provided with recent meeting agendas: "Constructability: Complexity Relocation Complexity – ROW: Underground Petroleum Pipelines." For the Hawthorne Option, the attachment does not list that, although it does list "Underground storm main & overhead high voltage transmission lines."

In previous emails, I have asked questions regarding petroleum pipelines. This email continues that theme and focuses on the Redondo Beach Light Rail Station and the portion of the ROW between 182nd and Grant Avenue.

Slide 1 shows "Figure 2.3-22. Trench Option – Redondo Beach TC Proposed Station Layout," page 2-30 of 2. Project Description of the January 2023 Draft EIR. For the Hawthorne Elevated Option, the Redondo Beach Light Rail Proposed Station would be located at the intersection of Artesia and Hawthorne Boulevards.

Figure 2.3-22. Trench Option – Redondo Beach TC Proposed Station Layout



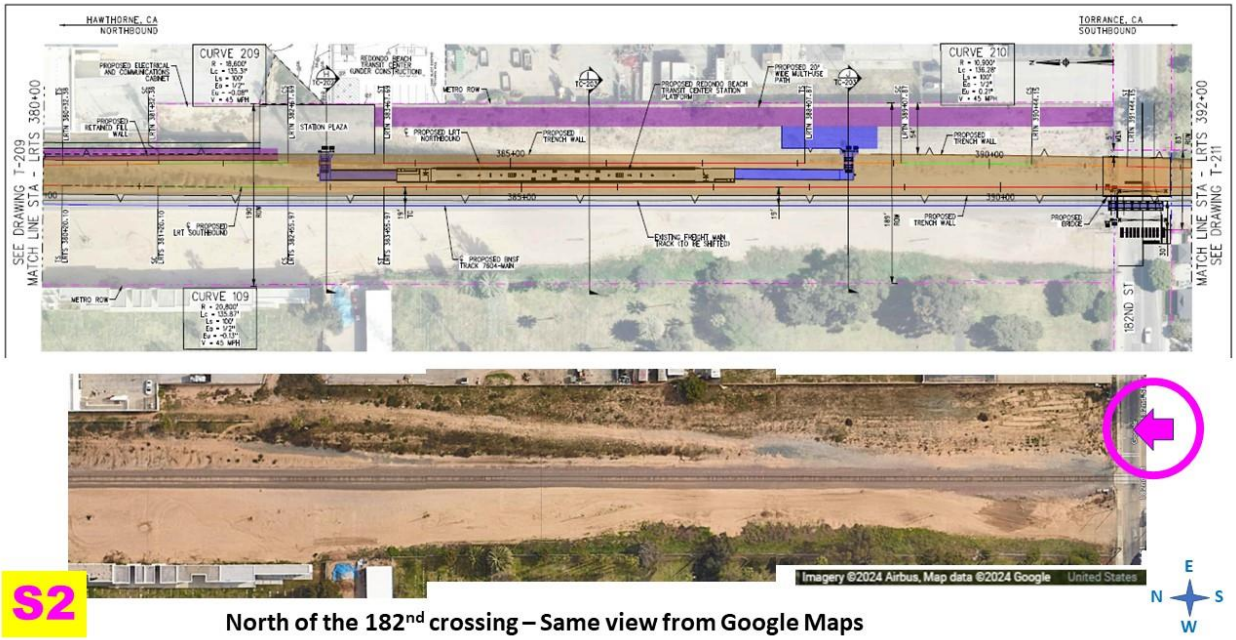
Source: Cityworks Design, 2022
Not to scale

S1

E
N S
W

Slide 2 contains 2 pictures. The first shows the Redondo Beach Transit Center Proposed Station Layout depicted on the Trench Option sheet 10 of 13, from file page 87 of the "Appendix 2-A: Select Advanced Conceptual Engineering Drawings." The second picture is a Google Map collage that shows the same portion of the ROW as it exists today. The magenta circle and arrow annotation on the right shows where the pictures were taken (east of the 182nd crossing) and which are shown on subsequent slides (3, 4, 5, 6, 7). For one (Slide 3) which shows a closeup of the sidewalk and pavement, I was facing west. For rest of them, I was facing north.

Appendix 2-A: Select Advanced Conceptual Engineering Drawings - PDF file page 87



S2

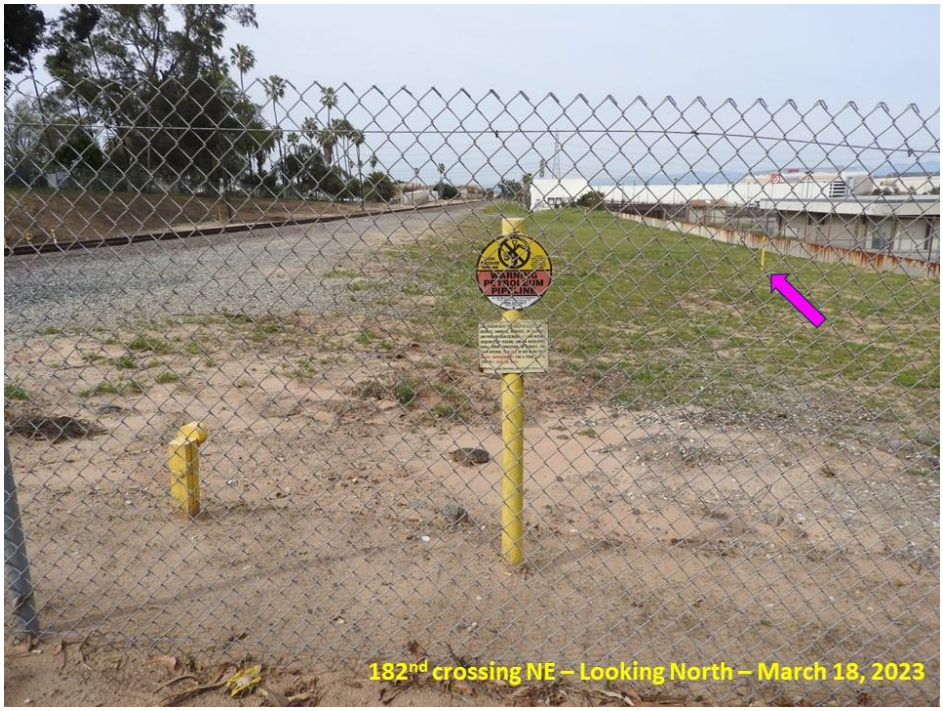
North of the 182nd crossing – Same view from Google Maps

Slide 3 shows a closeup of the sidewalk on the northeast corner of the 182nd crossing. The markings indicate the presence of 2 buried petroleum pipelines. One belongs to (or is operated by) the Shell Pipeline Company and the other one belongs to Crimson.



S3

Slide 4 looks north, straight at a petroleum pipeline warning sign. This is approximately where the proposed two Light Rail Tracks would cross 182nd Street, which for the Hybrid Option, would be in a trench below. The magenta arrow annotation on the right highlights a petroleum pipeline marker. There are more markers which can be seen better on the subsequent slides.



S4

N
W E
S

Slide 5 looks north and is a zoom-in on which 8 petroleum pipeline markers are highlighted with magenta arrow annotations. The Main Freight Track is on the left. The white structure is the Target loading dock.



S5

N
W E
S

Slide 6 zooms in even further and focuses on the 3 petroleum pipeline markers which are on the right. This is approximately where the proposed Light Rail Station Plaza would be located. (See Slide 1 and Slide 8.)



S6

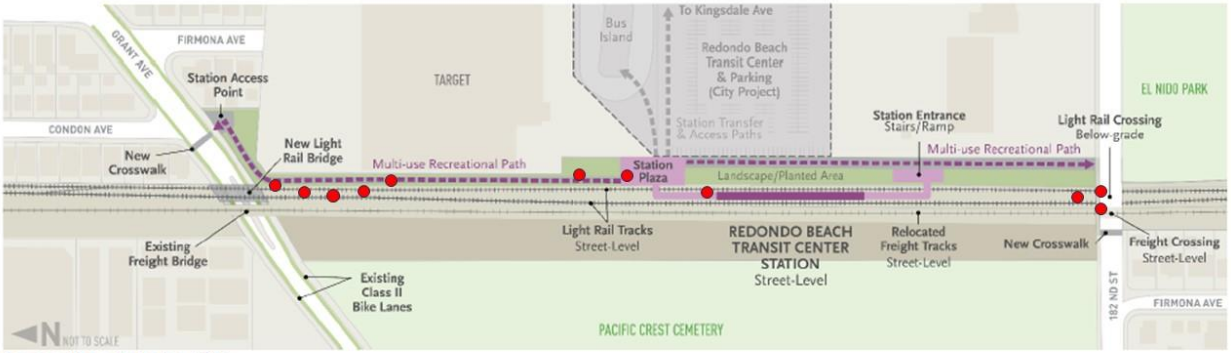
N
W E
S

Slide 7 zooms in even further and focuses on the 5 petroleum pipeline markers which are on the left, which are in between Target and the Main Freight Track. The Main Freight Track passes over Grant Avenue via the bridge that is on the left.



Slide 8 is a copy of Slide 1 (“Figure 2.3-22. Trench Option – Redondo Beach TC Proposed Station Layout,” page 2-30 of 2. Project Description) on which the approximate locations of the petroleum pipeline markers have indicated by red dots.

Figure 2.3-22. Trench Option – Redondo Beach TC Proposed Station Layout



Source: Cityworks Design, 2022
Not to scale

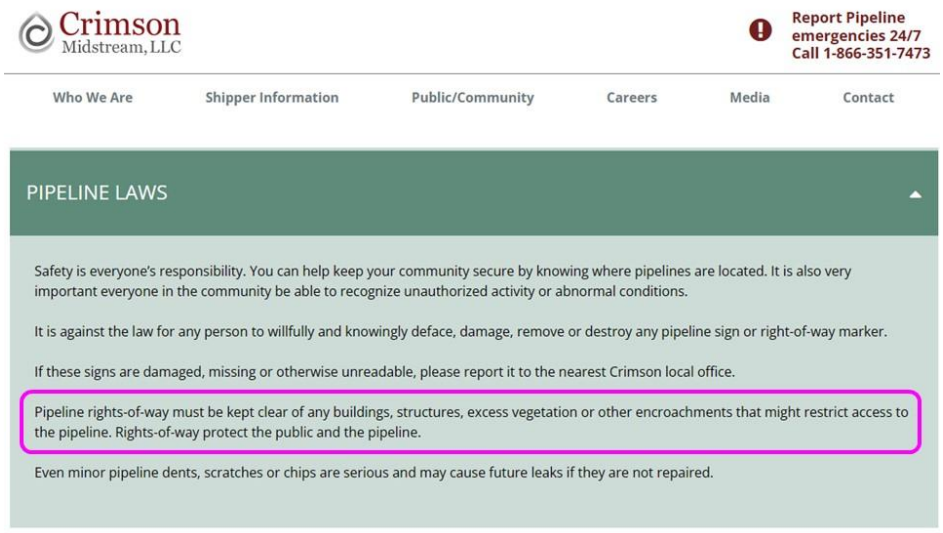
Page 2-30

Red dots indicate very rough approximate locations of petroleum pipeline warning signs, markers and markings on the east side of the Main Freight Track.

S8

E
N S
W

Slide 9 gives a screen snapshot from the Crimson Midstream website, which says: "Pipeline rights-of-way must be kept clear of any buildings, structures, excess vegetation or other encroachments that might restrict access to the pipeline." ("Pipeline Laws" https://www.crimsonmidstream.com/public-community)



S9

https://www.crimsonmidstream.com/public-community

Slide 10 gives some excerpts from page 2-4 of the BNSF Railway Utility Accommodation Policy, Part 2 Utilities Paralleling Railroad Property, C. Underground Installations, 5. Underground Utility Installations …, b. Pipelines. The following 2 subsections have been highlighted with magenta underlines. "i. Any pipeline installation paralleling BNSF property shall be within ten (10) feet of property line and a minimum of forty (40) feet from track." (ii. If the pipeline is proposed to be located forty (40) feet or less from centerline of nearest track, the pipeline shall be encased in a steel pipe subject to approval from BNSF. No pipe may be placed closer than twenty-five (25) feet from centerline of any track. Pipe must be buried with a minimum cover of six (6) feet."

UTILITY ACCOMMODATION POLICY



Engineering Services
February 15, 2024

PART 2 - UTILITIES PARALLELING RAILROAD PROPERTY

C. Underground Installations

5. Underground utility installations should be located on top of the back slope at the outer limits of railroad property as follows:

b. Pipelines

i. Any pipeline installation paralleling BNSF property shall be within ten (10) feet of property line and a minimum of forty (40) feet from track.

ii. If the pipeline is proposed to be located forty (40) feet or less from centerline of nearest track, the pipeline shall be encased in a steel pipe subject to approval from BNSF. No pipe may be placed closer than twenty-five (25) feet from centerline of any track. Pipe must be buried with a minimum cover of six (6) feet. If less than minimum depth is necessary because of existing utilities, water table, ordinance or similar reasons, the line shall be rerouted.

https://www.bnsf.com/bnsf-resources/pdf/about-bnsf/utility.pdf

page 2-4

S10

Slide 11 gives some excerpts from page 9 of the BNSF Railway Company Guidelines for Industry Track Projects, section 2.10 Clearances. The following statement has been highlighted with magenta underlines. "All new tracks constructed will maintain a minimum distance of 25 feet for track centers from any main track, controlled siding or passing track."

Engineering Services
Track & System Design
2600 Lou Menk Drive, Fort Worth, TX 76131

July 2023

BNSF RAILWAY COMPANY

GUIDELINES FOR INDUSTRY TRACK PROJECTS

2. Standards for Industrial Trackage (Carload, or Non-Unit Facilities)

2.10 Clearances: BNSF will adhere to the "Clearance Requirements by State," BNSF Dwg. No. 2509, Sheet No. 2 (see Appendix, page A-44) for each state. If a state does not have its own clearances, the "BNSF Minimum Clearances Diagram," BNSF Dwg. No. 2509, Sheet No. 1 (see Appendix, page A-45) will apply. Side clearances for curves should have an additional 1-1/2" per degree of curvature. All effort should be made to provide adequate clearances. In the event clearances cannot be provided for as prescribed, warning signs will be installed and they must be illuminated at night (see Appendix, page A-46). Any clearances not meeting State or BNSF requirements must be reviewed and approved by BNSF Engineering.
All loading/unloading equipment that fouls the clearance envelope during operation must positively lock in a non-fouling position when not in use.
All new tracks constructed will maintain a minimum distance of 25 feet for track centers from any main track, controlled siding or passing track. New tracks adjacent to other tracks will maintain a minimum distance of 14 feet for track centers.

page 9

S11

https://www.bnsf.com/ship-with-bnsf/rail-development/pdf/indytrkstds.pdf

Questions, Issues and Concerns:

The width of the ROW, which is 189 feet north of 182nd abruptly changes to only 100 feet immediately south of 182nd.

Does the current proposed plan respect the “pipeline rights of way” and petroleum pipeline and train track distance (40 and 25 feet) requirements given on Slide 9, 10 and 11?

If not, can the plan be modified to accommodate those requirements?

Or, will the two pipelines (the Shell and Crimson pipelines), that are on the east side of the Main Freight Track, have to be relocated?

If so, where would they be relocated to?

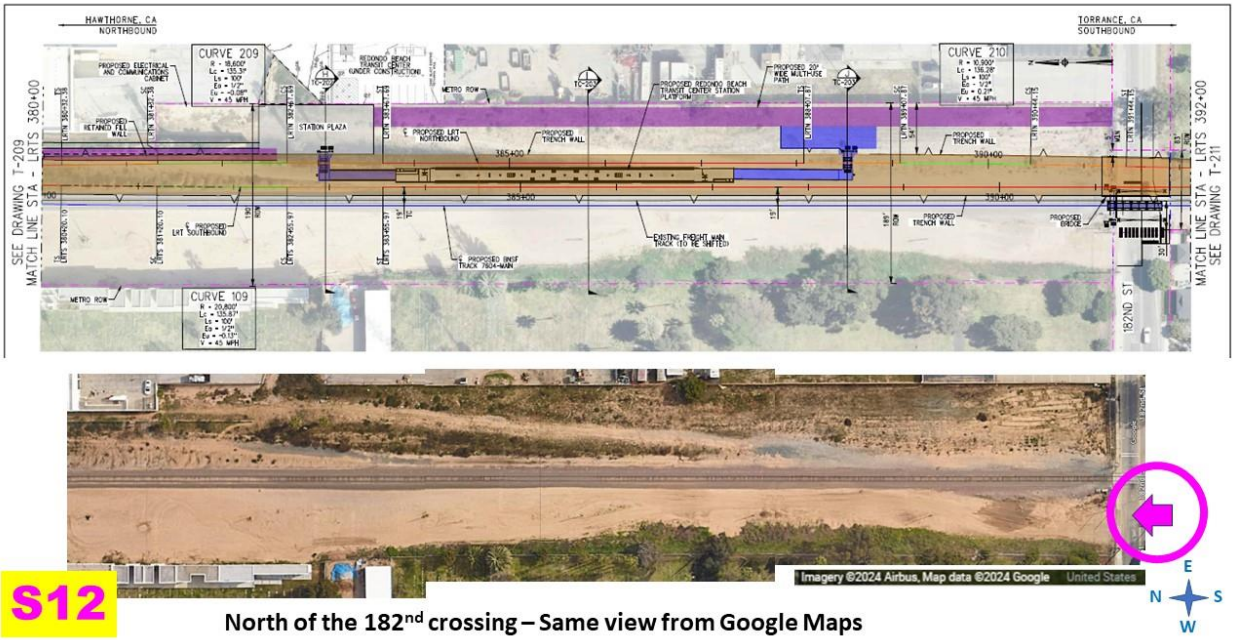
Would they be relocated to the west side of the Main Freight Track alongside all of the other pipelines?

Have cost estimates for these issues been made? Are they included in the **$2.23B** cost estimate for the **Hybrid Option** that was shown in the recent C Line Extension video update?

There are already several (6 by my count) petroleum pipelines that run along the west side of the Main Freight Tracks. The remainder of this email will address the "west side story."

Slide 12 is a copy of Slide 2, except that the magenta circle and arrow annotation on the right, has been moved down (west) to show where the pictures were taken that are shown on subsequent slides. For the first one (Slide 13), which is a closeup of the sidewalk and pavement, I was facing northwest. For rest of them, I was facing north.

Appendix 2-A: Select Advanced Conceptual Engineering Drawings - PDF file page 87



North of the 182nd crossing – Same view from Google Maps

Slide 13 shows a closeup of the sidewalk on the northwest corner of the 182nd crossing. The markings indicate the presence of many (6 by my count) buried petroleum pipelines.

S13



Slide 14 looks north, straight at a whole bunch of petroleum pipeline warning signs. The magenta annotations are based on what the signs say. From left to right: Plains (PAA – Plains All American), Shell Pipeline Company, Torrance Logistics, Chevron, Zenith Energy. (While I can't see GATX on any of the signs in any of these pictures, they must be in here somewhere, since they have a sign at the Hawthorne Blvd. crossing.)



S14

N W E S

Slide 15 looks north from the northwest corner of the 182nd crossing. Several petroleum pipeline markers can be seen, along with some big puddles. (March 2023 was very wet. A lot of atmospheric rivers.) Pacific Crest Cemetery is on the left.



S15

N W E S

Slide 16 is a zoom that looks north from the northwest corner of the 182nd crossing. Dozens and dozens of petroleum pipeline markers can be seen.



S16

N
W E
S

Slide 17 is a greater zoom-in that looks north from the northwest corner of the 182nd crossing.



S17



Side 18 zooms in even more. It again looks north from the northwest corner of the 182nd crossing. The Main Freight Track passes over Grant Avenue via the bridge that is in the upper right.



S18



Slide 19 is at almost maximum room. It again looks north from the northwest corner of the 182nd crossing. Again, the message is that there are a lot of petroleum pipeline warning signs and markers.



S19

N
W E
S

Slide 20 is at maximum zoom, and again looks north at the same area from the northwest corner of the 182nd crossing. This is the “plateau” that is the southwest corner above Grant Avenue as it passes under the Main Freight Track bridge.

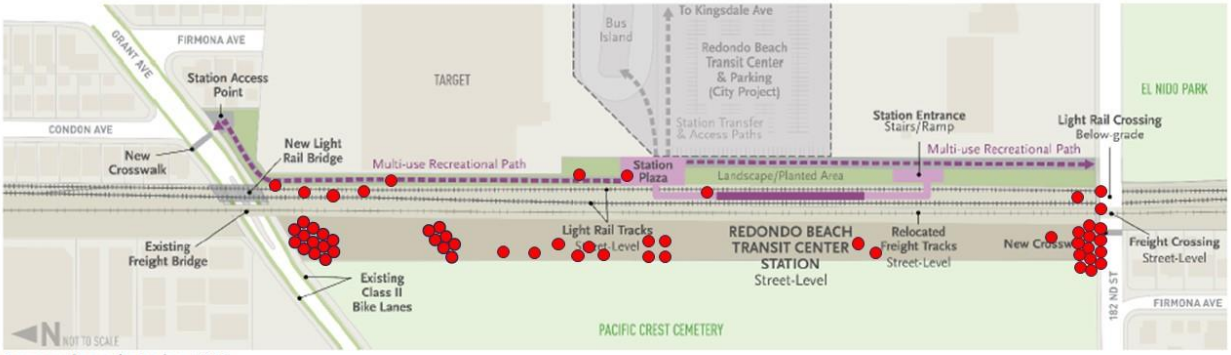


S20

N
W E
S

Slide 21 is a copy of Slide 8 to which a whole bunch of dots have been added in an attempt to indicate the quantity and very rough locations of the petroleum pipeline warning signs and markers that are on the west side of the Main Freight Track.

Figure 2.3-22. Trench Option – Redondo Beach TC Proposed Station Layout



Source: Cityworks Design, 2022
Not to scale

Red dots indicate very rough approximate locations of petroleum pipeline warning signs, markers and markings on both the east side and the west side of the Main Freight Track.

S21

E
N S
W

Slide 22 is a copy and paste of section “4.3-3.9.1 Construction” from page 4-21 of “4. Evaluation of Alternatives” of the Draft EIR.

4.3-3.9 Hazards and Hazardous Materials

4.3-3.9.1 Construction

Less than Significant Impact. Construction of the Hawthorne Option would require more property acquisitions than the Proposed Project to construct the elevated guideway, which means more demolition of structures and a greater rick of encountering demolition waste. However, the Hawthorne Option would comply with the same regulatory control measures as described for the Proposed Project to deal with hazardous waste generated during construction, and would also implement PF-HHM-1 and PF-HHM-2. The amount of contaminated soil expected to be excavated would be significantly lower than the Proposed Project, as would the risk of encountering oil and gas pipelines, as the Hawthorne Option segment is not located within the Metro ROW. The Hawthorne Option would also have a lesser impact related to RECs, as construction would occur near fewer REC sites compared to the Proposed Project. However, the Hawthorne Option would have a greater risk of disrupting municipal buried utilities, such as sewer or domestic water lines, which may result in a release of contaminated water. Implementation of PF-US-1 would ensure coordination with utility owners to determine utility locations. The Hawthorne Option would have a **less than significant impact** during construction related to hazards and hazardous materials.

S22

Summary and Conclusion

The width of the ROW is 189 feet north of 182nd in the vicinity of the proposed Light Rail stations. The width of the ROW abruptly changes to only 100 feet immediately south of 182nd. And the width of the ROW is only 100 feet north of Grant Avenue to Artesia Blvd. North of that it is even narrower. The recent C Line Extension video update showed the A Line LRT going through some areas close to residences in South Pasadena and South LA. But add to that a Main Freight Track and a bunch of petroleum pipelines, and now we’re talking about what we’re concerned about here in the “South Bay ROW.”

I’m just a retired aerospace engineer with a camera and the internet. Over the past two years, I’ve learned a lot about the ROW, freight trains, tank cars, pipelines, etc. My opinion hasn’t changed. If anything, it keeps getting reinforced. Trying to “shoehorn” two Light Rail Tracks in next to a Main Freight Track and 8 petroleum pipelines in these narrow corridors makes me very concerned about safety, and wary regarding cost and schedule increases and overruns. By the

way, I only recently came to the number 8 by looking at the signs and markings, and combining that with what is in the DEIR. And I see the words “High Pressure” on a lot of those warning signs.

As I’ve said before, putting the Light Rail Tracks through the ROW has many challenges. The Hawthorne Elevated Option is not easy either. But it avoids having to deal with all the petroleum pipelines and relocating the Main Freight Track.

I’ll simply close with this. “The amount of contaminated soil expected to be excavated would be significantly lower than the Proposed Project, as would the risk of encountering oil and gas pipelines, as the Hawthorne Option segment is not located within the Metro ROW. The Hawthorne Option would also have a lesser impact related to RECs, as construction would occur near fewer REC sites compared to the Proposed Project.” (See Slide 22.)

From:

[redacted]

[redacted]

[redacted]

[redacted]

From: [redacted]
Sent: Tuesday, May 14, 2024 10:29 PM
To: anajarian@glendaleca.gov; jdupontw@aol.com; FourthDistrict@bos.lacounty.gov; mayor.helpdesk@lacity.org; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; jbutts@cityofinglewood.org; Kathryn@bos.lacounty.gov; Councilmember.Yaroslavsky@lacity.org; paul.Krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; info@timsandoval.com; Board Clerk <BoardClerk@metro.net>; GreenlineExtension <GreenlineExtension@metro.net>
Subject: METRO GREEN/C-LINE EXTENSION TO TORRANCE FOR HAWTHORNE ALIGNMENT

FOR HAWTHORNE BLVD ALIGNMENT

Metro Board of Directors,

I support the Hawthorne alignment of the Green/C-Line Extension to Torrance. It is the safest option and saves so many trees. Below are all the reasons I support the Hawthorne alignment.

1. SAVES MORE TREES: The route along the ROW would require ~220 to be removed. DON'T KILL ALL OUR TREES! That is significantly more than the 40-50 smaller trees required for the Hawthorne alignment.

2. ENVIRONMENT: Hawthorne Elevated would allow for more biking paths, jogging paths, dog-walking, etc. along the Harbor ROW in an area considered "park poor" per LA County Parks & Wildlife.

3. SAFETY: Hawthorne elevated is safer as 200-300 trains per day would NOT be running past schools and parks where children play, it would NOT SHARE A CORRIDOR WITH 20-40 LIQUID PETROLEUM GAS TANKERS that run along a path where there are multiple high pressure gas lines.

4. INCREASED RIDERSHIP: Hawthorne Elevated will increase Metro ridership as a stop at the Galleria will better serve commuters in Lawndale, Redondo Beach, and Torrance, making it a destination for shopping, restaurants, entertainment and other businesses.

5. CONNECTIVITY: Buses already stop at Artesia and Hawthorne so connectivity is seamless by directly boarding desired bus at the Artesia/Hawthorne bus stop which will be accommodated by the new station’s configuration.

6. BOOST ECONOMY: Hawthorne Elevated contains a stop at the South Bay Galleria, future South Bay Social district that will not only help support the many shops soon to be built there, but will also serve any offices, hotels, or apartment units on Hawthorne Blvd that are part of the Galleria's upcoming redesign.

7. REVITALIZE LAWNDALE: Light rail elevated on Hawthorne Blvd, will help to support and revitalize the businesses on that shopping corridor without sacrificing parking, which would also be beneficial to Redondo Beach and Torrance commerce

Please choose the Hawthorne alignment for the safety of residents and save the trees!

Thank you, A Concerned Resident [redacted] Sent from my iPhone

From: [redacted]
Sent: Wednesday, May 15, 2024 11:32 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: Support of C Line Extension Staff Recommendation

Hello -

I am writing to support the staff recommendation for the ROW option for the C Line extension. It's critical that we choose a cost efficient path forward that can be actually implemented on an expeditious timeline. It has been far too long since the south bay has been served by transit and this opportunity should not be lost!

Many thanks,

[redacted]

From: [redacted]
Sent: Wednesday, May 15, 2024 2:20 PM
To: Bill Hall <bhallrb@aol.com>; Board Clerk <BoardClerk@metro.net>; GreenlineExtension <GreenlineExtension@metro.net>; FourthDistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; Jbutts@cityofinglewood.org
Cc: anajarian@glendaleca.gov; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; mayor.helpdesk@lacity.org; mbohlke@sbcglobal.net; councilmember.yaroslavsky@lacity.org; Kathryn@bos.lacounty.gov; paul.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; info@timsandoval.com; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Re: Metro C Line Extension – Chevron Pipeline Peculiarity – AGAINST Hybrid Alternative (ROW); FOR Hawthorne Option

Bill,

Thanks for these emails. Did you hear about what Metro and the Sheriff were doing along the ROW in Redondo? Claiming to be clearing homeless encampments when we don't even have any here?

See this two minute video. They don't even know their own boundaries.

https://www.youtube.com/live/tBeYSwib81s?si=v3ra5vJMHSiCv7yC&t=11195

[redacted]

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From: [redacted]
Sent: Wednesday, May 15, 2024 12:33:20 AM
To: boardclerk@metro.net <boardclerk@metro.net>; greenlineextension@metro.net <greenlineextension@metro.net>; FourthDistrict@bos.lacounty.gov <FourthDistrict@bos.lacounty.gov>; HollyJMitchell@bos.lacounty.gov <HollyJMitchell@bos.lacounty.gov>; Jbutts@cityofinglewood.org <Jbutts@cityofinglewood.org>
Cc: anajarian@glendaleca.gov <anajarian@glendaleca.gov>; fdutra@cityofwhittier.org <fdutra@cityofwhittier.org>; firstdistrict@bos.lacounty.gov <firstdistrict@bos.lacounty.gov>; jdupontw@aol.com <jdupontw@aol.com>; mayor.helpdesk@lacity.org <mayor.helpdesk@lacity.org>; mbohlke@sbcglobal.net <mbohlke@sbcglobal.net>; councilmember.yaroslavsky@lacity.org <councilmember.yaroslavsky@lacity.org>; Kathryn@bos.lacounty.gov <Kathryn@bos.lacounty.gov>; paul.krekorian@lacity.org <paul.krekorian@lacity.org>; ThirdDistrict@bos.lacounty.gov <ThirdDistrict@bos.lacounty.gov>; info@timsandoval.com <info@timsandoval.com>; randall.winston@lacity.org <randall.winston@lacity.org>; tina.backstrom@lacity.org <tina.backstrom@lacity.org>
Subject: Metro C Line Extension – Chevron Pipeline Peculiarity – AGAINST Hybrid Alternative (ROW); FOR Hawthorne Option

*CAUTION: Email is from an external source; **Stop, Look, and Think** before opening attachments or links.*

Subject: Metro C Line Extension – Chevron Pipeline Peculiarity – AGAINST Hybrid Alternative (ROW); FOR Hawthorne Option

To: Metro and Metro Board Members

The Hawthorne Elevated Option avoids having to deal with the ROW's petroleum pipelines and the difficulties they pose and their possible peculiarities during construction of the C Line Extension.

> For reference: The presence of the underground petroleum pipelines on the ROW is documented in Attachment A, a link to which was provided with recent meeting agendas: "Constructability: Complexity Relocation Complexity – ROW: Underground Petroleum Pipelines." For the Hawthorne Option, the attachment does not list that, although it does list "Underground storm main & overhead high voltage transmission lines."

In previous emails, I have asked questions regarding petroleum pipelines. This short email continues that theme by calling attention to something I recently observed while studying the pictures I have taken over the past two years. It would seem that the Chevron Petroleum Pipeline apparently crosses under the Main Freight Track, somewhere between 182nd Street and Hawthorne Blvd.

Slide 1 shows that, according to the 2023 DEIR, **the Chevron petroleum pipeline is a 20-inch gas line**. To quote the DEIR: "Several oil and gas pipelines run within the Metro ROW including a 10-inch Shell crude oil, 8-inch ExxonMobil jet fuel, and 20-inch Chevron gas lines." (DEIR, chapter 3.9 Hazardous Materials, section 3.9-3.1.6 Petroleum Hydrocarbons, Page 3.9-16.)

Slide 2 looks north from the northwest corner of the 182nd grade level crossing. The location of the Chevron petroleum pipeline sign is annotated along with the location of the Main Freight Track. As can be seen, the Chevron sign is on the left and the track is on the right. In other words, **the Chevron sign is on the west side of the track**.

Slide 3 looks northwest from the northwest corner of the Hawthorn Blvd bridge crossing. The location of the Chevron petroleum pipeline sign is annotated along with the location of the Main Freight Track. As can be seen, the track is on the left and the Chevron sign is on the right. In other words, **the Chevron sign is on the east side of the track**.

Slide 4 provides a Google map overview of 182nd Street to Hawthorne Blvd. which has annotations showing the locations of where the pictures were taken and where the Chevron signs are located.

Conclusion: The Chevron Petroleum Pipeline apparently crosses under the Main Freight Track, somewhere between 182nd Street and Hawthorne Blvd. Perhaps the Metro engineers are already aware of this. Regardless, I felt I should share what I see.

Summary: Here is yet another challenge, another problem posed by a petroleum pipeline that runs along the ROW.

Question: Could there be other places where these petroleum pipelines cross under the Main Freight Track? What complications are caused?

As I've said before, putting the Light Rail Tracks through the ROW has many challenges. The Hawthorne Elevated Option is not easy either. But it avoids having to deal with all the petroleum pipelines and relocating the Main Freight Track.

From:

[redacted]

[redacted]

[redacted]

[redacted]

Please note that email correspondence with the City of Redondo Beach, along with attachments, may be subject to the California Public Records Act, and therefore may be subject to disclosure unless otherwise exempt. The City of Redondo Beach shall not be responsible for any claims, losses or damages resulting from the use of digital data that may be contained in this email.

From: [redacted]
Sent: Wednesday, May 15, 2024 3:09 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: In favor of C line extension on ROW, LPA

I'm writing in favor of the Locally Preferred Alternative and use of the existing Right of Way for the Metro C / Green line extension to Redondo and Torrance.

I prefer the route which has the lowest budget and can be built most quickly, and also any route which puts a metro terminal at the new redondo beach bus station.

For several years, I commuted from redondo to Pasadena on metro. At the time, silver line (bus) to gold line (rail) was the best route for me and took around an hour and 45 minutes. The long walk from the bus to the gold line added a lot to the commute, actual time in motion was only about an hour. Coming home, I'd have to wait for the silver bus on a sidewalk outside of union station, and at night in the wintertime I wouldn't do it. I prefer having the metro terminal at the new redondo beach bus station, to eliminate long walks between two stations in the dark and in bad weather. It's safer for passengers to eliminate a long walk between a train terminal and bus station.

I worked at SpaceX for 4 years. Many people commuted to spacex on the green line, there is a stop at Crenshaw at the 105, a short walk to the main building. When a handful of us left and started Virgin Orbit, when we were selecting a new building, find a site near metro was one of our criteria. We could not meet that criteria and there were friends who never moved from SpaceX to VO because of that, because of their commute. We never considered a site in a south bay city other than El Segundo because El Segundo was well connected by the 105, sites in Redondo and Torrance were just not freeway close. Extending metro would make a difference and bring new offices, there are great business office sites near the proposed Torrance station.

For several years, I worked in Oakland and commuted Mondays and Fridays on southwest. Arriving at LAX on Friday night, my wait for an uber, and my ride on the 405, often added up to more time than the flight from Oakland to LAX. It will be great to get to and from LAX on metro.

And it will be great to get to SOFI and BMO Stadium on metro. Parking at Sofi is about $100 and really slow to get out. I have season tickets to LAFC games at BMO. Parking is $55 and it would be get to get on metro, not drive on the 110, and have another beer at the game.

I live in north redondo and use 182nd street a lot. I will be impacted by this, but I'd still like it done. I am retired and no longer commute on metro, but I still ride metro, buses and trains. I have ridden it this year.

If the C line station does end up on hawthorne, please make a safe, lit path between the metro terminal and the bus station. Please connect that path to the north redondo bike path. Please connect the bike path to the friendship campus and to the harbor.

Thanks.

[redacted]

From: [redacted]
Sent: Thursday, May 16, 2024 6:59 AM
To: anajarian@glendaleca.gov; jdupontw@aol.com; FourthDistrict@bos.lacounty.gov; mayor.helpdesk@lacity.org; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; jbutts@cityofinglewood.org; Kathryn@bos.lacounty.gov; Councilmember.Yaroslavsky@lacity.org; paul.Krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; info@timsandoval.com; Board Clerk <BoardClerk@metro.net>; GreenlineExtension <GreenlineExtension@metro.net>
Subject: METRO GREEN/C-LINE EXTENSION TO TORRANCE FOR HAWTHORNE ALIGNMENT

FOR HAWTHORNE BLVD ALIGNMENT

Metro Board of Directors,

I support the Hawthorne alignment of the Green/C-Line Extension to Torrance. It is the safest option and saves so many trees. Below are all the reasons I support the Hawthorne alignment.

1. SAVES MORE TREES: The route along the ROW would require ~220 to be removed. DON'T KILL ALL OUR TREES! That is significantly more than the 40-50 smaller trees required for the Hawthorne alignment.

2. ENVIRONMENT: Hawthorne Elevated would allow for more biking paths, jogging paths, dog-walking, etc. along the Harbor ROW in an area considered "park poor" per LA County Parks & Wildlife.

3. SAFETY: Hawthorne elevated is safer as 200-300 trains per day would NOT be running past schools and parks where children play, it would NOT SHARE A CORRIDOR WITH 20-40 LIQUID PETROLEUM GAS TANKERS that run along a path where there are multiple high pressure gas lines.

4. INCREASED RIDERSHIP: Hawthorne Elevated will increase Metro ridership as a stop at the Galleria will better serve commuters in Lawndale, Redondo Beach, and Torrance, making it a destination for shopping, restaurants, entertainment and other businesses.

5. CONNECTIVITY: Buses already stop at Artesia and Hawthorne so connectivity is seamless by directly boarding desired bus at the Artesia/Hawthorne bus stop which will be accommodated by the new station’s configuration.

6. BOOST ECONOMY: Hawthorne Elevated contains a stop at the South Bay Galleria, future South Bay Social district that will not only help support the many shops soon to be built there, but will also serve any offices, hotels, or apartment units on Hawthorne Blvd that are part of the Galleria's upcoming redesign.

7. REVITALIZE LAWNDALE: Light rail elevated on Hawthorne Blvd, will help to support and revitalize the businesses on that shopping corridor without sacrificing parking, which would also be beneficial to Redondo Beach and Torrance commerce

Please choose the Hawthorne alignment for the safety of residents and save the trees!

Thank you, [redacted] A Concerned Resident

From: [redacted]
Sent: Thursday, May 16, 2024 8:51 AM
To: anajarian@glendaleca.gov; jdupontw@aol.com; FourthDistrict@bos.lacounty.gov; mayor.helpdesk@lacity.org; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; jbutts@cityofinglewood.org; Kathryn@bos.lacounty.gov; Councilmember.Yaroslavsky@lacity.org; paul.Krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; info@timsandoval.com; Board Clerk <BoardClerk@metro.net>; GreenlineExtension <GreenlineExtension@metro.net>
Subject: METRO GREEN/C-LINE EXTENSION TO TORRANCE FOR HAWTHORNE ALIGNMENT

FOR HAWTHORNE BLVD ALIGNMENT

Metro Board of Directors,

I hope you are aware of all the horrendous crimes that have been happening around LA Metro, it's concerning that this could potentially be happening around the schools our children go to, please give us the opportunity to keep this train as far away as possible from our homes and children.

I support the Hawthorne alignment of the Green/C-Line Extension to Torrance. It is the safest option and saves so many trees. Below are all the reasons I support the Hawthorne alignment.

1. SAVES MORE TREES: The route along the ROW would require ~220 to be removed. DON'T KILL ALL OUR TREES! That is significantly more than the 40-50 smaller trees required for the Hawthorne alignment.

2. ENVIRONMENT: Hawthorne Elevated would allow for more biking paths, jogging paths, dog-walking, etc. along the Harbor ROW in an area considered "park poor" per LA County Parks & Wildlife.

3. SAFETY: Hawthorne elevated is safer as 200-300 trains per day would NOT be running past schools and parks where children play, it would NOT SHARE A CORRIDOR WITH 20-40 LIQUID PETROLEUM GAS TANKERS that run along a path where there are multiple high pressure gas lines.

4. INCREASED RIDERSHIP: Hawthorne Elevated will increase Metro ridership as a stop at the Galleria will better serve commuters in Lawndale, Redondo Beach, and Torrance, making it a destination for shopping, restaurants, entertainment and other businesses.

5. CONNECTIVITY: Buses already stop at Artesia and Hawthorne so connectivity is seamless by directly boarding desired bus at the Artesia/Hawthorne bus stop which will be accommodated by the new station's configuration.

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7. REVITALIZE LAWNDALE: Light rail elevated on Hawthorne Blvd, will help to support and revitalize the businesses on that shopping corridor without sacrificing parking, which would also be beneficial to Redondo Beach and Torrance commerce

Please choose the Hawthorne alignment for the safety of residents and save the trees!

Thank you,

A Concerned Resident

[redacted]

From: [redacted]
Sent: Thursday, May 16, 2024 12:15 PM
To: anajarian@glendaleca.gov; jdupontw@aol.com; FourthDistrict@bos.lacounty.gov; mayor.helpdesk@lacity.org; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; jbutts@cityofinglewood.org; Kathryn@bos.lacounty.gov; Councilmember.Yaroslavsky@lacity.org; paul.Krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; info@timsandoval.com; Board Clerk <BoardClerk@metro.net>; GreenlineExtension <GreenlineExtension@metro.net>
Subject: METRO GREEN/C-LINE EXTENSION TO TORRANCE FOR HAWTHORNE ALIGNMENT

FOR HAWTHORNE BLVD ALIGNMENT

Metro Board of Directors,

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Please choose the Hawthorne alignment for the safety of residents and save the trees!

Thank you, A Concerned Resident [redacted]

From: [redacted]
Sent: Thursday, May 16, 2024 5:39 PM
To: CommunityRelations <CommunityRelations@metro.net>; Board Clerk <BoardClerk@metro.net>
Cc: Eleanor Manzano <cityclerk@redondo.org>; executiveoffice@bos.lacounty.gov; Holly J. Mitchell <HollyJMitchell@bos.lacounty.gov>; Nils Nehrenheim <nils.nehrenheim@redondo.org>; zo@redondo.org
Subject: Public Comment - Descriptive Video of Metro's Planned Destruction of Lawndale Homes

Please see the excellent attached video by an impacted Redondo Beach citizen. Metro should NOT be considering adding 24/7/365, 200-300 trip per day rail through backyards of homes to extend the Greenline. The Hawthorne Blvd route through commercial land is a much better route.

[redacted]

[redacted]

It can also be found at https://www.facebook.com/reel/466091779170956

From: [redacted]
Sent: Friday, May 17, 2024 11:53 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: Metro Green Line Extension

Hello,

As a resident of Lomita, and an employee within Torrance, as well as a climate advocate, it is exciting that we will finally get access to the train system -- though I would certainly prefer a train travelling the Silver Line to LA.

Be that as it may, the Green Line is a chance to finally do some big things in reducing greenhouse cases in the South Bay, currently 50% of which comes from cars and other road transportation.

Having walked the intended pathways of the three options presented, and considered the hybrid option, I'm dismayed that the Hawthorne route is not gaining more traction. The reasons I've heard for supporting the ROW are shortsighted and underwhelming, far from the exciting and progressive purpose of the project.

When I think of the future, I think of a train that goes through the heart of businesses on Hawthorne, above traffic like a monorail, not causing noise and outsiders having to walk past people's homes and neighborhoods to get to where they are going as in the ROW projects. Yes, I know that cost is a factor but it seems that we are cutting off our nose to spite our face (i.e. going with the worst option just to make sure one happens!).

The cost per rider should also be considered and a 30+% increase in ridership with the Hawthorne option is a significant consideration if we are actually doing this for the purpose of public transportation, and not just to force a project through.

When I'm riding the train with my children in ten years, and they observe that it doesn't make any sense that the train would cut right through a neighborhood, I will sigh and lament about the lack of willingness to choose the best option instead of the most feasible. We are building something I hope will be used for decades to come, and in the future I'd rather they looked back at our politics as something we did right, not something we just made sure to do to get it done.

Thank you,
[redacted]
Lomita

From: [redacted]
Sent: Friday, May 17, 2024 3:19 PM
To: GreenlineExtension <GreenlineExtension@metro.net>; Board Clerk <BoardClerk@metro.net>
Subject: PUBLIC COMMENT - METRO BOARDRe: C Line Extension to Torrance: Commonly Asked Questions About the Hybrid Alternative

The hybrid route is a total failure by Metro staff. The route adds 2 tracks with 200+ trip 24/7/365 rail lines into a right of way along side a freight train that only runs 2x daily. The local families and residents will face noise and vibration for multiple GENERATIONS. Use the Hawthrorne Blvd commercial corridor.

On Fri, May 17, 2024 at 1:29 PM Metro C Line (Green) Extension to Torrance <greenlineextension@metro.net> wrote:

Have More Questions About the Hybrid Alternative?

On May 23, Metro Staff will present the Hybrid Alternative as their recommendation for the Locally Preferred Alternative (LPA) to the full Metro Board of Directors. Watch the video that covers commonly asked questions and additional details about the Hybrid Alternative alignment.

May Metro Board Meeting

Staff will present their Hybrid Alternative recommendation for a Locally Preferred Alternative (LPA) to define the Proposed Project in the Final Environmental Impact Report (EIR) at the Metro Board meeting on May 23. Please check the Metro website the week of May 20 to confirm the posting of this agenda item at boardagendas.metro.net.

The public will be able to participate and comment (Metro Board allows for one-minute public comment) at the Board meeting in-person, by email at boardclerk@metro.net, or US Mail or by phone. Details are below:

Thursday, May 23, 10:00am
Staff Recommendation for LPA
Regular Board Meeting
In Person: One Gateway Plaza, Los Angeles, CA 90012, 3rd Floor, Metro Board Room
Watch online: boardagendas.metro.net
By phone: at 202-735-3323 and enter Access Code: 5647249# (English) or 7292892# (Español).

US Mail: at attn. Board Clerk—Metro, One Gateway Plaza, Los Angeles, CA 90012
Email: boardclerk@metro.net

Updated FAQs, Outreach Summaries & Video

Reminder that we've updated the list of frequently asked questions and answers and summaries of the most recent community engagement events based on the recent project updates. To access these documents, please go to the Project Filing Cabinet (Project Dropbox site). You can also access a shorter explanation of the Hybrid Alternative alignment to share with friends, family, and neighbors: in English and in Spanish.

Next Steps

If the Metro Board approves an LPA, the Project team will move forward with a Final EIR based on the selected LPA, perform additional analysis and design refinements, respond to public comments and questions received during the Draft EIR review period, and prepare a Mitigation, Monitoring & Reporting Program (MMRP) for the Proposed Project. More information can be found on the project website, www.metro.net/clineext.

Contact Us

You can contact us with questions or comments at greenlineextension@metro.net.

¿Quiere hacer más preguntas sobre la alternativa híbrida?

El 23 de mayo, el equipo de Metro presentará la recomendación de la alternativa híbrida como la alternativa preferida a nivel local ante la Junta de Metro completa. Mire el video que cubre las preguntas comúnmente hechas y detalles adicionales sobre la alternativa híbrida.

Reunión de la Junta de Metro del mes de mayo

El equipo presentará la recomendación de la alternativa híbrida como la alternativa preferida a nivel local para definir el proyecto propuesto en el Informe de Impacto Ambiental Final en la reunión de la Junta Metro el 23 de mayo. Visite el sitio web de Metro la semana del 20 de mayo para confirmar la publicación de este tema en la agenda en boardagendas.metro.net.

El público podrá participar y comentar (la Junta de Metro permite comentarios por parte del público de un minuto) en la reunión, ya sea de manera presencial, por correo electrónico a boardclerk@metro.net, por correo postal o por teléfono. Los detalles se encuentran a continuación:

Jueves, 23 de mayo a las 10:00 a. m.
Recomendación del equipo sobre la alternativa preferida a nivel local
Asamblea ordinaria de la Junta
Presencial: One Gateway Plaza, Los Angeles, CA 90012, 3er piso, Sala de la Junta de Metro
Véala por internet: boardagendas.metro.net
Por teléfono: al 202-735-3323 e ingrese el código de acceso: 5647249# (para inglés) o 7292892# (para español).
Por correo postal a: Board Clerk—Metro, One Gateway Plaza, Los Angeles, CA 90012
Correo electrónico: boardclerk@metro.net

Preguntas frecuentes actualizadas y video y resúmenes de difusión

Le recordamos que hemos actualizado la lista de preguntas frecuentes, las respuestas y los resúmenes de los eventos de participación comunitaria más recientes con base en las últimas actualizaciones del proyecto. Para acceder a estos documentos, visite las carpetas del proyecto (el sitio de Dropbox del proyecto).

También puede acceder a una explicación resumida de la alineación de la alternativa híbrida para compartir con amigos, familiares y vecinos en inglés y en español.

Próximos pasos

Si la Junta de Metro aprueba una Alternativa preferida a nivel local, el equipo del proyecto avanzará con el Informe de Impacto Ambiental Final con base en la alternativa elegida, llevará a cabo análisis adicionales y refinará el diseño, responderá a comentarios públicos y a las preguntas recibidas durante el periodo de revisión del plan preliminar del Informe de Impacto Ambiental y preparará un programa de mitigación, monitoreo e informe para el proyecto propuesto. Puede encontrar más información en el sitio web del proyecto: www.metro.net/clineext.

Comuníquese con nosotros

Puede comunicarse con nosotros para hacer preguntas o comentarios en greenlineextension@metro.net.

You have subscribed to receive Metro information, edit your preferences, manage subscriptions, or unsubscribe.
Your privacy is important to us, please review the Privacy Policy.
View this email online.

© 2024 Metro (LACMTA) One Gateway Plaza, Los Angeles, CA 90012-2952

This email was sent to menelson@gmail.com

From: [redacted]
Sent: Friday, May 17, 2024 3:42 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: Comment Re Metro Line Extension

Build it asap!!!! Don't listen to all the naysayers, there MUST be progress forward.

All they want is to delay this project into the oblivion. Don't fall for it and get it done!

Ideally, run it through existing train tracks, so that way the existing ugliness of the tracks can be revitalized.

I live right near them and I would rather have a modern transportation than semi-abandoned train tracks.

From: [redacted]
Sent: Friday, May 17, 2024 11:43 PM
To: Board Clerk <BoardClerk@metro.net>; GreenlineExtension <GreenlineExtension@metro.net>; FourthDistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; Jbutts@cityofinglewood.org
Cc: anajarian@glendaleca.gov; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; mayor.helpdesk@lacity.org; mbohlke@sbcglobal.net; councilmember.yaroslavsky@lacity.org; Kathryn@bos.lacounty.gov; paul.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; info@timsandoval.com; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Metro C Line Extension – Distances to Residential Structures – AGAINST Hybrid Alternative (ROW); FOR Hawthorne Option

Subject: Metro C Line Extension – Distances to Residential Structures – AGAINST Hybrid Alternative (ROW); FOR Hawthorne Option

To: Metro and Metro Board Members

For the Hawthorne Elevated Option, the Light Rail would go through an already noisy commercial business corridor that has greater distances to residential structures than the quiet neighborhoods of the ROW. This email compares and contrasts four swaths of the "narrow" ROW versus the corresponding directly-to-the-east swaths of "wide" Hawthorne Blvd. The Hawthorne Elevated Option would provide the best "noise mitigation."

> For reference: Noise mitigation is touched upon in Attachment A, a link to which was provided with recent meeting agendas: "Light Rail and Freight Noise Mitigation." Excerpt provided on Slide 14.

Slide 1 gives an overview of the organization of the slides in this email. From north to south, four swaths of the ROW are compared and contrasted with corresponding directly-to-the-east swaths of Hawthorne Blvd.

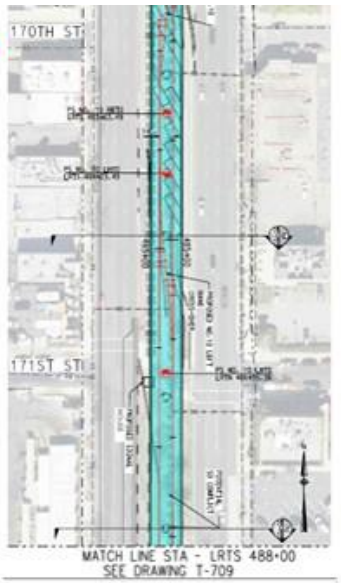
ROW Hawthorne Blvd.



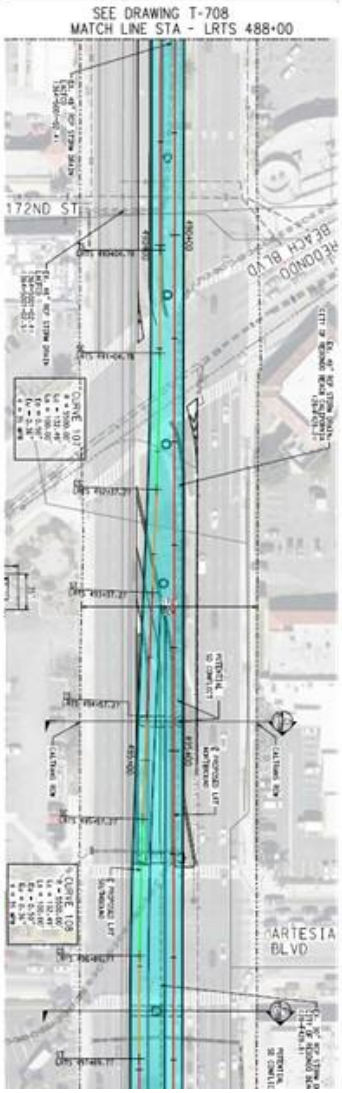
Slides 2, 3, 4: 170th – Artesia:

Slide 2 provides a view of the "Hawthorne Elevated Option" by stitching together excerpts from pages 134 – 135 of the Draft EIR (January 2023) Appendix 2-A: Select Advanced Conceptual Engineering Drawings - PDF file. **Slide 3** shows side-by-side, a view of the ROW and the corresponding swath of Hawthorne Blvd. that is about 1900 feet directly to the east. **Side 4** shows an above-and-below zoom-in of a portion of the same view of the ROW and the corresponding swath of Hawthorne Blvd. that is about 1900 feet directly to the east.

170th



METRO C LINE (GREEN) EXTENSION TO TORRANCE
ADVANCED CONCEPTUAL ENGINEERING
HAWTHORNE OPTION TRACK PLAN & PROFILE
LRTS 476+00 TO LRTS 488+00
SHEET 8 OF 15



METRO C LINE (GREEN) EXTENSION TO TORRANCE
ADVANCED CONCEPTUAL ENGINEERING
HAWTHORNE OPTION TRACK PLAN & PROFILE
LRTS 488+00 TO LRTS 500+00
SHEET 9 OF 15

Draft EIR (January 2023)
Appendix 2-A:
Select Advanced Conceptual Engineering Drawings - PDF file pages 134 – 135

Artesia

S2

ROW (Lawndale)

Hawthorne Blvd.

170th

170th

170th

170th





Artesia

Artesia

Artesia

S3

Imagery ©2024 Airbus, Maxar Technologies, Map data ©2024

ROW (Lawndale)

170th



170th

170th



170th

S4

Hawthorne Blvd.

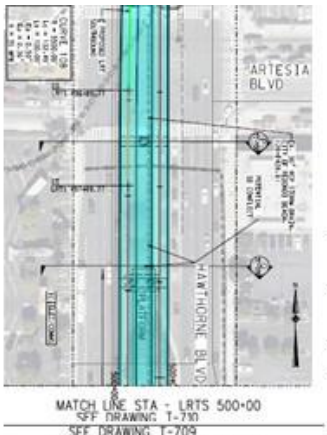
It is visually striking how this portion of Hawthorne Blvd. is twice the width of this portion of the ROW, more than 150 feet (HB) versus 75 feet (ROW). For Hawthorne Blvd., the buildings seen are all commercial structures. For the ROW, the buildings are all residential structures (i.e. people's homes), except for the businesses on Artesia Blvd.

Slides 5, 6, 7: Artesia – Grant (RB) and 177th Street (Hawthorne):

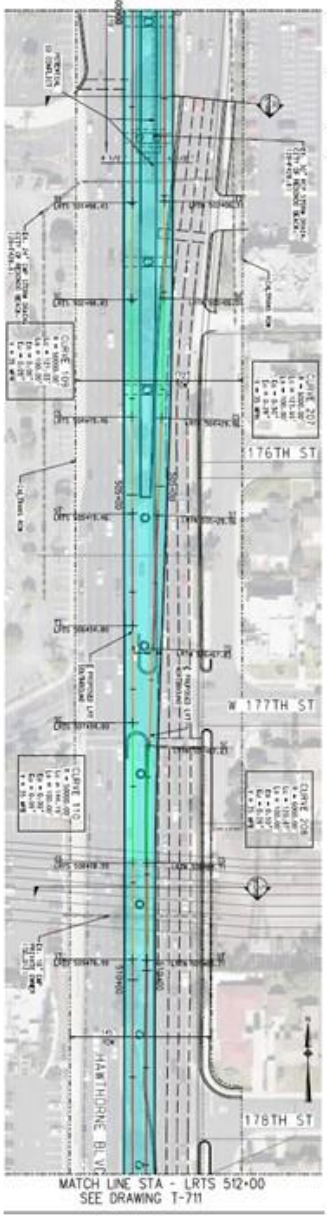
Slide 5 provides a view of the "Hawthorne Elevated Option" by stitching together excerpts from pages 135 – 136 of the Draft EIR (January 2023) Appendix 2-A: Select Advanced Conceptual Engineering Drawings - PDF file. **Slide 6** shows side-by-side, a view of the ROW and the corresponding swath of Hawthorne Blvd. that is about 1900 feet directly to the east. **Side 7** shows an above-and-below zoom-in of a portion of the same view of the ROW and the corresponding swath of Hawthorne Blvd. that is about 1900 feet directly to the east.

It is visually impressive how much wider this portion of Hawthorne Blvd. is compared to this portion of the ROW, more than 150 feet (HB) versus 100 feet (ROW). For most of Hawthorne Blvd., there are parking areas on one or both sides, and the buildings seen are all commercial structures, such as the Galleria on the west side and the stores on the east side such as DSW Shoes. (There are some residential structures near 176th Street.) For the ROW, the buildings are all residential structures, except for the businesses on Artesia Blvd.

Artesia



METRO C LINE (GREEN) EXTENSION TO TORRANCE
ADVANCED CONCEPTUAL ENGINEERING
HAWTHORNE OPTION TRACK PLAN & PROFILE
LRTS 488+00 TO LRTS 500+00
SHEET 9 OF 15



METRO C LINE (GREEN) EXTENSION TO TORRANCE
ADVANCED CONCEPTUAL ENGINEERING
HAWTHORNE OPTION TRACK PLAN & PROFILE
LRTS 500+00 TO LRTS 512+00
SHEET 10 OF 15

Draft EIR (January 2023)
Appendix 2-A:
Select Advanced Conceptual Engineering Drawings - PDF file pages 135 – 136

S5

ROW (Redondo Beach) Hawthorne Blvd.

Artesia Artesia Artesia





Imagery ©2024 Airbus, Maxar Technologies, Map data ©2024

S6

ROW (Redondo Beach)

Breakwater Village



1929 Condon



← Galleria

S7

Hawthorne Blvd.

DSW Shoes →

Slides 8, 9, 10: 182nd – approximately 186th Street:

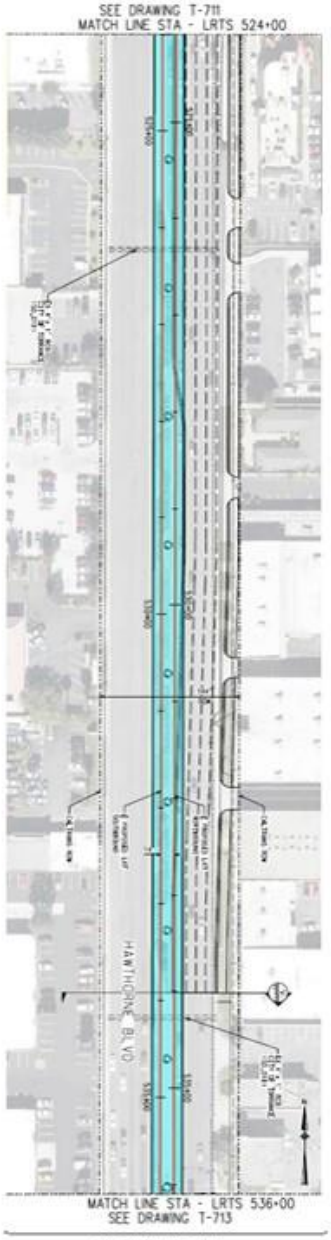
Slide 8 provides a view of the "Hawthorne Elevated Option" by stitching together excerpts from pages 137 – 139 of the Draft EIR (January 2023) Appendix 2-A: Select Advanced Conceptual Engineering Drawings - PDF file. **Slide 9** shows side-by-side, a view of the ROW and the corresponding swath of Hawthorne Blvd. that is about 1900 feet directly to the east. **Side 10** shows an above-and-below zoom-in of a portion of the same view of the ROW and the corresponding swath of Hawthorne Blvd. that is about 1900 feet directly to the east.

Again, it is visually impressive how much wider this portion of Hawthorne Blvd. is compared to the part of the ROW that is immediately south of 182nd Street, more than 120 feet (HB) versus 100 feet (ROW). The ROW becomes wider as the track begins to climb the berm toward the bridge that crosses Hawthorne Blvd. For most of Hawthorne Blvd., the buildings seen are all commercial structures. (There are some residential structures behind the stores.) For the ROW, the buildings are all residential structures.

182nd

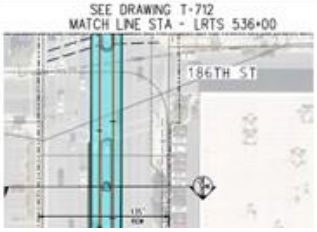


METRO C LINE (GREEN) EXTENSION TO TORRANCE
ADVANCED CONCEPTUAL ENGINEERING
HAWTHORNE OPTION TRACK PLAN & PROFILE
LRTS 512+00 TO LRTS 524+00
SHEET 11 OF 15



METRO C LINE (GREEN) EXTENSION TO TORRANCE
ADVANCED CONCEPTUAL ENGINEERING
HAWTHORNE OPTION TRACK PLAN & PROFILE
LRTS 524+00 TO LRTS 536+00
SHEET 12 OF 15

Draft EIR (January 2023)
Appendix 2-A:
Select Advanced Conceptual Engineering Drawings - PDF file
pages 137 – 139



METRO C LINE (GREEN) EXTENSION TO TORRANCE
ADVANCED CONCEPTUAL ENGINEERING
HAWTHORNE OPTION TRACK PLAN & PROFILE
LRTS 536+00 TO LRTS 548+00
SHEET 13 OF 15

S8

ROW (Redondo Beach) Hawthorne Blvd.

182nd 182nd 182nd





Imagery ©2024 Airbus, Maxar Technologies, Map data ©2024

S9

ROW (Redondo Beach)

182nd



182nd

1306 Firmona

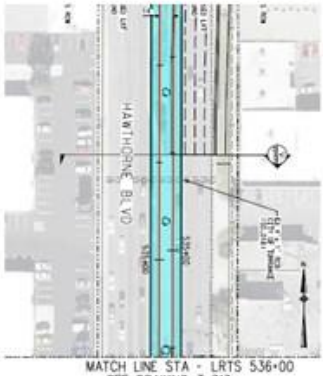


S10 Hawthorne Blvd.

Slides 11, 12, 13: Approximately 186th Street – Hawthorne Blvd. Bridge:

Slide 11 provides a view of the "Hawthorne Elevated Option" by stitching together excerpts from pages 138 – 139 of the Draft EIR (January 2023) Appendix 2-A: Select Advanced Conceptual Engineering Drawings - PDF file. **Slide 12** shows side-by-side, a view of the ROW and the corresponding swath of Hawthorne Blvd. It begins about 1900 feet directly to the east. The distance between the ROW and Hawthorne Blvd. diminishes until it reduces to zero when they intersect at the Freight Bridge the crosses Hawthorne Blvd. **Side 13** shows an above-and-below zoom-in of a portion of the same view of the ROW and the corresponding swath of Hawthorne Blvd. that is about 1200 feet directly to the east.

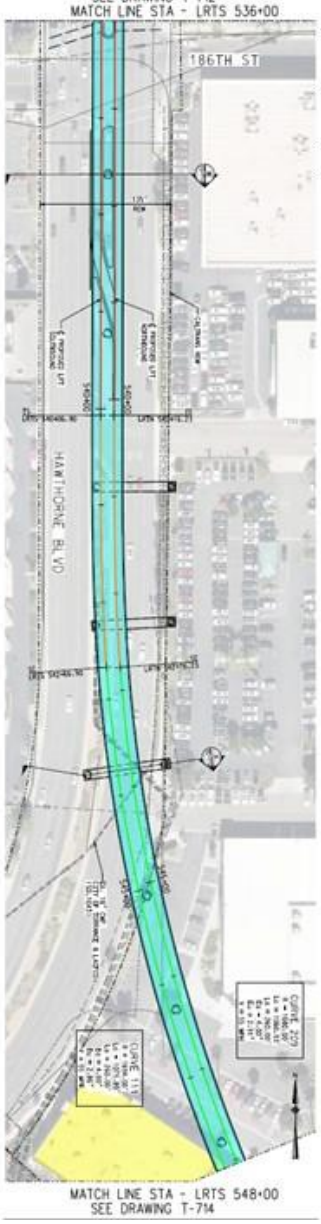
This portion of the ROW is rotated about 45 degrees so it can be aligned vertically with the corresponding portion of Hawthorne Blvd. Again, it is visually impressive how much wider this portion of Hawthorne Blvd. is compared to this portion of the ROW, more than 120 feet (HB) versus 100 feet (ROW). For most of Hawthorne Blvd., the buildings seen are all commercial structures, except for the South Bay Estates mobile home park. However, it borders the ROW on the other side. For the ROW, the buildings are all residential structures, except for the businesses that are on Hawthorne Blvd.



METRO C LINE (GREEN) EXTENSION TO TORRANCE
ADVANCED CONCEPTUAL ENGINEERING
HAWTHORNE OPTION TRACK PLAN & PROFILE
LRTS 524+00 TO LRTS 536+00
SHEET 12 OF 15

SEE DRAWING T-712
MATCH LINE STA - LRTS 536+00

186th



METRO C LINE (GREEN) EXTENSION TO TORRANCE
ADVANCED CONCEPTUAL ENGINEERING
HAWTHORNE OPTION TRACK PLAN & PROFILE
LRTS 536+00 TO LRTS 548+00
SHEET 13 OF 15

Draft EIR (January 2023)
Appendix 2-A:
Select Advanced Conceptual Engineering Drawings - PDF file
pages 138 – 139

S11

ROW

(Redondo Beach)

Fisk Court

Hawthorne Blvd.





186th

←Bridge→

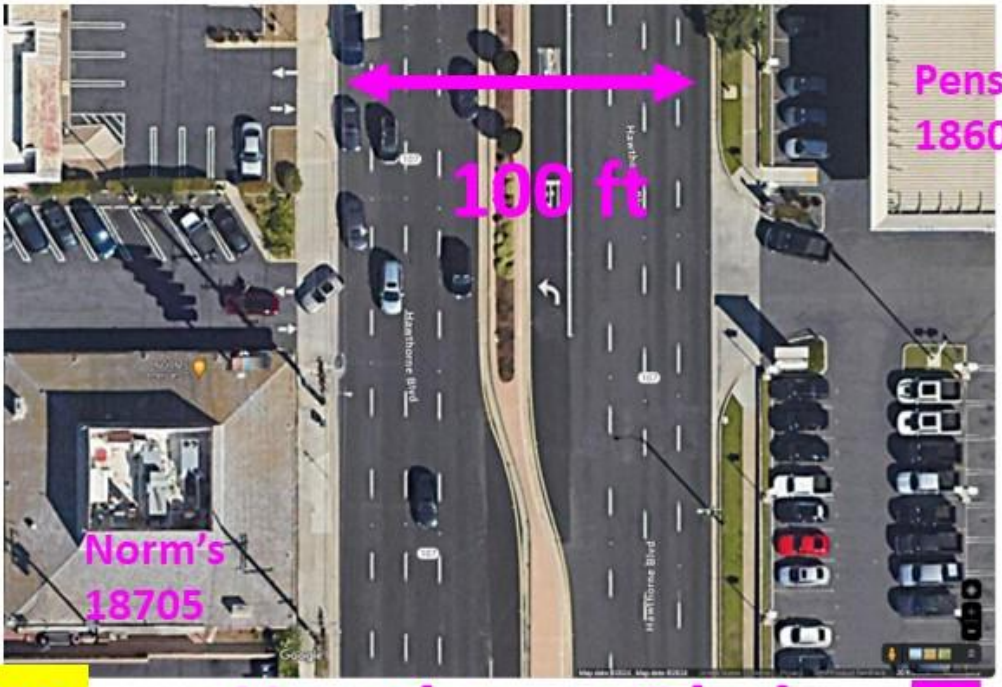
S12

ROW (Redondo Beach)

Harmony Court Senior Apartment Homes

706 Fisk Court





S13

Hawthorne Blvd.

Slide 14:

ATTACHMENT A: Metro C (Green) Line Extension to Torrance
Comparison of Alignments & Alternatives Evaluated in Draft EIR

April 2024

Comparison	ROW (Elevated / At-Grade)	Trench Option (ROW)	Hybrid Alternative (ROW)	Hawthorne Option
Light Rail & Freight Noise Mitigation	◒	●	●	◒
Mitigates Long-term Light Rail Noise Impacts	Significant LRT noise impact at 170th St.	Yes	Yes	Yes
Quiet Zone Ready Corridor (eliminates existing freight horn)	Yes	Yes	Yes	No

S14

It seems rather obvious, to me and many of my neighbors, that the Hawthorne Elevated Option would provide the best "noise mitigation." For most of the 20 hours of operation (4:00 AM to 12:00 AM) the noise of the passing of 190 Light Rail trains per day would barely be noticeable compared to the traffic noise of Hawthorne Blvd. Whereas, every "swish and whir" would be noticed in the quiet neighborhoods of the ROW.

Also, what isn't seen in these pictures are the petroleum pipelines that run along the Freight Tracks in the ROW, 8 of them by my count from 182nd to Hawthorne Blvd. So not only is the ROW visually narrow above ground, it is also "crowded" below ground.

From:

[redacted]

[redacted]

[redacted]

[redacted]

From: [redacted]
Sent: Friday, May 17, 2024 11:50 PM
To: Board Clerk <BoardClerk@metro.net>; GreenlineExtension <GreenlineExtension@metro.net>; FourthDistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; Jbutts@cityofinglewood.org
Cc: anajarian@glendaleca.gov; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; mayor.helpdesk@lacity.org; mbohlke@sbcglobal.net; councilmember.yaroslavsky@lacity.org; Kathryn@bos.lacounty.gov; paul.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; info@timsandoval.com; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Metro C Line Extension – ROW vs. Hawthorne Approvals, Agreements and Pipelines – AGAINST Hybrid Alternative (ROW); FOR Hawthorne Option

Subject: Metro C Line Extension – ROW vs. Hawthorne Approvals, Agreements and Pipelines – AGAINST Hybrid Alternative (ROW); FOR Hawthorne Option

To: Metro and Metro Board Members

For the Hawthorne Elevated Option, the Light Rail would not go through much of the ROW in which many petroleum pipelines run. Regarding "Approval and Key Agreements": What about the petroleum pipeline owners/operators?

> For reference: "Approval and Key Agreements – BNSF Agreement (Shared Rail Corridor)." Excerpt provided on Slide 1.

I see that a "Caltrans Encroachment Permit" is listed and noted as required for the Hawthorne Option. But I don't see any place in the 3-page table that directly addresses the pipeline owners/operators. Are the agreements and negotiations with all the petroleum pipeline owners/operators included under the "BSNF Agreement" line? If so, it would seem these would be quite a bit more complicated and extensive for the ROW versus the Hawthorne Option. The "Harvey ball" doesn't seem to reflect that.

ATTACHMENT A: Metro C (Green) Line Extension to Torrance
Comparison of Alignments & Alternatives Evaluated in Draft EIR

April 2024

Comparison	ROW (Elevated / At-Grade)	Trench Option (ROW)	Hybrid Alternative (ROW)	Hawthorne Option
Approvals & Key Agreements	●	◒	●	◒
California Environmental Clearance (CEQA)	Required	Required	Required	Required
Federal Environmental Clearance (NEPA)	Not assumed as this stage*	Needed for federal funding eligibility	Not assumed as this stage*	Needed for federal funding eligibility
Caltrans Encroachment Permit Approval	N/A	N/A	N/A	Required
BNSF Agreement (Shared Rail Corridor)	Required	Required	Required	Required

Harvey balls compare level of performance relative to the alignments & alternatives studied from high ●, medium ◒, and low ○. Data from 2023 Draft EIR and technical studies. South of 190th Street, all alignments and alternatives are the same.
**Metro may pursue federal funding and conduct federal environmental clearance based on Board direction.*

S1

From:

[redacted]

[redacted]

[redacted]

[redacted]

From: [redacted]
Sent: Sunday, May 19, 2024 9:57 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: FOR: Item 30; C line Hybrid alignment

Dear LA Metro Board,

As a frequent public transit user, I urge the Board to approve the Hybrid ROW option for the C line extension, which will finally connect the South Bay to the rest of Los Angeles. The Hybrid ROW option is the most viable choice, being within budget and having the least number of impediments to completion.

I appreciate the efforts to address resident concerns regarding noise and vibration through selective trenching, sound walls, and other measures. The Hybrid ROW option connects to existing transit stations and avoids major construction along Hawthorne Boulevard, which would impact the entire South Bay for several years.

In contrast, the Hawthorne route poses significant blockers, including federalization and NEPA review, which would lead to lengthy delays. Constructing a train station on a busy arterial like Hawthorne Boulevard would cause significant traffic and delays for morning and evening commuters, affecting many businesses and residents. Finally, the Hawthorne route would require an initial acquisition of ten more parcels from businesses in the area. Acquiring properties and causing significant traffic for the entire South Bay is not a good solution towards improving public transportation or the South Bays sentiment towards LA Metro.

I trust Metro staff to do their job, and they have returned with a clear route preference. I urge the board to respect their expertise and approve the Hybrid ROW option. Many residents will benefit from the introduction of transit and rail deeper into the South Bay, and I believe this option makes the most sense.

Thank you for considering my email,

[redacted]

From: [redacted]
Sent: Sunday, May 19, 2024 1:50 PM
To: Board Clerk <BoardClerk@metro.net>; anajarian@glendaleca.gov; jdupontw@aol.com; FourthDistrict@bos.lacounty.gov; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; James Butts <jbutts@cityofinglewood.org>; Kathryn@bos.lacounty.gov; Councilmember Yaroslavsky <Councilmember.Yaroslavsky@lacity.org>; paul.Krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; info@timsandoval.com; tina.backstrom@lacity.org; randall.winston@lacity.org; GreenlineExtension <GreenlineExtension@metro.net>; lawndalegnomeking@gmail.com; Kidada.Malloy@lacity.org
Subject: Lawndale has lost all trust in Metro's ability to do the right thing

Dear Members of the Metro Board of Directors,

I am writing to you as a concerned resident who lives along the right-of-way (ROW) of the proposed C Line Extension to Torrance. Over the past year, I have witnessed the numerous challenges and frustrations faced by our community in relation to this project, and I feel compelled to express my deep concerns regarding the lack of trust and transparency demonstrated by Metro.

First and foremost, it is crucial to acknowledge the profound impact that the C Line Extension project will have on our neighborhood. However, despite the significance of this project, many residents remain unaware of its existence or its potential consequences. The lack of proactive outreach and engagement efforts from Metro has resulted in widespread confusion and misinformation within our community. This failure to effectively communicate with residents has eroded trust and confidence in Metro's ability to prioritize the needs and concerns of those directly affected by the project.

Furthermore, the absence of interpreters at public meetings and events, despite repeated requests from community members, is deeply troubling. As a diverse and multicultural community, it is imperative that all residents have equal access to information and opportunities for meaningful participation in the decision-making process. The failure to provide language access services not only violates basic principles of inclusivity and equity but also undermines the integrity and legitimacy of Metro's public engagement efforts.

As someone who has witnessed firsthand the disregard for community input and the failure to address our concerns, I urge the Metro Board of Directors to take immediate action to restore trust and accountability. This includes implementing robust and inclusive outreach strategies, providing language access services, and genuinely

listening to the voices of residents who will be directly impacted by the C Line Extension project.

Our community deserves better, and it is imperative that Metro demonstrates a genuine commitment to transparency, accountability, and equitable community engagement moving forward. I urge the Metro Board of Directors to prioritize the needs and concerns of residents and to take decisive action to rebuild trust and ensure that our voices are heard and respected throughout the decision-making process.

Thank you for your attention to this matter.

Sincerely,

[redacted]

From: [redacted]
Sent: Sunday, May 19, 2024 1:54 PM
To: Board Clerk <BoardClerk@metro.net>; anajarian@glendaleca.gov; jdupontw@aol.com; Supervisor Janice Hahn (Fourth District) <FourthDistrict@bos.lacounty.gov>; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; James Butts <jbutts@cityofinglewood.org>; Barger, Kathryn <Kathryn@bos.lacounty.gov>; Councilmember Yaroslavsky <Councilmember.Yaroslavsky@lacity.org>; paul.Krekorian@lacity.org; Third District <ThirdDistrict@bos.lacounty.gov>; info@timsandoval.com; tina.backstrom@lacity.org; randall.winston@lacity.org; GreenlineExtension <GreenlineExtension@metro.net>; Chelsea Schreiber <lawndalegnomeking@gmail.com>; Kidada.Malloy@lacity.org
Subject: The Hybrid ROW option will never happen - Lawndale residents will fight back

Dear Members of the Metro Board of Directors,

I am writing to you as a concerned resident who has deep ties to our community and a profound understanding of the sentiments and dynamics at play within it. As someone who knows the neighborhood well, I feel compelled to express my serious concerns regarding the proposed C Line Extension to Torrance and the potential ramifications of selecting the Hybrid ROW option.

First and foremost, I must emphasize that the level of trust and goodwill between Metro and the residents along the right-of-way (ROW) has reached an all-time low. Years of broken promises, lack of transparency, and disregard for community input have left our neighborhood feeling betrayed and disillusioned. The decision to move forward with the Hybrid ROW option would only exacerbate these feelings of distrust and resentment.

It is important for the Metro Board to understand that if the Hybrid ROW option is chosen, the residents along the ROW will not passively accept the construction of the C Line Extension. On the contrary, there is a widespread determination among our community members to resist any attempts to bring construction equipment onto the ROW. I know firsthand that the residents are prepared to take legal action, organize protests, and use every available means to prevent Metro from proceeding with their plans.

Moreover, it is crucial to recognize that the consequences of Metro's actions extend far beyond the immediate project area. The erosion of trust and goodwill towards Metro is not confined to our neighborhood alone but has rippled throughout the entire community. If Metro insists on moving forward with the Hybrid ROW option against the wishes of the residents, they will face staunch opposition from a united front of residents, community leaders, legal advocates, and more.

In light of these serious concerns, I implore the Metro Board to reconsider their support for the Hybrid ROW option and instead prioritize alternative solutions that genuinely respect the needs and wishes of the impacted community. The residents along the ROW are not opposed to progress or development, but they demand to be treated with respect, transparency, and fairness throughout the decision-making process.

Thank you for considering the perspectives of the residents and for your attention to this urgent matter.

Sincerely,

The No to ROW neighbors

From: [redacted]
Sent: Sunday, May 19, 2024 5:31 PM
To: anajarian@glendaleca.gov; jdupontw@aol.com; FourthDistrict@bos.lacounty.gov; mayor.helpdesk@lacity.org; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; jbutts@cityofinglewood.org; Kathryn@bos.lacounty.gov; Councilmember.Yaroslavsky@lacity.org; paul.Krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; info@timsandoval.com; Board Clerk <BoardClerk@metro.net>; GreenlineExtension <GreenlineExtension@metro.net>
Subject: METRO GREEN/C-LINE EXTENSION TO TORRANCE FOR HAWTHORNE ALIGNMENT

FOR HAWTHORNE BLVD ALIGNMENT

Metro Board of Directors,

I support the Hawthorne alignment of the Green/C-Line Extension to Torrance. It is the safest option and saves so many trees. Below are all the reasons I support the Hawthorne alignment.

1. SAVES MORE TREES: The route along the ROW would require ~220 to be removed. DON'T KILL ALL OUR TREES! That is significantly more than the 40-50 smaller trees required for the Hawthorne alignment.

2. ENVIRONMENT: Hawthorne Elevated would allow for more biking paths, jogging paths, dog-walking, etc. along the Harbor ROW in an area considered "park poor" per LA County Parks & Wildlife.

3. SAFETY: Hawthorne elevated is safer as 200-300 trains per day would NOT be running past schools and parks where children play, it would NOT SHARE A CORRIDOR WITH 20-40 LIQUID PETROLEUM GAS TANKERS that run along a path where there are multiple high pressure gas lines.

4. INCREASED RIDERSHIP: Hawthorne Elevated will increase Metro ridership as a stop at the Galleria will better serve commuters in Lawndale, Redondo Beach, and Torrance, making it a destination for shopping, restaurants, entertainment and other businesses.

5. CONNECTIVITY: Buses already stop at Artesia and Hawthorne so connectivity is seamless by directly boarding desired bus at the Artesia/Hawthorne bus stop which will be accommodated by the new station’s configuration.

6. BOOST ECONOMY: Hawthorne Elevated contains a stop at the South Bay Galleria, future South Bay Social district that will not only help support the many shops soon to be built there, but will also serve any offices, hotels, or apartment units on Hawthorne Blvd that are part of the Galleria's upcoming redesign.

7. REVITALIZE LAWNDALE: Light rail elevated on Hawthorne Blvd, will help to support and revitalize the businesses on that shopping corridor without sacrificing parking, which would also be beneficial to Redondo Beach and Torrance commerce

Please choose the Hawthorne alignment for the safety of residents and save the trees!

Thank you, A Concerned Resident Sent from my iPhone

From: [redacted]
Sent: Sunday, May 19, 2024 7:46 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: GreenlineExtension <GreenlineExtension@metro.net>; HollyJMitchell@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; jbutts@cityofinglewood.org; kshamdasani@bos.lacounty.gov; ayoon@bos.lacounty.gov
Subject: SUPPORT Item 30 - Staff Recommendation for Hybrid ROW for C Line to Torrance

Dear LA Metro Board of Directors,

As a resident of the South Bay, I am writing to express my strong support for the C Line Extension to Torrance project and for the staff recommendation for the Hybrid ROW Alternative.

The extension will provide an affordable, convenient, and efficient light rail trip from Torrance to Redondo Beach, El Segundo, LAX, and Inglewood. It will also offer easy connections to Santa Monica, Downtown LA, and Norwalk with E Line and C Line transfers. It's time we get this built!

This project has the support of over 67% of Torrance, Redondo Beach, and Lawndale residents. I support the staff recommendation for the Hybrid ROW alternative. This route makes the best use of existing funds and local transit investments by connecting directly to our city bus centers for first-last mile connectivity and adding much-needed modernization to the existing rail corridor. The Hawthorne option is significantly more costly ($730 million more than Hybrid ROW), would involve lengthy Caltrans and NEPA approvals, and is not recommended by staff. We cannot let unfounded fears from a small group of naysayers hold this project hostage for nearly a billion dollars. I support Metro's extensive community engagement process and engineering studies and would like to see this built without further delay along the right-of-way so more people can benefit.

With over a billion dollars in funding for the project through Measure R, Measure M, and state grants, the extension on the Metro ROW is the all-in-one solution adding light rail, grade separations, freight corridor safety enhancements, and neighborhood walk and bike trails in a cost-effective and time-efficient manner. The extension will bring transportation benefits to the entire South Bay region, promoting equity and mobility for all who live and work here. Thank you for enhancing public transit in LA County and the South Bay.

Signed,

[redacted]

From: [redacted]
Sent: Sunday, May 19, 2024 7:49 PM
To: anajarian@glendaleca.gov; jdupontw@aol.com; FourthDistrict@bos.lacounty.gov; mayor.helpdesk@lacity.org; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; jbutts@cityofinglewood.org; Kathryn@bos.lacounty.gov; Councilmember.Yaroslavsky@lacity.org; paul.Krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; info@timsandoval.com; Board Clerk <BoardClerk@metro.net>; GreenlineExtension <GreenlineExtension@metro.net>
Subject: METRO GREEN/C-LINE EXTENSION TO TORRANCE FOR HAWTHORNE ALIGNMENT

FOR HAWTHORNE BLVD ALIGNMENT

Metro Board of Directors,

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4. INCREASED RIDERSHIP: Hawthorne Elevated will increase Metro ridership as a stop at the Galleria will better serve commuters in Lawndale, Redondo Beach, and Torrance, making it a destination for shopping, restaurants, entertainment and other businesses.

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7. REVITALIZE LAWNDALE: Light rail elevated on Hawthorne Blvd, will help to support and revitalize the businesses on that shopping corridor without sacrificing parking, which would also be beneficial to Redondo Beach and Torrance commerce

Please choose the Hawthorne alignment for the safety of residents and save the trees!
Thank you, A Concerned Resident Sent from my iPhone

From: [redacted]
Sent: Sunday, May 19, 2024 8:37 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: GreenlineExtension <GreenlineExtension@metro.net>; HollyJMitchell@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; jbutts@cityofinglewood.org; kshamdasani@bos.lacounty.gov; ayoon@bos.lacounty.gov
Subject: SUPPORT Item 30 - Staff Recommendation for Hybrid ROW for C Line to Torrance

Dear LA Metro Board of Directors,

I am a long time resident of Manhattan Beach. **I am urging strong adoption** of the C Line extension to Torrance project and the Hybrid ROW alternative.

The residents of the South Bay and future residents deserve a reliable transportation option that will greatly improve the lives of all stakeholders for decades to come. We know that car congestion will ONLY WORSEN in the future and unsustainably impact the South Bay with longer commutes, filthier air quality, traffic deaths and accidents from increased volume, and the crippling economic impact due to a paralyzed system of overloaded freeways.

On a personal level, this new extension alone promises to cut my commute from the Redondo Beach Metro station to the Hollywood Highland station which currently is 90 minutes down to 60 minutes. This literally saves a hour or more per day or 20 hours a month of unnecessary diversions of traveling the long way around by avoiding to go in a wide detour through the A line just to get to downtown LA…a diversion of about 10 extra miles of travel just to go from the South Bay to downtown. I am sure a wide swath of commuters stuck on the I-405 each day would LOVE to travel safely and quickly to downtown while saving commute times significantly over driving. Imagine how much better the quality of life and for the economy for the lives of residents who will now have a faster and safer option to get back and forth to work, on-time and accident-free.

Also consider:

1. **Reduced Traffic Congestion:** The extension will provide an alternative to driving along the congested I-405 Freeway corridor. By offering a reliable and efficient mass transit option, we can alleviate traffic congestion, reduce travel times, and enhance overall mobility.

2. **Improved Air Quality:** Mass transit systems contribute to cleaner air by reducing the number of cars on the road. As more residents choose public transportation, we can collectively reduce greenhouse gas emissions and improve air quality for everyone.
3. **Access to Employment Centers:** The C Line extension will connect Torrance directly to the Metro E Line, providing seamless access to major employment centers across Los Angeles County. This accessibility will benefit both commuters and businesses.
4. **Transit-Oriented Development:** The new stops at the South Bay Galleria and the Torrance Transit Center will encourage transit-oriented development. This means more housing, retail, and commercial spaces near transit hubs, creating vibrant communities and economic opportunities.
5. **Equitable Access:** Public transportation ensures that all residents, regardless of income or background, have access to essential services, education, healthcare, and recreational facilities. The C Line extension will enhance equity by connecting diverse neighborhoods. Seniors and handicapped people are the vulnerable populations who also deserve mobility…they often cannot drive or qualify for driver's licenses due to physical challenges.

In summary, the Metro C Line extension to Torrance is a forward-thinking investment that will enhance our quality of life, promote sustainability, and foster economic growth. I urge you to support this project and prioritize its implementation.

There are far too many positives about this project to outweigh the detractors who DO NOT have any solutions for the future of this region. NIMBYs bring nothing to the table for the future. The Board of Directors are tasked with governing our well-being and planning for generations to come. We are in the transit mess we are in because generations before did not plan ahead. This is a rare opportunity to correct this injustice and invest for the future.

Thank you.

-[redacted]

From: [redacted]
Sent: Sunday, May 19, 2024 8:41 PM
To: anajarian@glendaleca.gov; jdupontw@aol.com; FourthDistrict@bos.lacounty.gov; mayor.helpdesk@lacity.org; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; jbutts@cityofinglewood.org; Kathryn@bos.lacounty.gov; Councilmember.Yaroslavsky@lacity.org; paul.Krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; info@timsandoval.com; Board Clerk <BoardClerk@metro.net>; GreenlineExtension <GreenlineExtension@metro.net>
Subject: METRO GREEN/C-LINE EXTENSION TO TORRANCE FOR HAWTHORNE ALIGNMENT

FOR HAWTHORNE BLVD ALIGNMENT

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Please choose the Hawthorne alignment for the safety of residents and save the trees!

Thank you, A Concerned Resident

From: [redacted]
Sent: Sunday, May 19, 2024 9:42 PM
To: executiveoffice@bos.lacounty.gov; Board Clerk <BoardClerk@metro.net>
Subject: OPPOSE ITEM 30, Metro Board Agenda Below

The appropriate path is the Hawthorne Blvd that does not disrupt over 1600 families sleep, property values and ultimately their health.

APRIL'S PLANNING AND PROGRAMMING COMMITTEE FORWARDED THE FOLLOWING WITHOUT RECOMMENDATION AND APRIL'S EXECUTIVE MANAGEMENT COMMITTEE FORWARDED THE FOLLOWING:

30. SUBJECT: PROPOSED PROJECT AND LOCALLY PREFERRED ALTERNATIVE FOR THE C LINE EXTENSION TO TORRANCE 2024-0272

RECOMMENDATION

CONSIDER:

A. APPROVING the 170th/182nd Grade-Separated Light Rail Transit Alternative, also referred to as the Hybrid Alternative, as the Proposed Project for the Environmental Impact Report (EIR) and Locally Preferred Alternative (LPA) for the Metro C (Green) Line Extension to Torrance Project (Project); and

B. AUTHORIZING the preparation of the Final EIR through the California Environmental Quality Act (CEQA) based on the LPA.

Attachments: Attachment A - Comparison of Alignments & Alternatives Evaluated in Draft EIR
Presentation

From: [redacted]
Sent: Monday, May 20, 2024 12:44 AM
To: Board Clerk <BoardClerk@metro.net>; GreenlineExtension <GreenlineExtension@metro.net>; FourthDistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; Jbutts@cityofinglewood.org
Cc: anajarian@glendaleca.gov; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; mayor.helpdesk@lacity.org; mbohlke@sbcglobal.net; councilmember.yaroslavsky@lacity.org; Kathryn@bos.lacounty.gov; paul.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; info@timsandoval.com; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Metro C Line Extension – Curve, Berm, and Pipelines – AGAINST Hybrid Alternative (ROW); FOR Hawthorne Option

Subject: Metro C Line Extension – Curve, Berm, and Pipelines – AGAINST Hybrid Alternative (ROW); FOR Hawthorne Option

To: Metro and Metro Board Members

The curve, the berm, and the pipelines pose unique challenges for relocating the Main Freight Track and constructing the Light Rail Tracks in the portion of the ROW between 182nd Street and 186th Street. The Hawthorne Elevated Option would avoid those challenges.

For reference: Page 13 of the April 2024 Metro video entitled "Staff Recommendations & Common Project Questions." (See attached Slide 1.)

Slide 1: This attached slide provides a screen snapshot of page 13 of the video which shows some pictures of the A Line Light Rail Tracks situated near some residences. Studying these pictures, I am struck by how flat and level those locations are. I also notice what is not there; freight train tracks and petroleum pipeline signs. I thought of the apparently unique challenges faced by the what is now referred to as the "Hybrid Alternate (ROW)." The Hawthorne Option certainly has challenges too. But neither a Freight Main Track nor a bunch of petroleum pipelines would have to be relocated.

Staff Recommendation & Common Project Questions April 2024



Metro has successfully built near homes

Page 13

Examples of residential neighborhoods near light rail:

- South Pasadena
- Highland Park
- Cheviot Hills
- Rancho Park
- West LA
- South LA
- Foothill corridor



A Line, South Pasadena

LRT tracks (right): ~5-7' to property line



A Line, South LA

LRT tracks (right): ~7' to property line

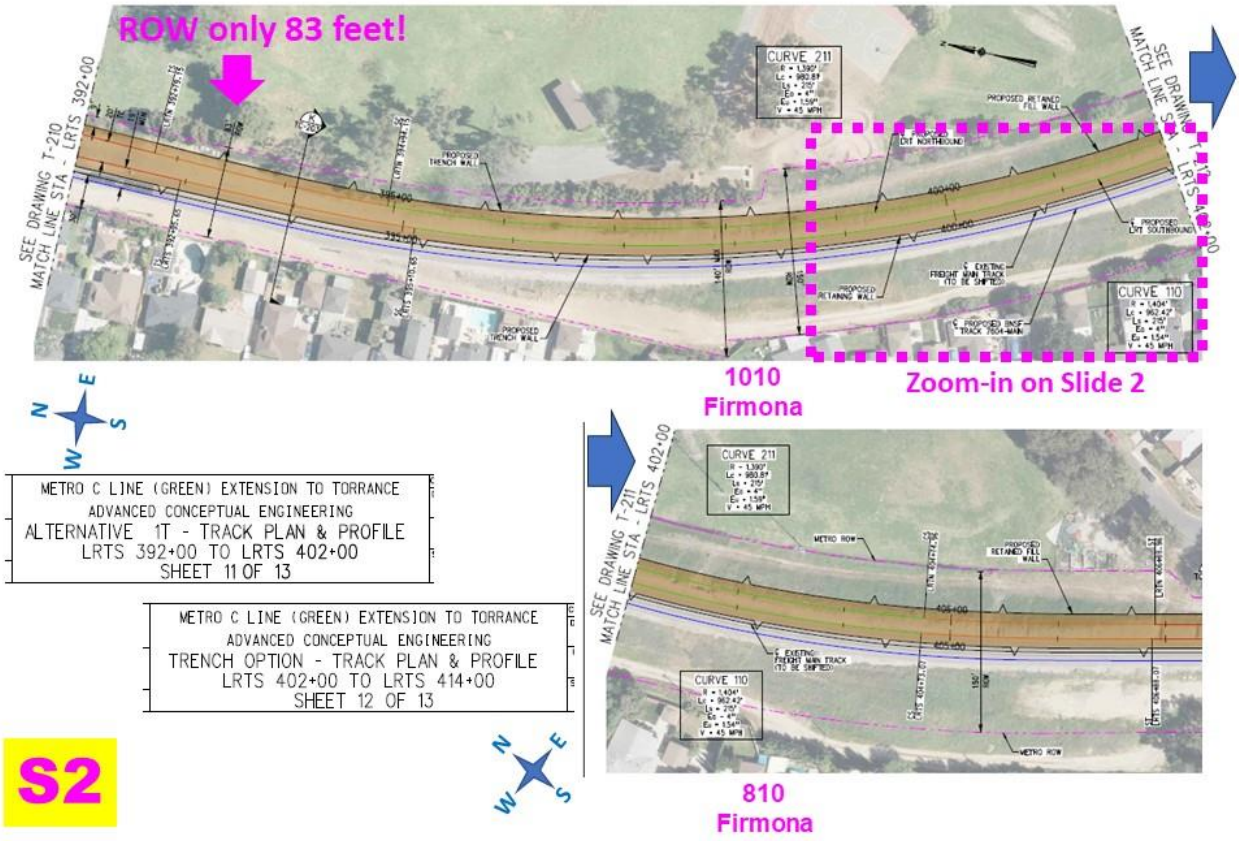




S1

Slide 2 provides a view of the proposed changes to this portion of the ROW from pages 88 and 89 of the Draft EIR (January 2023) Appendix 2-A: Select Advanced Conceptual Engineering Drawings - PDF file. **Amazingly, just south of 182nd Street, the ROW is only 83 feet wide!** (I put some magenta words and an arrow annotation to call attention to where this is stated on page 88. Using my measurement technique on this diagram gave the same value: 83 feet.)

Draft EIR (January 2023)
Appendix 2-A: Select Advanced Conceptual Engineering Drawings - PDF file Pages 88-89



Slide 3 zooms in to focus on how the BNSF Freight Main Track would be “shifted” to the southwest. Using my measurement technique on this diagram, I estimate that this “shift” (relocation) would be about 7 feet. The ROW is about 150 feet wide at this point.

On paper, in two dimensions, 7 feet may not seem like much. But there are three major concerns: The curve, the berm, and the petroleum pipelines that run underground on both sides of the BNSF Freight Main Track.

The Petroleum Pipelines: In previous emails I’ve brought up the pipelines (8 by my count) and the issues of relocating them to make room for the Light Rail Tracks, possibly by grouping them all together on one side of the ROW.

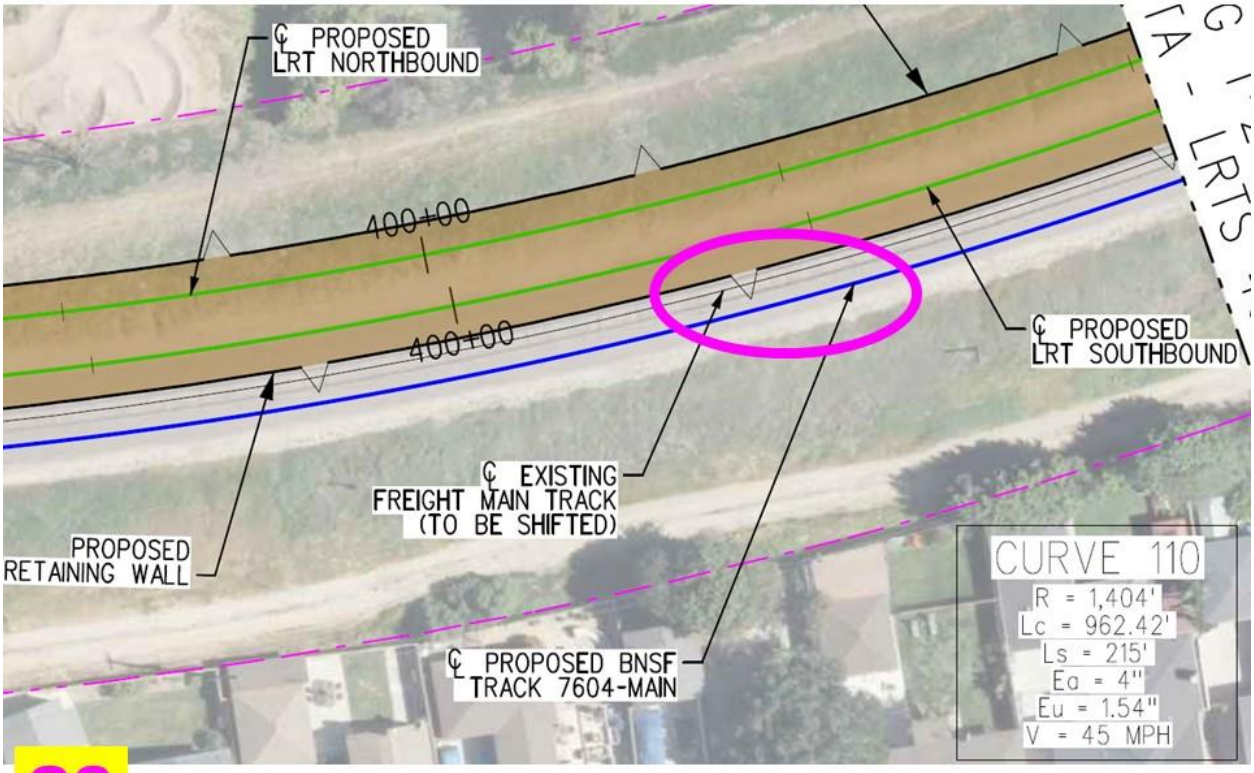
The Berm: The Freight Main Tracks gradually ascend a berm which provides the necessary elevation for the bridge that crosses over Hawthorne Blvd. and past that, the bridge that crosses

over 190th Street. This berm would have to be “moved” to the southwest, placing it closer to the homes that are along the east side of Firmona. The berm reaches a height that is taller than the roof tops of the single-story homes. People already look up at the passing trains from their windows and especially from their backyards. Moving the berm, moving the tracks, and moving the passing trains closer to the homes would accentuate the visual effect, the vibration, and the noise.

The Curve: The Freight Main Track also curves approximately 45 degrees from north to southeast in this part of the ROW. The homes on the east side of Firmona are on the outside of this curve. El Nido Park is on the inside of this curve. As a train approaches the curve, its inertia resists the change in direction that is commanded by the track. The curved track exerts a force on the train that overcomes the force of the train’s inertia which causes it to change its direction. Moving the track closer to the homes that are on the outside of the curve compounds the concerns.

The Momentum: An average diesel locomotive weighs around 300,000 pounds. A loaded railroad tank car weighs around 250,000 pounds. For comparison, the average automobile weighs about 4,000 pounds. On a typical day, 2 trains pass by consisting of two or three 300,000-pound locomotives followed by a couple dozen 250,000-pound tank cars. They can be seen over the roof tops of the single-story homes, as they round the curve. Then, every 3 days or so, a couple of trains pull up around the curve, stop and back up. Many of these trains consist of double stacked container cars plus some tank cars. An average sized train of 2 locomotives pulling 20 loaded tank cars weighs about 5,600,000 pounds. Moving at 20 mph means it has about 22,700,000 kg-m/s of momentum. That’s a lot of momentum! And it’s heading into that curve! Twice a day, every day!

Draft EIR (January 2023)
Appendix 2-A: Select Advanced Conceptual Engineering Drawings - PDF file Page 88



S3 **Zoom-in: Existing BNSF Freight Main Track would be "shifted" southwest**

Slide 4 has a picture that I recently took at the intersection of Firmona and Fisk Lane. The view is toward the north. The homes along the east side of Firmona border on the ROW. Looking straight ahead, the top of the berm can be seen above the rooftops of the home at 802 Firmona and the neighboring homes. This is at the southern end of the curve.



Slide 5 provides a view of the berm from El Nido Park, which is on the east side of the ROW. Standing there and looking up at the berm gives one an appreciation for its size; both height and width.



Slide 6 provides a Google Map view which shows the berm is about 120 feet wide at the base. This makes sense, as it follows the 1:5 ratio: the base expands by 5 feet for every 1 foot of height. So a height of 20 feet requires a base of 100 feet, plus the flat area on top for the train tracks and some space on each side. So, at this part of the ROW which is 150 feet wide, the berm takes up 120 feet. Which leaves a flat area that is about 15 feet on each side, between the base of the berm and the edge of the ROW. Indeed, tire tracks can be seen on both sides. But this is where the petroleum pipelines run, on both sides.



Slide 7: Finally, this drone picture provides a stunning three-dimensional view of the berm, the curve and the homes along Firmona. (It was taken earlier this year when the vegetation was greener.) This perspective may help to convey some of the reasons for what people in the neighborhood are feeling and expressing.



Conclusion:

The track that carries heavy freight trains consisting of tank cars loaded with LNG, is higher than the rooftops of homes, including the homes that are on the outer side of the curve. Moving it closer to those homes raises safety concerns and diminishes the quality of life of the neighborhood. Then there are the petroleum pipelines (8 by my count) that would also have to be dealt with, some via relocation from one side of the ROW to the other side.

What would you do if this was your neighborhood? Wouldn't you seek and push for an alternative? Wouldn't you want to make sure that all the complexities and difficulties are accounted for and included in the cost estimate, so that the comparison between alternatives could be as complete as possible, so that the wisest decision could be made?

The curve, the berm, and the pipelines pose unique challenges for relocating the Main Freight Track and constructing the Light Rail Tracks in the portion of the ROW between 182nd Street and 186th Street. The Hawthorne Elevated Option would avoid those challenges.

From:

[redacted]

[redacted]

[redacted]

[redacted]

From: [redacted]
Sent: Monday, May 20, 2024 10:24 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: Metro C Line Extension

Hello,

I am a daily transit rider in the Torrance/Gardena area, around El Camino College, and I wanted to share my firsthand input on the pros and cons of the new schedules/routes. Years of riding has familiarized me with how the lines and routes have evolved, especially for the better, post Covid times, and I'm passionate about transit opportunities being provided for all. As a commuter and student in the South Bay, I have heavily relied for years on Torrance Transit lines 2, 5, 10 and especially 13 to get to key transfer destinations like the South Bay Galleria, El Camino College, Harbor Gateway Transit Center, and the Crenshaw C Line Station. More recently, lines 2, 5 and 10 (check later) connect to the new Mary K Giordano Transit Center, providing a useful link to the heart of Torrance for riders across the South Bay.

I want to first thank Torrance Transit for some of the positive changes in the past year: the increased frequency on the 13 to every half hour is a life-changer for me and countless others who rely on the Artesia corridor from moving across the South Bay, CSUDH, and the Metro A Line. It is one of the best improvements ever made to the system. I am also a huge fan of the 10 now extending to the Inglewood K Line Station; this provides a very valuable and convenient north-south link to Metro Rail.

However, on the topic of north-south connections, there have been many opportunities lost over the years, especially for residents of North Torrance and Gardena along the busy Crenshaw corridor. Line 10 does provide a convenient connection along Crenshaw between Lomita and Inglewood, but this is the *only* option to access Metro Rail along the Crenshaw corridor for the overwhelming majority of Torrance, while running only on headways of 70 minutes - rendering it inconsistent and unreliable for commuters. Other alternatives have also fallen short over recent schedule changes: Line 2, formerly serving Harbor Freeway Transit Center via Crenshaw, now terminates at El Camino College. Line 5, formerly serving Crenshaw C-Line Station via Van Ness and Crenshaw, also terminates at El Camino College. This, coupled with the elimination of LA Metro line 710 and the re-routing of the 210 from Artesia to Redondo Beach Boulevard, severely hinders the ability of Torrance residents to access key Metro Rail transfer points along the Crenshaw and Artesia corridors.

As a former commuter to DTLA and daily transit rider, I know how much of a game-changer it is for the residents of Torrance to have easy, consistent access to Metro Rail. Unfortunately, this access is all but nonexistent under the new 2, 5 and 10 schedules.

Increased frequency along the 10, at least during rush hour but ideally consistently, would provide a massive boost to Torrance and Gardena commuters along Crenshaw by providing a reliable, frequent, single-seat ride to both the C and K lines. Lines 2 and 5 being rerouted to serve either Crenshaw Station, Harbor Freeway Station, or perhaps even Harbor Gateway Transit Center via Artesia, would provide a single-seat ride to the C and/or J line stations, connecting major transit hubs such as Mary K Giordano and El Camino College to key Metro transfer hubs.

Thank you for your time,

[redacted]

From: [redacted]
Sent: Monday, May 20, 2024 11:35 AM
To: Board Clerk <BoardClerk@metro.net>; GreenlineExtension <GreenlineExtension@metro.net>
Subject: C-Line Extension to Torrance

To Whom it May Concern,

My name is Kenneth Johnson. I am a resident of LA County residing in the city of Torrance. I wanted to give a moment to voice my support for the C-Line Extension to Torrance. I believe it's crucial to expand public transportation into Torrance and light rail is the way to go. For me, the best option is the one that is both cost effective and avoids delays. This is why I think both the trench and Hawthorne options are bad ideas and in my opinion do not offer any real benefits over the faster and cheaper options.

With that said, I am not opposed to the Hybrid option -- especially if it is expected to only take a few more months to complete than the ROW/At-grade option. It seems like a fine compromise that doesn't seriously impact the cost or the completion time.

[redacted]

From: [redacted]
Sent: Monday, May 20, 2024 12:16 PM
To: anajarian@glendaleca.gov; FourthDistrict@bos.lacounty.gov; mayor.helpdesk@lacity.org; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; jbutts@cityofinglewood.org; Kathryn@bos.lacounty.gov; Councilmember.Yaroslavsky@lacity.org; paul.Krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; Board Clerk <BoardClerk@metro.net>
Subject: METRO GREEN/C-LINE EXTENSION TO TORRANCE FOR HAWTHORNE ALIGNMENT

FOR HAWTHORNE BLVD ALIGNMENT

Metro Board of Directors,

I support the Hawthorne alignment of the Green/C-Line Extension to Torrance. It is the safest option and saves so many trees. Below are all the reasons I support the Hawthorne alignment.

1. SAVES MORE TREES: The route along the ROW would require ~220 to be removed. DON'T KILL ALL OUR TREES! That is significantly more than the 40-50 smaller trees required for the Hawthorne alignment.

2. ENVIRONMENT: Hawthorne Elevated would allow for more biking paths, jogging paths, dog-walking, etc. along the Harbor ROW in an area considered "park poor" per LA County Parks & Wildlife.

3. SAFETY: Hawthorne elevated is safer as 200-300 trains per day would NOT be running past schools and parks where children play, it would NOT SHARE A CORRIDOR WITH 20-40 LIQUID PETROLEUM GAS TANKERS that run along a path where there are multiple high pressure gas lines.

4. INCREASED RIDERSHIP: Hawthorne Elevated will increase Metro ridership as a stop at the Galleria will better serve commuters in Lawndale, Redondo Beach, and Torrance, making it a destination for shopping, restaurants, entertainment and other businesses.

5. CONNECTIVITY: Buses already stop at Artesia and Hawthorne so connectivity is seamless by directly boarding desired bus at the Artesia/Hawthorne bus stop which will be accommodated by the new station’s configuration.

6. BOOST ECONOMY: Hawthorne Elevated contains a stop at the South Bay Galleria, future South Bay Social district that will not only help support the many shops soon to be built there, but will also serve any offices, hotels, or apartment units on Hawthorne Blvd that are part of the Galleria's upcoming redesign.

7. REVITALIZE LAWNDALE: Light rail elevated on Hawthorne Blvd, will help to support and revitalize the businesses on that shopping corridor without sacrificing parking, which would also be beneficial to Redondo Beach and Torrance commerce.

Please choose the Hawthorne alignment for the safety of residents and save the trees!

Thank you,

[redacted]

From: [redacted]
Sent: Monday, May 20, 2024 12:42 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: tkurth711@icloud.com; danya.hanson@yahoo.com; feola_5@yahoo.com; rfolgarait2@aol.com; ichmallott@yoho.com; territhomasrealesate@yahoo.com; zo@redondo.org; GreenlineExtension <GreenlineExtension@metro.net>; fourthdistrict@bos.lacounty.gov; hollyjmitchell@bos.lacounty.gov; jbutts@cityofinglewood.org; anajarian@glendaleca.gov; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; mayor.helpdesk@lacity.org; mbohlke@sbcglobal.net; councilmember.yaroslavsky@lacity.org; kathryn@bos.lacounty.gov; paul.krekorian@lacity.org; thirddistrict@bos.lacounty.gov; info@timsandoval.com; randall.winston@lacity.org; tina.backstrom@lacity.org; info@rightofsay.com; amandakurth87@gmail.com; kimberley10@sbcglobal.net; anne.bender@gmail.com; a19271927@verizon.net; akeppi5@gmail.com; amakarczyk@hotmail.com; awada@mindspring.com; jillngale@juno.com; the.alpha.nerd@gmail.com; dougboswell@gmail.com; bhallrb@aol.com; bill.brand@redondo.org; betsyj66@gmail.com; candacekallen@gmail.com; chaire@scng.com; danielle.quinto@yahoo.com; dhalldiver@yahoo.com; dirtboater@gmail.com; rhetse4kids@gmail.com; eric430@alumni.ucla.edu; gbrackenridge@hotmail.com; gar90278@gmail.com; gfgill8@msn.com; haichi2001@gmail.com; habehrens@gmail.com; lisa90045@aol.com; hapakk@msn.com; jdodgelaw@jenniferdodgelaw.com; jyoung47@me.com; jasonlapointe@gmail.com; jennytrue@yahoo.com; jklotthor@hotmail.com; k_mitchell7@mac.com; kaythomas99@hotmail.com; kiwi@socal.rr.com; laurentatreau@yahoo.com; mattehank@gmail.com; margihenjav@gmail.com; maria02035@hotmail.com; mason017@live.com; mmroaringbrook@gmail.com; nredschool@yahoo.com; niki77@verizon.net; pac824@yahoo.com; rachel.barnes@patch.com; rosey122@gmail.com; sahmon@greenbeltteam.com; t7pash@gmail.com; tiffanycarey@mac.com; vicpet20@gmail.com; wayne@waynecraighomes.com; todd.loewenstein@redondo.org; mike.witzansky@redondo.org; Brideau, Ginny <BrideauG@metro.net>
Subject: Item shared with you: "NoToROWvideo"

[redacted] shared an item

J

[redacted] has shared the following item:

J

THE LOCALLY PREFERRED OPTION OF THE GREEN LINE EXTENSION FOR THE CITIES OF HAWTHORNE, LAWNDALE AND REDONDO BEACH IS TO ELEVATE IT DOWN THE CENTER OF HAWTHORNE BOULEVARD, “NO TO THE ROW”. IT IS NOT SAFE FOR THREE TRAIN TRACKS TO BE RUNNING FEET FROM OUR HOMES. The

likelihood of a derailment of the 30 - 54 tankers, full of highly pressurized volatile gas and toxic chemicals is a high possibility especially on the elevated areas where the stability of the tracks is questionable without any supporting wall. THIS TRAIN HAS DERAILED: IT HAPPENED on JANUARY 12, 2017 IN EL SEGUNDO near Douglas Street and Chapman Way in El Segundo link below: https://www.cbsnews.com/losangeles/news/train-derailment-in-el-segundo-forces-road-closure/

ALSO “Bomb Train” in Ohio Sickens Residents: Railroad Cutbacks, Corporate Greed Led to Toxic Disaster. Link: https://www.youtube.com/watch?v=BGN81SEmoPU

IS THIS SOMETHING THAT YOU WANT FOR OUR CITIES? DO YOU WANT THE LIABILITY WHEN YOU ARE HELD LIABLE FOR THE DEATH AND DESTRUCTION OF THOUSANDS OF LIVES AND PROPERTY FROM DERAILMENT? WHEN ONLY TWO BLOCKS AWAY, THE LIGHT RAIL COULD BE ELEVATED DOWN THE CENTER OF HAWTHORNE BLVD. LEAVE THE ROW AS IS. YOU NEED TO RESPECT OUR COMMUNITIES. OUR LIVES, OUR SAFETY, OUR QUALITY OF LIFE SHOULD BE PARAMOUNT.

[redacted]

NoToROWvideo

Open Open

Google LLC, 1600 Amphitheatre Parkway, Mountain View, CA 94043, USA
You have received this email because aussiebear2019@gmail.com shared a file or folder located in Google Drive with you.

Google Workspace

From: [redacted]
Sent: Monday, May 20, 2024 2:13 PM
To: anajarian@glendaleca.gov; FourthDistrict@bos.lacounty.gov; mayor.helpdesk@lacity.org; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; jbutts@cityofinglewood.org; Kathryn@bos.lacounty.gov; Councilmember.Yaroslavsky@lacity.org; paul.Krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; info@timsandoval.com; Board Clerk <BoardClerk@metro.net>; GreenlineExtension <GreenlineExtension@metro.net>; lawndalegnomeking@gmail.com
Subject: Please vote Hawthorne Blvd- C Line extension

LA Board,

Please choose the Hawthorne Blvd route for the Metro C Extension, alternative 2E.

Mayor Bass, in your statement posted 12/04/23, titled MAYOR BASS HIGHLIGHTS STEPS TOWARDS BUILDING GREENER LOS ANGELES DURING FIRST YEAR IN OFFICE

you state...

"In South Los Angeles, we know there is much work to be done in leading a climate-resilient community with green spaces..."

https://mayor.lacity.gov/news/mayor-bass-highlights-steps-towards-building-greener-los-angeles-during-first-year-office

Lawndale has the least amount of green space in the region. Building the extension on the ROW will eliminate this precious green space forever.

Please stand by your words and protect this green space by voting for the Hawthorne Blvd route.

Janice Hahn, you appear to have been an advocate of children as evidenced by this article:

https://imprintnews.org/child-welfare-2/congresswoman-janice-hahn-hopes-carry-fathers-legacy-la-board-supes/22562

You also appear to be concerned with mental health per this link:

https://www.instagram.com/p/C6HaOpVJsYl/?igsh=MzRlODBiNWFlZA==

If built, trains along the row will be within 5 to 8 feet of dozens upon dozens of families homes where HUNDREDS of trains will pass per day, 4AM to midnight, plus maintenance work overnight.

How is that good for children and their families?

How is that good for mental health?

Do you know how many homes would be similarly affected by building on Hawthorne Blvd?

Zero. None.

Please, PLEASE, understand this.

That is the truth.

What is not true is the made-up poll saying the ROW is the locally preferred alternative.

I did NOT get to vote on that and from discussing with my neighbors, they also didn't get to be heard on this subject.

That is a gross manipulation.

Up north, in Fremont, a subway was built to save a park. A park! Would you please be so inclined to save an entire neighborhood??

https://www.mercurynews.com/2012/10/26/bart-celebrates-completion-of-tunnel-underneath-fremonts-central-park/

In Beverly Hills, the wealthy are getting the $10B purple line subway.

The wealthy get a subway but the poor people of Lawndale, who work hard, scrimp and save to afford a semi-decent home, do not get the same consideration?

Instead, the hard-working families and children of Lawndale get 300 trains daily within feet of their homes?

Spending billions of dollars to destroy neighborhoods makes no sense.

LA Board, please do not destroy this Lawndale neighborhood.

Please vote for the Hawthorne Blvd route, re-plan and go underground, or don't build at all.

Thank you,

[redacted]

Lifelong Lawndale resident

From: [redacted]
Sent: Monday, May 20, 2024 4:25 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: GreenlineExtension <GreenlineExtension@metro.net>; HollyJMitchell@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; jbutts@cityofinglewood.org
Subject: SUPPORT Item 30 - Staff Recommendation for Hybrid ROW for C Line to Torrance

Dear LA Metro Board of Directors,

As a resident of the South Bay, I am writing to express my strong support for the C Line Extension to Torrance project and for the staff recommendation for the Hybrid ROW Alternative.

The extension will provide an affordable, convenient, and efficient light rail trip from Torrance to Redondo Beach, El Segundo, LAX, and Inglewood. It will also offer easy connections to Santa Monica, Downtown LA, and Norwalk with E Line and C Line transfers. It's time we get this built!

This project has the support of over 67% of Torrance, Redondo Beach, and Lawndale residents. I support the staff recommendation for the Hybrid ROW alternative. This route makes the best use of existing funds and local transit investments by connecting directly to our new transit centers for first-last mile connectivity and adding much-needed modernization to the existing rail corridor. The Hawthorne option is significantly more costly ($730 million more than Hybrid ROW), would involve lengthy approvals, and is not recommended by staff.

I support Metro's extensive community engagement process and engineering studies and would like to see this built without further delay along the right-of-way so more people can benefit.

With over a billion dollars in funding for the project through Measure R, Measure M, and state grants, the extension on the Metro ROW is the all-in-one solution adding light rail, grade separations, freight rail safety upgrades, and neighborhood walk and bike trails in a cost-effective and time-efficient manner. The extension will bring transportation benefits to the entire South Bay region, promoting equity and mobility for all who live and work here. Thank you for enhancing public transit in LA County and the South Bay.

Signed,
[redacted]

From: [redacted]
Sent: Monday, May 20, 2024 4:29 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: FourthDistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; GreenlineExtension <GreenlineExtension@metro.net>; jbutts@cityofinglewood.org
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Signed,
[redacted]

From: [redacted]
Sent: Monday, May 20, 2024 4:30 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: GreenlineExtension <GreenlineExtension@metro.net>; HollyJMitchell@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; jbutts@cityofinglewood.org
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Thank you,

[redacted]

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Sent: Monday, May 20, 2024 4:30 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: FourthDistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; GreenlineExtension <GreenlineExtension@metro.net>; jbutts@cityofinglewood.org
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Thank you for your time,
[redacted]

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To: Board Clerk <BoardClerk@metro.net>
Cc: GreenlineExtension <GreenlineExtension@metro.net>; HollyJMitchell@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; jbutts@cityofinglewood.org
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With over a billion dollars in funding for the project through Measure R, Measure M, and state grants, the extension on the Metro ROW is the all-in-one solution adding light rail, grade separations, freight rail safety upgrades, and neighborhood walk and bike trails in a cost-effective and time-efficient manner. The extension will bring transportation benefits to the entire South Bay region, promoting equity and mobility for all who live and work here. Thank you for enhancing public transit in LA County and the South Bay.

Signed,

[redacted]

From: [redacted]
Sent: Monday, May 20, 2024 4:31 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: FourthDistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; GreenlineExtension <GreenlineExtension@metro.net>; jbutts@cityofinglewood.org
Subject: SUPPORT Item 30 - Staff Recommendation for Hybrid ROW for C Line to Torrance

Dear LA Metro Board of Directors,

As a resident of Los Angeles who wants accessible transit to the South Bay, I am writing to express my strong support for the C Line Extension to Torrance project and for the staff recommendation for the Hybrid ROW Alternative.

The extension will provide an affordable, convenient, and efficient light rail trip from Torrance to Redondo Beach, El Segundo, LAX, and Inglewood. It will also offer easy connections to Santa Monica, Downtown LA, and Norwalk with E Line and C Line transfers. It's time we get this built!

This project has the support of over 67% of Torrance, Redondo Beach, and Lawndale residents. I support the staff recommendation for the Hybrid ROW alternative. This route makes the best use of existing funds and local transit investments by connecting directly to our new transit centers for first-last mile connectivity and adding much-needed modernization to the existing rail corridor. The Hawthorne option is significantly more costly ($730 million more than Hybrid ROW), would involve lengthy approvals, and is not recommended by staff.

I support Metro's extensive community engagement process and engineering studies and would like to see this built without further delay along the right-of-way so more people can benefit.

With over a billion dollars in funding for the project through Measure R, Measure M, and state grants, the extension on the Metro ROW is the all-in-one solution adding light rail, grade separations, freight rail safety upgrades, and neighborhood walk and bike trails in a cost-effective and time-efficient manner. The extension will bring transportation benefits to the entire South Bay region, promoting equity and mobility for all who live and work here. Thank you for enhancing public transit in LA County and the South Bay.

Signed,

[redacted]

From: [redacted]
Sent: Monday, May 20, 2024 4:35 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: FourthDistrict@bos.lacounty.gov; GreenlineExtension <GreenlineExtension@metro.net>; hollyjmitchell@bos.lacounty.gov; jbutts@cityofinglewood.org
Subject: SUPPORT Item 30 - Staff Recommendation for Hybrid ROW for C Line to Torrance

Dear LA Metro Board of Directors,

As a resident of the South Bay, I am writing to express my strong support for the C Line Extension to Torrance project and for the staff recommendation for the Hybrid ROW Alternative.

The extension will provide an affordable, convenient, and efficient light rail trip from Torrance to Redondo Beach, El Segundo, LAX, and Inglewood. It will also offer easy connections to Santa Monica, Downtown LA, and Norwalk with E Line and C Line transfers. It's time we get this built!

This project has the support of over 67% of Torrance, Redondo Beach, and Lawndale residents. I support the staff recommendation for the Hybrid ROW alternative. This route makes the best use of existing funds and local transit investments by connecting directly to our new transit centers for first-last mile connectivity and adding much-needed modernization to the existing rail corridor. The Hawthorne option is significantly more costly ($730 million more than Hybrid ROW), would involve lengthy approvals, and is not recommended by staff.

I support Metro's extensive community engagement process and engineering studies and would like to see this built without further delay along the right-of-way so more people can benefit.

With over a billion dollars in funding for the project through Measure R, Measure M, and state grants, the extension on the Metro ROW is the all-in-one solution adding light rail, grade separations, freight rail safety upgrades, and neighborhood walk and bike trails in a cost-effective and time-efficient manner. The extension will bring transportation benefits to the entire South Bay region, promoting equity and mobility for all who live and work here. Thank you for enhancing public transit in LA County and the South Bay.

Signed,
[redacted]

From: [redacted]
Sent: Monday, May 20, 2024 4:37 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: FourthDistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; GreenlineExtension <GreenlineExtension@metro.net>; jbutts@cityofinglewood.org
Subject: SUPPORT Item 30 - Staff Recommendation for Hybrid ROW for C Line to Torrance

Dear LA Metro Board of Directors,

I am writing to express my strong support for the C Line Extension to Torrance project and for the staff recommendation for the Hybrid ROW Alternative.

The extension will provide an affordable, convenient, and efficient light rail trip from Torrance to Redondo Beach, El Segundo, LAX, and Inglewood. It will also offer easy connections to Santa Monica, Downtown LA, and Norwalk with E Line and C Line transfers. It's time we get this built!

This project has the support of over 67% of Torrance, Redondo Beach, and Lawndale residents. I support the staff recommendation for the Hybrid ROW alternative. This route makes the best use of existing funds and local transit investments by connecting directly to our new transit centers for first-last mile connectivity and adding much-needed modernization to the existing rail corridor. The Hawthorne option is significantly more costly ($730 million more than Hybrid ROW), would involve lengthy approvals, and is not recommended by staff.

I support Metro's extensive community engagement process and engineering studies and would like to see this built without further delay along the right-of-way so more people can benefit.

With over a billion dollars in funding for the project through Measure R, Measure M, and state grants, the extension on the Metro ROW is the all-in-one solution adding light rail, grade separations, freight rail safety upgrades, and neighborhood walk and bike trails in a cost-effective and time-efficient manner. The extension will bring transportation benefits to the entire South Bay region, promoting equity and mobility for all who live and work here. Thank you for enhancing public transit in LA County and the South Bay.

Signed,
[redacted]

From: [redacted]
Sent: Monday, May 20, 2024 4:46 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: GreenlineExtension <GreenlineExtension@metro.net>; HollyJMitchell@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; jbutts@cityofinglewood.org
Subject: SUPPORT Item 30 - Staff Recommendation for Hybrid ROW for C Line to Torrance

Dear LA Metro Board of Directors,

As a frequent visitor of the South Bay, I am writing to express my strong support for the C Line Extension to Torrance project and for the staff recommendation for the Hybrid ROW Alternative.

The extension will provide an affordable, convenient, and efficient light rail trip from Torrance to Redondo Beach, El Segundo, LAX, and Inglewood. It will also offer easy connections to Santa Monica, Downtown LA, and Norwalk with E Line and C Line transfers. It's time we get this built!

This project has the support of over 67% of Torrance, Redondo Beach, and Lawndale residents. I support the staff recommendation for the Hybrid ROW alternative. This route makes the best use of existing funds and local transit investments by connecting directly to our new transit centers for first-last mile connectivity and adding much-needed modernization to the existing rail corridor. The Hawthorne option is significantly more costly ($730 million more than Hybrid ROW), would involve lengthy approvals, and is not recommended by staff.

I support Metro's extensive community engagement process and engineering studies and would like to see this built without further delay along the right-of-way so more people can benefit.

With over a billion dollars in funding for the project through Measure R, Measure M, and state grants, the extension on the Metro ROW is the all-in-one solution adding light rail, grade separations, freight rail safety upgrades, and neighborhood walk and bike trails in a cost-effective and time-efficient manner. The extension will bring transportation benefits to the entire South Bay region, promoting equity and mobility for all who live and work here. Thank you for enhancing public transit in LA County and the South Bay.

[redacted]
[redacted]

From: [redacted]
Sent: Monday, May 20, 2024 5:01 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: GreenlineExtension <GreenlineExtension@metro.net>; HollyJMitchell@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; jbutts@cityofinglewood.org
Subject: SUPPORT Item 30 - Staff Recommendation for Hybrid ROW for C Line to Torrance

Dear LA Metro Board of Directors,

As a resident of the South Bay, I am writing to express my strong support for the C Line Extension to Torrance project and for the staff recommendation for the Hybrid ROW Alternative.

The extension will provide an affordable, convenient, and efficient light rail trip from Torrance to Redondo Beach, El Segundo, LAX, and Inglewood. It will also offer easy connections to Santa Monica, Downtown LA, and Norwalk with E Line and C Line transfers. It's time we get this built!

This project has the support of over 67% of Torrance, Redondo Beach, and Lawndale residents. I support the staff recommendation for the Hybrid ROW alternative. This route makes the best use of existing funds and local transit investments by connecting directly to our new transit centers for first-last mile connectivity and adding much-needed modernization to the existing rail corridor. The Hawthorne option is significantly more costly ($730 million more than Hybrid ROW), would involve lengthy approvals, and is not recommended by staff.

I support Metro's extensive community engagement process and engineering studies and would like to see this built without further delay along the right-of-way so more people can benefit.

With over a billion dollars in funding for the project through Measure R, Measure M, and state grants, the extension on the Metro ROW is the all-in-one solution adding light rail, grade separations, freight rail safety upgrades, and neighborhood walk and bike trails in a cost-effective and time-efficient manner. The extension will bring transportation benefits to the entire South Bay region, promoting equity and mobility for all who live and work here. Thank you for enhancing public transit in LA County and the South Bay.

Signed,

From: [redacted]
Sent: Monday, May 20, 2024 5:04 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: GreenlineExtension <GreenlineExtension@metro.net>; HollyJMitchell@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; jbutts@cityofinglewood.org
Subject: SUPPORT Item 30 - Hybrid ROW for C Line to Torrance

Dear LA Metro Board of Directors,

I am writing to express my strong support for the C Line Extension to Torrance project and for the staff recommendation for the **Hybrid ROW Alternative**.

The extension will provide critical North-South corridor, and I'm thrilled that eventually you'll have a 1-seat ride from Torrance so the way to the Hollywood Bowl! This segment will offer easy connections to Santa Monica, Downtown LA, and Norwalk with E Line and C Line transfers. It's time we get this built!

This project has the **support of over 67% of Torrance, Redondo Beach, and Lawndale residents.** I support the staff recommendation for the Hybrid ROW alternative. This route makes the best use of existing funds and local transit investments by connecting directly to our new transit centers for first-last mile connectivity and adding much-needed modernization to the existing rail corridor. The Hawthorne option is significantly more costly ($730 million more than Hybrid ROW), would involve lengthy approvals, and is not recommended by staff.

I support Metro's extensive community engagement process and engineering studies and would like to see this built without further delay along the right-of-way so more people can benefit.

With over a billion dollars in funding for the project through Measure R, Measure M, and state grants, the extension on the Metro ROW is the all-in-one solution adding light rail, grade separations, freight rail safety upgrades, and neighborhood walk and bike trails in a cost-effective and time-efficient manner. The extension will bring transportation benefits to the entire South Bay region, promoting equity and mobility for all who live and work here. Thank you for enhancing public transit in LA County and the South Bay.

Signed,
[redacted]

From: [redacted]
Sent: Monday, May 20, 2024 5:07 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: GreenlineExtension <GreenlineExtension@metro.net>; HollyJMitchell@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; jbutts@cityofinglewood.org
Subject: SUPPORT Item 30 - Staff Recommendation for Hybrid ROW for C Line to Torrance

Dear LA Metro Board of Directors,

As a resident of LA County, I am writing to express my strong support for the C Line Extension to Torrance project and for the staff recommendation for the Hybrid ROW Alternative.

The extension will provide an affordable, convenient, and efficient light rail trip from Torrance to Redondo Beach, El Segundo, LAX, and Inglewood. It will also offer easy connections to Santa Monica, Downtown LA, and Norwalk with E Line and C Line transfers. It's time we get this built!

This project has the support of over 67% of Torrance, Redondo Beach, and Lawndale residents. I support the staff recommendation for the Hybrid ROW alternative. This route makes the best use of existing funds and local transit investments by connecting directly to our new transit centers for first-last mile connectivity and adding much-needed modernization to the existing rail corridor. The Hawthorne option is significantly more costly ($730 million more than Hybrid ROW), would involve lengthy approvals, and is not recommended by staff.

I support Metro's extensive community engagement process and engineering studies and would like to see this built without further delay along the right-of-way so more people can benefit.

With over a billion dollars in funding for the project through Measure R, Measure M, and state grants, the extension on the Metro ROW is the all-in-one solution adding light rail, grade separations, freight rail safety upgrades, and neighborhood walk and bike trails in a cost-effective and time-efficient manner. The extension will bring transportation benefits to the entire South Bay region, promoting equity and mobility for all who live and work here. Thank you for enhancing public transit in LA County and the South Bay.

Signed,
[redacted]

From: [redacted]
Sent: Monday, May 20, 2024 5:09 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: GreenlineExtension <GreenlineExtension@metro.net>; HollyJMitchell@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; jbutts@cityofinglewood.org
Subject: SUPPORT Item 30 - Staff Recommendation for Hybrid ROW for C Line to Torrance

Dear LA Metro Board of Directors,

As a car-free resident of Los Angeles, I am writing to express my strong support for the C Line Extension to Torrance project and for the staff recommendation for the Hybrid ROW Alternative.

The extension will provide an affordable, convenient, and efficient light rail trip from Torrance to Redondo Beach, El Segundo, LAX, and Inglewood. It will also offer easy connections to Santa Monica, Downtown LA, and Norwalk with E Line and C Line transfers. It's time we get this built!

This project has the support of over 67% of Torrance, Redondo Beach, and Lawndale residents. I support the staff recommendation for the Hybrid ROW alternative. This route makes the best use of existing funds and local transit investments by connecting directly to our new transit centers for first-last mile connectivity and adding much-needed modernization to the existing rail corridor. The Hawthorne option is significantly more costly ($730 million more than Hybrid ROW), would involve lengthy approvals, and is not recommended by staff.

I support Metro's extensive community engagement process and engineering studies and would like to see this built without further delay along the right-of-way so more people can benefit.

With over a billion dollars in funding for the project through Measure R, Measure M, and state grants, the extension on the Metro ROW is the all-in-one solution adding light rail, grade separations, freight rail safety upgrades, and neighborhood walk and bike trails in a cost-effective and time-efficient manner. The extension will bring transportation benefits to the entire South Bay region, promoting equity and mobility for all who live and work here. Thank you for enhancing public transit in LA County and the South Bay.

Signed,
[redacted]

From: [redacted]
Sent: Monday, May 20, 2024 5:12 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: GreenlineExtension <GreenlineExtension@metro.net>; HollyJMitchell@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; jbutts@cityofinglewood.org
Subject: SUPPORT Item 30 - Staff Recommendation for Hybrid ROW for C Line to Torrance

Dear LA Metro Board of Directors,

As a Torrance property ownder and a frequent visitor to the South Bay who would prefer using public transit, I urge you to support both the C Line Extension to Torrance project and the staff recommendation for the Hybrid ROW Alternative.

The extension will provide an affordable, convenient, and efficient light rail trip from Torrance to Redondo Beach, El Segundo, LAX, and Inglewood. It will also offer easy connections to Santa Monica, Downtown LA, and Norwalk with E Line and C Line transfers. It's time we get this built!

This project has the support of over 67% of Torrance, Redondo Beach, and Lawndale residents. I support the staff recommendation for the Hybrid ROW alternative. This route makes the best use of existing funds and local transit investments by connecting directly to our new transit centers for first-last mile connectivity and adding much-needed modernization to the existing rail corridor. The Hawthorne option is significantly more costly ($730 million more than Hybrid ROW), would involve lengthy approvals, and is not recommended by staff.

I support Metro's extensive community engagement process and engineering studies and would like to see this built without further delay along the right-of-way so more people can benefit.

With over a billion dollars in funding for the project through Measure R, Measure M, and state grants, the extension on the Metro ROW is the all-in-one solution adding light rail, grade separations, freight rail safety upgrades, and neighborhood walk and bike trails in a cost-effective and time-efficient manner. The extension will bring transportation benefits to the entire South Bay region, promoting equity and mobility for all who live and work here. Thank you for enhancing public transit in LA County and the South Bay.

Thank you for your consideration,

[redacted]

From: [redacted]
Sent: Monday, May 20, 2024 5:12 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: GreenlineExtension <GreenlineExtension@metro.net>; HollyJMitchell@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; jbutts@cityofinglewood.org
Subject: SUPPORT Item 30 - Staff Recommendation for Hybrid ROW for C Line to Torrance

Dear LA Metro Board of Directors,

As a resident of the South Bay, I am writing to express my strong support for the C Line Extension to Torrance project and for the staff recommendation for the Hybrid ROW Alternative.

The extension will provide an affordable, convenient, and efficient light rail trip from Torrance to Redondo Beach, El Segundo, LAX, and Inglewood. It will also offer easy connections to Santa Monica, Downtown LA, and Norwalk with E Line and C Line transfers. It's time we get this built!

This project has the support of over 67% of Torrance, Redondo Beach, and Lawndale residents. I support the staff recommendation for the Hybrid ROW alternative. This route makes the best use of existing funds and local transit investments by connecting directly to our new transit centers for first-last mile connectivity and adding much-needed modernization to the existing rail corridor. The Hawthorne option is significantly more costly ($730 million more than Hybrid ROW), would involve lengthy approvals, and is not recommended by staff.

I support Metro's extensive community engagement process and engineering studies and would like to see this built without further delay along the right-of-way so more people can benefit.

With over a billion dollars in funding for the project through Measure R, Measure M, and state grants, the extension on the Metro ROW is the all-in-one solution adding light rail, grade separations, freight rail safety upgrades, and neighborhood walk and bike trails in a cost-effective and time-efficient manner. The extension will bring transportation benefits to the entire South Bay region, promoting equity and mobility for all who live and work here. Thank you for enhancing public transit in LA County and the South Bay.

Signed,
[Your Name]

Sent from my iPhone

From: [redacted]
Sent: Monday, May 20, 2024 5:15 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: GreenlineExtension <GreenlineExtension@metro.net>; HollyJMitchell@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; jbutts@cityofinglewood.org
Subject: SUPPORT Item 30 - Staff Recommendation for Hybrid ROW for C Line to Torrance

Dear LA Metro Board of Directors,

As a resident of the South Bay, I am writing to express my strong support for the C Line Extension to Torrance project and for the staff recommendation for the Hybrid ROW Alternative.

The extension will provide an affordable, convenient, and efficient light rail trip from Torrance to Redondo Beach, El Segundo, LAX, and Inglewood. It will also offer easy connections to Santa Monica, Downtown LA, and Norwalk with E Line and C Line transfers. It's time we get this built!

This project has the support of over 67% of Torrance, Redondo Beach, and Lawndale residents. I support the staff recommendation for the Hybrid ROW alternative. This route makes the best use of existing funds and local transit investments by connecting directly to our new transit centers for first-last mile connectivity and adding much-needed modernization to the existing rail corridor. The Hawthorne option is significantly more costly ($730 million more than Hybrid ROW), would involve lengthy approvals, and is not recommended by staff.

I support Metro's extensive community engagement process and engineering studies and would like to see this built without further delay along the right-of-way so more people can benefit.

With over a billion dollars in funding for the project through Measure R, Measure M, and state grants, the extension on the Metro ROW is the all-in-one solution adding light rail, grade separations, freight rail safety upgrades, and neighborhood walk and bike trails in a cost-effective and time-efficient manner. The extension will bring transportation benefits to the entire South Bay region, promoting equity and mobility for all who live and work here. Thank you for enhancing public transit in LA County and the South Bay.

[redacted]

From: [redacted]
Sent: Monday, May 20, 2024 5:24 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: GreenlineExtension <GreenlineExtension@metro.net>; HollyJMitchell@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; jbutts@cityofinglewood.org
Subject: SUPPORT Item 30 - Staff Recommendation for Hybrid ROW for C Line to Torrance

Dear LA Metro Board of Directors,

I am writing to express my strong support for the C Line Extension to Torrance project and for the staff recommendation for the Hybrid ROW Alternative.

The extension will provide an affordable, convenient, and efficient light rail trip from Torrance to Redondo Beach, El Segundo, LAX, and Inglewood. It will also offer easy connections to Santa Monica, Downtown LA, and Norwalk with E Line and C Line transfers. It's time we get this built!

This project has the support of over 67% of Torrance, Redondo Beach, and Lawndale residents. I support the staff recommendation for the Hybrid ROW alternative. This route makes the best use of existing funds and local transit investments by connecting directly to our new transit centers for first-last mile connectivity and adding much-needed modernization to the existing rail corridor. The Hawthorne option is significantly more costly ($730 million more than Hybrid ROW), would involve lengthy approvals, and is not recommended by staff.

I support Metro's extensive community engagement process and engineering studies and would like to see this built without further delay along the right-of-way so more people can benefit.

With over a billion dollars in funding for the project through Measure R, Measure M, and state grants, the extension on the Metro ROW is the all-in-one solution adding light rail, grade separations, freight rail safety upgrades, and neighborhood walk and bike trails in a cost-effective and time-efficient manner. The extension will bring transportation benefits to the entire South Bay region, promoting equity and mobility for all who live and work here. Thank you for enhancing public transit in LA County and the South Bay.

Signed,
[redacted]

From: [redacted]
Sent: Monday, May 20, 2024 5:28 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: FourthDistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; GreenlineExtension <GreenlineExtension@metro.net>; jbutts@cityofinglewood.org
Subject: SUPPORT Item 30 - Staff Recommendation for Hybrid ROW for C Line to Torrance

Dear LA Metro Board of Directors,

As a resident of the South Bay, I am writing to express my strong support for the C Line Extension to Torrance project and for the staff recommendation for the Hybrid ROW Alternative.

The extension will provide an affordable, convenient, and efficient light rail trip from Torrance to Redondo Beach, El Segundo, LAX, and Inglewood. It will also offer easy connections to Santa Monica, Downtown LA, and Norwalk with E Line and C Line transfers. It's time we get this built!

This project has the support of over 67% of Torrance, Redondo Beach, and Lawndale residents. I support the staff recommendation for the Hybrid ROW alternative. This route makes the best use of existing funds and local transit investments by connecting directly to our new transit centers for first-last mile connectivity and adding much-needed modernization to the existing rail corridor. The Hawthorne option is significantly more costly ($730 million more than Hybrid ROW), would involve lengthy approvals, and is not recommended by staff.

I support Metro's extensive community engagement process and engineering studies and would like to see this built without further delay along the right-of-way so more people can benefit.

With over a billion dollars in funding for the project through Measure R, Measure M, and state grants, the extension on the Metro ROW is the all-in-one solution adding light rail, grade separations, freight rail safety upgrades, and neighborhood walk and bike trails in a cost-effective and time-efficient manner. The extension will bring transportation benefits to the entire South Bay region, promoting equity and mobility for all who live and work here. Thank you for enhancing public transit in LA County and the South Bay.

Signed,
[redacted]

From: [redacted]
Sent: Monday, May 20, 2024 5:30 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: GreenlineExtension <GreenlineExtension@metro.net>; HollyJMitchell@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; jbutts@cityofinglewood.org
Subject: SUPPORT Item 30 - Staff Recommendation for Hybrid ROW for C Line to Torrance

Dear LA Metro Board of Directors,

As a resident of the South Bay, I am writing to express my strong support for the C Line Extension to Torrance project and for the staff recommendation for the Hybrid ROW Alternative.

The extension will provide an affordable, convenient, and efficient light rail trip from Torrance to Redondo Beach, El Segundo, LAX, and Inglewood. It will also offer easy connections to Santa Monica, Downtown LA, and Norwalk with E Line and C Line transfers. It's time we get this built!

This project has the support of over 67% of Torrance, Redondo Beach, and Lawndale residents. I support the staff recommendation for the Hybrid ROW alternative. This route makes the best use of existing funds and local transit investments by connecting directly to our new transit centers for first-last mile connectivity and adding much-needed modernization to the existing rail corridor. The Hawthorne option is significantly more costly ($730 million more than Hybrid ROW), would involve lengthy approvals, and is not recommended by staff.

I support Metro's extensive community engagement process and engineering studies and would like to see this built without further delay along the right-of-way so more people can benefit.

With over a billion dollars in funding for the project through Measure R, Measure M, and state grants, the extension on the Metro ROW is the all-in-one solution adding light rail, grade separations, freight rail safety upgrades, and neighborhood walk and bike trails in a cost-effective and time-efficient manner. The extension will bring transportation benefits to the entire South Bay region, promoting equity and mobility for all who live and work here. Thank you for enhancing public transit in LA County and the South Bay.

Signed,
[redacted]

From: [redacted]
Sent: Monday, May 20, 2024 5:30 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: GreenlineExtension <GreenlineExtension@metro.net>; HollyJMitchell@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; jbutts@cityofinglewood.org
Subject: SUPPORT Item 30 - Staff Recommendation for Hybrid ROW for C Line to Torrance

Dear LA Metro Board of Directors,

As a resident of the South Bay, I am writing to express my strong support for the C Line Extension to Torrance project and for the staff recommendation for the Hybrid ROW Alternative.

The extension will provide an affordable, convenient, and efficient light rail trip from Torrance to Redondo Beach, El Segundo, LAX, and Inglewood. It will also offer easy connections to Santa Monica, Downtown LA, and Norwalk with E Line and C Line transfers. It's time we get this built!

This project has the support of over 67% of Torrance, Redondo Beach, and Lawndale residents. I support the staff recommendation for the Hybrid ROW alternative. This route makes the best use of existing funds and local transit investments by connecting directly to our new transit centers for first-last mile connectivity and adding much-needed modernization to the existing rail corridor. The Hawthorne option is significantly more costly ($730 million more than Hybrid ROW), would involve lengthy approvals, and is not recommended by staff.

I support Metro's extensive community engagement process and engineering studies and would like to see this built without further delay along the right-of-way so more people can benefit.

With over a billion dollars in funding for the project through Measure R, Measure M, and state grants, the extension on the Metro ROW is the all-in-one solution adding light rail, grade separations, freight rail safety upgrades, and neighborhood walk and bike trails in a cost-effective and time-efficient manner. The extension will bring transportation benefits to the entire South Bay region, promoting equity and mobility for all who live and work here. Thank you for enhancing public transit in LA County and the South Bay.

Signed,
[redacted]

From: [redacted]
Sent: Monday, May 20, 2024 5:32 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: GreenlineExtension <GreenlineExtension@metro.net>; HollyJMitchell@bos.lacounty.gov; Supervisor Janice Hahn <FourthDistrict@bos.lacounty.gov>; jbutts@cityofinglewood.org
Subject: SUPPORT Item 30 - Staff Recommendation for Hybrid ROW for C Line to Torrance

Dear LA Metro Board of Directors,

I am writing to express my strong support for the C Line Extension to Torrance project and for the staff recommendation for the Hybrid ROW Alternative.

The extension will provide an affordable, convenient, and efficient light rail trip from Torrance to Redondo Beach, El Segundo, LAX, and Inglewood. It will also offer easy connections to Santa Monica, Downtown LA, and Norwalk with E Line and C Line transfers. It's time we get this built!

This project has the support of over 67% of Torrance, Redondo Beach, and Lawndale residents. I support the staff recommendation for the Hybrid ROW alternative. This route makes the best use of existing funds and local transit investments by connecting directly to our new transit centers for first-last mile connectivity and adding much-needed modernization to the existing rail corridor. The Hawthorne option is significantly more costly ($730 million more than Hybrid ROW), would involve lengthy approvals, and is not recommended by staff.

I support Metro's extensive community engagement process and engineering studies and would like to see this built without further delay along the right-of-way so more people can benefit.

With over a billion dollars in funding for the project through Measure R, Measure M, and state grants, the extension on the Metro ROW is the all-in-one solution adding light rail, grade separations, freight rail safety upgrades, and neighborhood walk and bike trails in a cost-effective and time-efficient manner. The extension will bring transportation benefits to the entire South Bay region, promoting equity and mobility for all who live and work here. Thank you for enhancing public transit in LA County and the South Bay.

Signed,
[redacted]

From: [redacted]
Sent: Monday, May 20, 2024 5:35 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: GreenlineExtension <GreenlineExtension@metro.net>; HollyJMitchell@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; jbutts@cityofinglewood.org
Subject: SUPPORT Item 30 - Staff Recommendation for Hybrid ROW for C Line to Torrance

Dear LA Metro Board of Directors,

As a resident of the South Bay, I am writing to express my strong support for the C Line Extension to Torrance project and for the staff recommendation for the Hybrid ROW Alternative.

The extension will provide an affordable, convenient, and efficient light rail trip from Torrance to Redondo Beach, El Segundo, LAX, and Inglewood. It will also offer easy connections to Santa Monica, Downtown LA, and Norwalk with E Line and C Line transfers. It's time we get this built! No delays!

This project has the support of over 67% of Torrance, Redondo Beach, and Lawndale residents. I support the staff recommendation for the Hybrid ROW alternative. This route makes the best use of existing funds and local transit investments by connecting directly to our new transit centers for first-last mile connectivity and adding much-needed modernization to the existing rail corridor. The Hawthorne option is significantly more costly ($730 million more than Hybrid ROW), would involve lengthy approvals, and is not recommended by staff.

I support Metro's extensive community engagement process and engineering studies and would like to see this built without further delay along the right-of-way so more people can benefit.

With over a billion dollars in funding for the project through Measure R, Measure M, and state grants, the extension on the Metro ROW is the all-in-one solution adding light rail, grade separations, freight rail safety upgrades, and neighborhood walk and bike trails in a cost-effective and time-efficient manner. The extension will bring transportation benefits to the entire South Bay region, promoting equity and mobility for all who live and work here. Thank you for enhancing public transit in LA County and the South Bay.

Signed,
[redacted]

From: [redacted]
Sent: Monday, May 20, 2024 5:36 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: GreenlineExtension <GreenlineExtension@metro.net>; HollyJMitchell@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; jbutts@cityofinglewood.org
Subject: SUPPORT Item 30 - Staff Recommendation for Hybrid ROW for C Line to Torrance

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The extension will provide an affordable, convenient, and efficient light rail trip from Torrance to Redondo Beach, El Segundo, LAX, and Inglewood. It will also offer easy connections to Santa Monica, Downtown LA, and Norwalk with E Line and C Line transfers. It's time we get this built!

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I support Metro's extensive community engagement process and engineering studies and would like to see this built without further delay along the right-of-way so more people can benefit.

With over a billion dollars in funding for the project through Measure R, Measure M, and state grants, the extension on the Metro ROW is the all-in-one solution adding light rail, grade separations, freight rail safety upgrades, and neighborhood walk and bike trails in a cost-effective and time-efficient manner. The extension will bring transportation benefits to the entire South Bay region, promoting equity and mobility for all who live and work here. Thank you for enhancing public transit in LA County and the South Bay.

Signed,
[redacted]

From: [redacted]
Sent: Monday, May 20, 2024 5:38 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: Fw: Metro Green Line Extension - Support for Hawthorne Boulevard Option

I support proceeding with the Hawthorne Boulevard option. This is the most equitable solution for both commuters and residents. Thousands of residents will be disrupted by the train every day for over 12 hours. For this reason, the Hybrid solution should not be considered.

We are only going to do this once, so we should do it the right way for all involved.

Thank you for your consideration.

[redacted]

From: [redacted]
Sent: Monday, May 20, 2024 5:40 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: GreenlineExtension <GreenlineExtension@metro.net>; HollyJMitchell@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; jbutts@cityofinglewood.org
Subject: SUPPORT Item 30 - Staff Recommendation for Hybrid ROW for C Line to Torrance

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The extension will provide an affordable, convenient, and efficient light rail trip from Torrance to Redondo Beach, El Segundo, LAX, and Inglewood. It will also offer easy connections to Santa Monica, Downtown LA, and Norwalk with E Line and C Line transfers. It's time we get this built!

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I support Metro's extensive community engagement process and engineering studies and would like to see this built without further delay along the right-of-way so more people can benefit.

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Signed,

[redacted]

From: [redacted]
Sent: Monday, May 20, 2024 5:41 PM
To: anajarian@glendaleca.gov; jdupontw@aol.com; FourthDistrict@bos.lacounty.gov; mayor.helpdesk@lacity.org; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; jbutts@cityofinglewood.org; Kathryn@bos.lacounty.gov; Councilmember.Yaroslavsky@lacity.org; paul.Krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; info@timsandoval.com; Board Clerk <BoardClerk@metro.net>; GreenlineExtension <GreenlineExtension@metro.net>
Subject: METRO GREEN/C-LINE EXTENSION TO TORRANCE FOR HAWTHORNE ALIGNMENT

FOR HAWTHORNE BLVD ALIGNMENT

Metro Board of Directors,

I support the Hawthorne alignment of the Green/C-Line Extension to Torrance. It is the safest option and saves so many trees. Below are all the reasons I support the Hawthorne alignment.

1. SAVES MORE TREES: The route along the ROW would require ~220 to be removed. DON'T KILL ALL OUR TREES! That is significantly more than the 40-50 smaller trees required for the Hawthorne alignment.

2. ENVIRONMENT: Hawthorne Elevated would allow for more biking paths, jogging paths, dog-walking, etc. along the Harbor ROW in an area considered "park poor" per LA County Parks & Wildlife.

3. SAFETY: Hawthorne elevated is safer as 200-300 trains per day would NOT be running past schools and parks where children play, it would NOT SHARE A CORRIDOR WITH 20-40 LIQUID PETROLEUM GAS TANKERS that run along a path where there are multiple high pressure gas lines.

4. INCREASED RIDERSHIP: Hawthorne Elevated will increase Metro ridership as a stop at the Galleria will better serve commuters in Lawndale, Redondo Beach, and Torrance, making it a destination for shopping, restaurants, entertainment and other businesses.

5. CONNECTIVITY: Buses already stop at Artesia and Hawthorne so connectivity is seamless by directly boarding desired bus at the Artesia/Hawthorne bus stop which will be accommodated by the new station’s configuration.

6. BOOST ECONOMY: Hawthorne Elevated contains a stop at the South Bay Galleria, future South Bay Social district that will not only help support the many shops soon to be built there, but will also serve any offices, hotels, or apartment units on Hawthorne Blvd that are part of the Galleria's upcoming redesign.

7. REVITALIZE LAWNDALE: Light rail elevated on Hawthorne Blvd, will help to support and revitalize the businesses on that shopping corridor without sacrificing parking, which would also be beneficial to Redondo Beach and Torrance commerce

Please choose the Hawthorne alignment for the safety of residents and save the trees!

Thank you, A Concerned Resident Sent from my iPhone

From: [redacted]
Sent: Monday, May 20, 2024 5:42 PM
To: anajarian@glendaleca.gov; jdupontw@aol.com; FourthDistrict@bos.lacounty.gov; mayor.helpdesk@lacity.org; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; jbutts@cityofinglewood.org; Kathryn@bos.lacounty.gov; Councilmember.Yaroslavsky@lacity.org; paul.Krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; info@timsandoval.com; Board Clerk <BoardClerk@metro.net>; GreenlineExtension <GreenlineExtension@metro.net>
Subject: METRO GREEN/C-LINE EXTENSION TO TORRANCE FOR HAWTHORNE ALIGNMENT

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Thank you, A Concerned Resident Sent from my iPhone

From: [redacted]
Sent: Monday, May 20, 2024 5:43 PM
To: anajarian@glendaleca.gov; jdupontw@aol.com; FourthDistrict@bos.lacounty.gov; mayor.helpdesk@lacity.org; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; jbutts@cityofinglewood.org; Kathryn@bos.lacounty.gov; Councilmember.Yaroslavsky@lacity.org; paul.Krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; info@timsandoval.com; Board Clerk <BoardClerk@metro.net>; GreenlineExtension <GreenlineExtension@metro.net>
Subject: METRO GREEN/C-LINE EXTENSION TO TORRANCE FOR HAWTHORNE ALIGNMENT

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Thank you, A Concerned Resident Sent from my iPhone

From: [redacted]
Sent: Monday, May 20, 2024 5:44 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: GreenlineExtension <GreenlineExtension@metro.net>; HollyJMitchell@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; jbutts@cityofinglewood.org
Subject: SUPPORT Item 30 - Staff Recommendation for Hybrid ROW for C Line to Torrance

Dear LA Metro Board of Directors,

As a Metro rider and intersectional environmentalist, I am writing to express my strong support for the C Line Extension to Torrance project and for the staff recommendation for the Hybrid ROW Alternative.

The extension will provide an affordable, convenient, and efficient light rail trip from Torrance to Redondo Beach, El Segundo, LAX, and Inglewood. It will also offer easy connections to Santa Monica, Downtown LA, and Norwalk with E Line and C Line transfers. It's time we get this built!

This project has the support of over 67% of Torrance, Redondo Beach, and Lawndale residents. I support the staff recommendation for the Hybrid ROW alternative. This route makes the best use of existing funds and local transit investments by connecting directly to our new transit centers for first-last mile connectivity and adding much-needed modernization to the existing rail corridor. The Hawthorne option is significantly more costly ($730 million more than Hybrid ROW), would involve lengthy approvals, and is not recommended by staff.

I support Metro's extensive community engagement process and engineering studies and would like to see this built without further delay along the right-of-way so more people can benefit.

With over a billion dollars in funding for the project through Measure R, Measure M, and state grants, the extension on the Metro ROW is the all-in-one solution adding light rail, grade separations, freight rail safety upgrades, and neighborhood walk and bike trails in a cost-effective and time-efficient manner. The extension will bring transportation benefits to the entire South Bay region, promoting equity and mobility for all who live and work here. Thank you for enhancing public transit in LA County and the South Bay.

Signed,
[redacted]

From: [redacted]
Sent: Monday, May 20, 2024 5:55 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: FourthDistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; GreenlineExtension <GreenlineExtension@metro.net>; jbutts@cityofinglewood.org
Subject: SUPPORT Item 30 - Staff Recommendation for Hybrid ROW for C Line to Torrance

Dear LA Metro Board of Directors,

As a resident of Los Angeles, I am writing to express my strong support for the C Line Extension to Torrance project and for the staff recommendation for the Hybrid ROW Alternative.

The extension will provide an affordable, convenient, and efficient light rail trip from Torrance to Redondo Beach, El Segundo, LAX, and Inglewood. It will also offer easy connections to Santa Monica, Downtown LA, and Norwalk with E Line and C Line transfers. It's time we get this built!

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Signed,
[redacted]

From: [redacted]
Sent: Monday, May 20, 2024 6:01 PM
To: anajarian@glendaleca.gov; jdupontw@aol.com; FourthDistrict@bos.lacounty.gov; mayor.helpdesk@lacity.org; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; jbutts@cityofinglewood.org; Kathryn@bos.lacounty.gov; Councilmember.Yaroslavsky@lacity.org; paul.Krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; info@timsandoval.com; Board Clerk <BoardClerk@metro.net>; GreenlineExtension <GreenlineExtension@metro.net>
Subject: METRO GREEN/C-LINE EXTENSION TO TORRANCE FOR HAWTHORNE ALIGNMENT

FOR HAWTHORNE BLVD ALIGNMENT

Metro Board of Directors,

I support the Hawthorne alignment of the Green/C-Line Extension to Torrance. It is the safest option and saves so many trees. Below are all the reasons I support the Hawthorne alignment.

1. SAVES MORE TREES: The route along the ROW would require ~220 to be removed. DON'T KILL ALL OUR TREES! That is significantly more than the 40-50 smaller trees required for the Hawthorne alignment.

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Please choose the Hawthorne alignment for the safety of residents and save the trees!

Thank you, [redacted] A Concerned Resident Sent from my iPhone

From: [redacted]
Sent: Monday, May 20, 2024 6:17 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: FourthDistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; GreenlineExtension <GreenlineExtension@metro.net>; jbutts@cityofinglewood.org
Subject: SUPPORT Item 30 - Hybrid ROW for C Line to Torrance

Dear LA Metro Board of Directors,

As a resident of LA who often travels to the South Bay, I am writing to express my strong support for the C Line Extension to Torrance project and for the staff recommendation for the Hybrid ROW Alternative.

I sit in traffic all the time, and if we could get a line through we could finally use transit and also other transit users choosing to be out of their cars would reduce traffic, and of course, emissions.

I support Metro's extensive community engagement process and engineering studies and would like to see this built without further delay along the right-of-way so more people can benefit.

With over a billion dollars in funding for the project through Measure R, Measure M, and state grants, the extension on the Metro ROW is the all-in-one solution adding light rail, grade separations, freight rail safety upgrades, and neighborhood walk and bike trails in a cost-effective and time-efficient manner. The extension will bring transportation benefits to the entire South Bay region, promoting equity and mobility for all who live and work here. Thank you for enhancing public transit in LA County and the South Bay.

Sincerely,
[redacted]

From: [redacted]
Sent: Monday, May 20, 2024 6:23 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: GreenlineExtension <GreenlineExtension@metro.net>; HollyJMitchell@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; jbutts@cityofinglewood.org
Subject: SUPPORT Item 30 - Staff Recommendation for Hybrid ROW for C Line to Torrance

Dear LA Metro Board of Directors,

As a resident of downtown and former resident of the South Bay, I am writing to express my strong support for the C Line Extension to Torrance project and for the staff recommendation for the Hybrid ROW Alternative.

The extension will provide an affordable, convenient, and efficient light rail trip from Torrance to Redondo Beach, El Segundo, LAX, and Inglewood. It will also offer easy connections to Santa Monica, Downtown LA, and Norwalk with E Line and C Line transfers. It's time we get this built!

This project has the support of over 67% of Torrance, Redondo Beach, and Lawndale residents. I support the staff recommendation for the Hybrid ROW alternative. This route makes the best use of existing funds and local transit investments by connecting directly to our new transit centers for first-last mile connectivity and adding much-needed modernization to the existing rail corridor. The Hawthorne option is significantly more costly ($730 million more than Hybrid ROW), would involve lengthy approvals, and is not recommended by staff.

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Thank you!

[redacted]

From: [redacted]
Sent: Monday, May 20, 2024 6:47 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: GreenlineExtension <GreenlineExtension@metro.net>; HollyJMitchell@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; jbutts@cityofinglewood.org
Subject: SUPPORT Item 30 - Staff Recommendation for Hybrid ROW for C Line to Torrance

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Signed,
[redacted]

From: [redacted]
Sent: Monday, May 20, 2024 6:49 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: GreenlineExtension <GreenlineExtension@metro.net>; HollyJMitchell@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; jbutts@cityofinglewood.org
Subject: SUPPORT Item 30 - Staff Recommendation for Hybrid ROW for C Line to Torrance

Dear LA Metro Board of Directors,

As a frequent commuter to the South Bay, I am writing to express my support for the C Line Extension to Torrance project and for the staff recommendation for the Hybrid ROW Alternative.

For me, this extension will provide an affordable, convenient, and efficient light rail trip from Torrance to Redondo Beach, El Segundo, LAX, and Inglewood. It will also offer easy connections to Santa Monica, Downtown LA, and Norwalk with E Line and C Line transfers. We have to get this built.

On a broader sense, we need to significantly expand our rail network now to combat climate change, improve the ability for South Bay residents to commute, and improve the overall quality of life of residents and commuters to and from the region. My travels to Spain and Japan has made it clear to me that a comprehensive rail network checks these boxes off. We, as a nation and as a county, are far behind our goals in combating climate change and so much more. Approving this project helps Angelenos move in the right direction.

Very Respectfully,

[redacted]

Sent from my iPhone

From: [redacted]
Sent: Monday, May 20, 2024 7:12 PM
To: Board Clerk <BoardClerk@metro.net>; GreenlineExtension <GreenlineExtension@metro.net>; FourthDistrict@bos.lacounty.gov; Holly J. Mitchell <HollyJMitchell@bos.lacounty.gov>; Jbutts@cityofinglewood.org; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; mayor.helpdesk@lacity.org; mbohlke@sbcglobal.net; councilmember.yaroslavsky@lacity.org; Kathryn@bos.lacounty.gov; paul.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; info@timsandoval.com; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Metro C Line Extension – Curve, Berm, and Pipelines – AGAINST Hybrid Alternative (ROW); FOR Hawthorne Option

To: Metro and Metro Board Members

The curve, the berm, and the pipelines pose unique challenges for relocating the Main Freight Track and constructing the Light Rail Tracks in the portion of the ROW between 182nd Street and 186th Street. The Hawthorne Elevated Option would avoid those challenges.

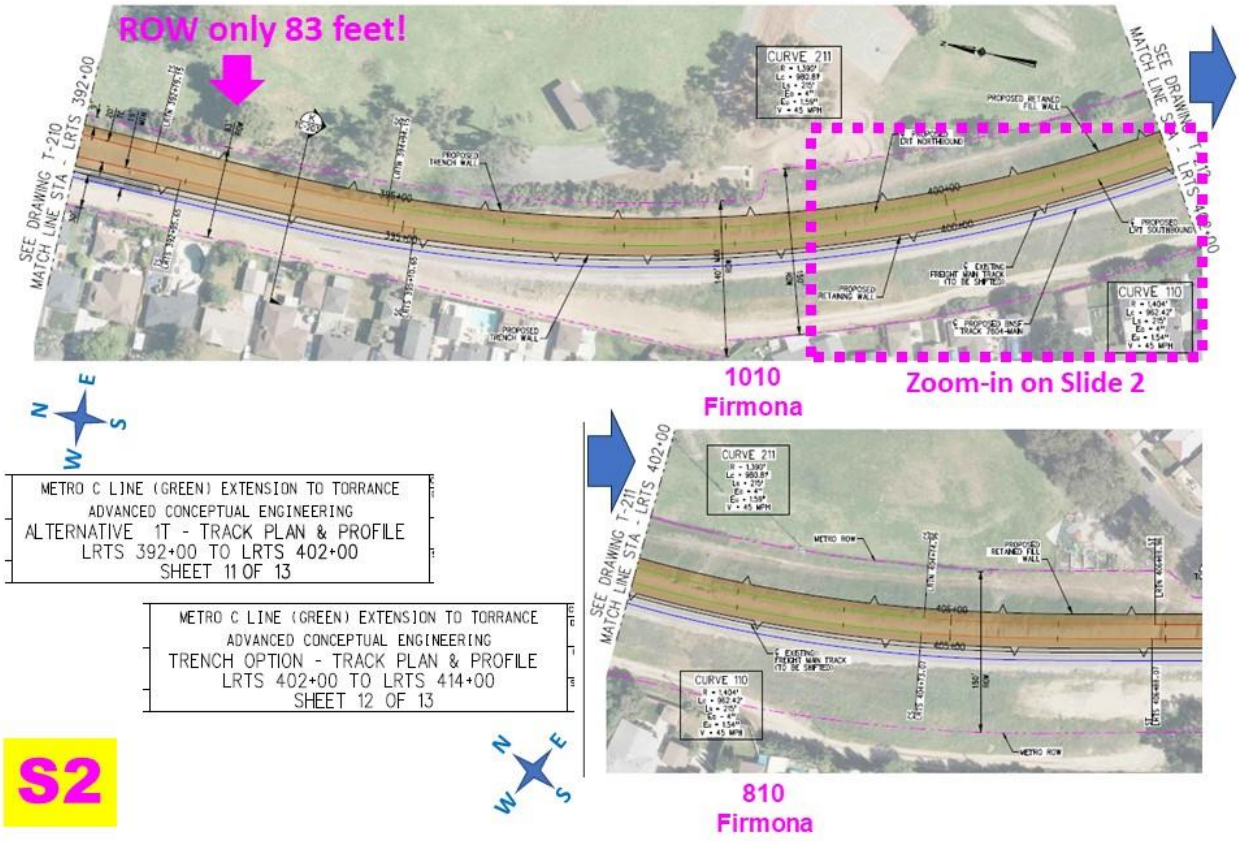
For reference: Page 13 of the April 2024 Metro video entitled "Staff Recommendations & Common Project Questions." (See attached Slide 1.)

Slide 1: This attached slide provides a screen snapshot of page 13 of the video which shows some pictures of the A Line Light Rail Tracks situated near some residences. Studying these pictures, I am struck by how flat and level those locations are. I also notice what is not there; freight train tracks and petroleum pipeline signs. I thought of the apparently unique challenges faced by the what is now referred to as the "Hybrid Alternate (ROW)." The Hawthorne Option certainly has challenges too. But neither a Freight Main Track nor a bunch of petroleum pipelines would have to be relocated.



Slide 2 provides a view of the proposed changes to this portion of the ROW from pages 88 and 89 of the Draft EIR (January 2023) Appendix 2-A: Select Advanced Conceptual Engineering Drawings - PDF file. **Amazingly, just south of 182nd Street, the ROW is only 83 feet wide!** (I put some magenta words and an arrow annotation to call attention to where this is stated on page 88. Using my measurement technique on this diagram gave the same value: 83 feet.)

Draft EIR (January 2023)
Appendix 2-A: Select Advanced Conceptual Engineering Drawings - PDF file Pages 88-89



Slide 3 zooms in to focus on how the BNSF Freight Main Track would be “shifted” to the southwest. Using my measurement technique on this diagram, I estimate that this “shift” (relocation) would be about 7 feet. The ROW is about 150 feet wide at this point.

On paper, in two dimensions, 7 feet may not seem like much. But there are three major concerns: The curve, the berm, and the petroleum pipelines that run underground on both sides of the BNSF Freight Main Track.

The Petroleum Pipelines: In previous emails I’ve brought up the pipelines (8 by my count) and the issues of relocating them to make room for the Light Rail Tracks, possibly by grouping them all together on one side of the ROW.

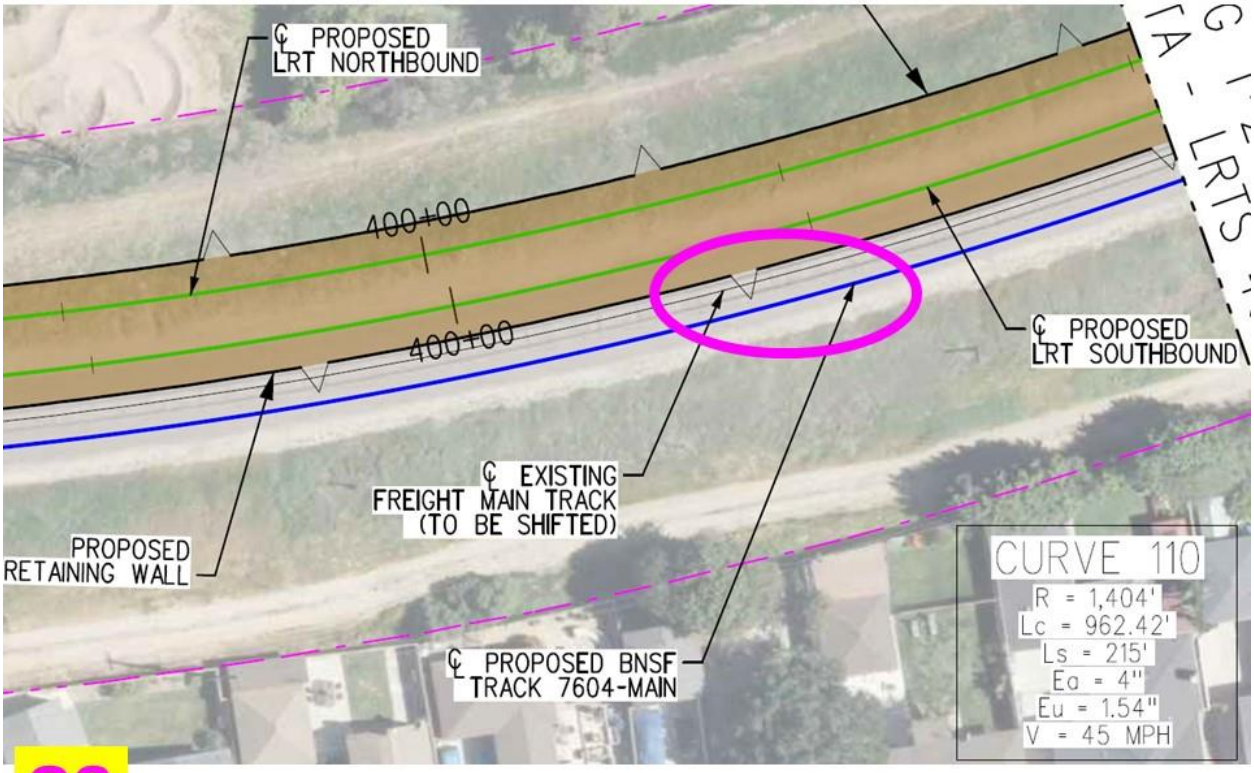
The Berm: The Freight Main Tracks gradually ascend a berm which provides the necessary elevation for the bridge that crosses over Hawthorne Blvd. and past that, the bridge that crosses

over 190th Street. This berm would have to be “moved” to the southwest, placing it closer to the homes that are along the east side of Firmona. The berm reaches a height that is taller than the roof tops of the single-story homes. People already look up at the passing trains from their windows and especially from their backyards. Moving the berm, moving the tracks, and moving the passing trains closer to the homes would accentuate the visual effect, the vibration, and the noise.

The Curve: The Freight Main Track also curves approximately 45 degrees from north to southeast in this part of the ROW. The homes on the east side of Firmona are on the outside of this curve. El Nido Park is on the inside of this curve. As a train approaches the curve, its inertia resists the change in direction that is commanded by the track. The curved track exerts a force on the train that overcomes the force of the train’s inertia which causes it to change its direction. Moving the track closer to the homes that are on the outside of the curve compounds the concerns.

The Momentum: An average diesel locomotive weighs around 300,000 pounds. A loaded railroad tank car weighs around 250,000 pounds. For comparison, the average automobile weighs about 4,000 pounds. On a typical day, 2 trains pass by consisting of two or three 300,000-pound locomotives followed by a couple dozen 250,000-pound tank cars. They can be seen over the roof tops of the single-story homes, as they round the curve. Then, every 3 days or so, a couple of trains pull up around the curve, stop and back up. Many of these trains consist of double stacked container cars plus some tank cars. An average sized train of 2 locomotives pulling 20 loaded tank cars weighs about 5,600,000 pounds. Moving at 20 mph means it has about 22,700,000 kg-m/s of momentum. That’s a lot of momentum! And it’s heading into that curve! Twice a day, every day!

Draft EIR (January 2023)
Appendix 2-A: Select Advanced Conceptual Engineering Drawings - PDF file Page 88



S3 **Zoom-in: Existing BNSF Freight Main Track would be "shifted" southwest**

Slide 4 has a picture that I recently took at the intersection of Firmona and Fisk Lane. The view is toward the north. The homes along the east side of Firmona border on the ROW. Looking straight ahead, the top of the berm can be seen above the rooftops of the home at 802 Firmona and the neighboring homes. This is at the southern end of the curve.



Slide 5 provides a view of the berm from El Nido Park, which is on the east side of the ROW. Standing there and looking up at the berm gives one an appreciation for its size; both height and width.



Slide 6 provides a Google Map view which shows the berm is about 120 feet wide at the base. This makes sense, as it follows the 1:5 ratio: the base expands by 5 feet for every 1 foot of height. So a height of 20 feet requires a base of 100 feet, plus the flat area on top for the train tracks and some space on each side. So, at this part of the ROW which is 150 feet wide, the berm takes up 120 feet. Which leaves a flat area that is about 15 feet on each side, between the base of the berm and the edge of the ROW. Indeed, tire tracks can be seen on both sides. But this is where the petroleum pipelines run, on both sides.



Slide 7: Finally, this drone picture provides a stunning three-dimensional view of the berm, the curve and the homes along Firmona. (It was taken earlier this year when the vegetation was greener.) This perspective may help to convey some of the reasons for what people in the neighborhood are feeling and expressing.



Conclusion:

The track that carries heavy freight trains consisting of tank cars loaded with LNG, is higher than the rooftops of homes, including the homes that are on the outer side of the curve. Moving it closer to those homes raises safety concerns and diminishes the quality of life of the neighborhood. Then there are the petroleum pipelines (8 by my count) that would also have to be dealt with, some via relocation from one side of the ROW to the other side.

What would you do if this was your neighborhood? Wouldn't you seek and push for an alternative? Wouldn't you want to make sure that all the complexities and difficulties are accounted for and included in the cost estimate, so that the comparison between alternatives could be as complete as possible, so that the wisest decision could be made?

The curve, the berm, and the pipelines pose unique challenges for relocating the Main Freight Track and constructing the Light Rail Tracks in the portion of the ROW between 182nd Street and 186th Street. The Hawthorne Elevated Option would avoid those challenges.

Sincerely [redacted]

[redacted]

From: [redacted]
Sent: Monday, May 20, 2024 7:20 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: FourthDistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; GreenlineExtension <GreenlineExtension@metro.net>; jbutts@cityofinglewood.org
Subject: SUPPORT Item 30 - Staff Recommendation for Hybrid ROW for C Line to Torrance

Dear LA Metro Board of Directors,

As a resident of the South Bay, I am writing to express my strong support for the C Line Extension to Torrance project and for the staff recommendation for the Hybrid ROW Alternative.

The extension will provide an affordable, convenient, and efficient light rail trip from Torrance to Redondo Beach, El Segundo, LAX, and Inglewood. It will also offer easy connections to Santa Monica, Downtown LA, and Norwalk with E Line and C Line transfers. It's time we get this built!

This project has the support of over 67% of Torrance, Redondo Beach, and Lawndale residents. I support the staff recommendation for the Hybrid ROW alternative. This route makes the best use of existing funds and local transit investments by connecting directly to our new transit centers for first-last mile connectivity and adding much-needed modernization to the existing rail corridor. The Hawthorne option is significantly more costly ($730 million more than Hybrid ROW), would involve lengthy approvals, and is not recommended by staff.

I support Metro's extensive community engagement process and engineering studies and would like to see this built without further delay along the right-of-way so more people can benefit.

With over a billion dollars in funding for the project through Measure R, Measure M, and state grants, the extension on the Metro ROW is the all-in-one solution adding light rail, grade separations, freight rail safety upgrades, and neighborhood walk and bike trails in a cost-effective and time-efficient manner. The extension will bring transportation benefits to the entire South Bay region, promoting equity and mobility for all who live and work here. Thank you for enhancing public transit in LA County and the South Bay.

Signed,
[redacted]

From: [redacted]
Sent: Monday, May 20, 2024 8:01 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: GreenlineExtension <GreenlineExtension@metro.net>; HollyJMitchell@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; jbutts@cityofinglewood.org
Subject: SUPPORT Item 30 - Staff Recommendation for Hybrid ROW for C Line to Torrance

Dear LA Metro Board of Directors,

As a resident of Los Angeles, I am writing to express my strong support for the C Line Extension to Torrance project and for the staff recommendation for the Hybrid ROW Alternative.

The extension will provide an affordable, convenient, and efficient light rail trip from Torrance to Redondo Beach, El Segundo, LAX, and Inglewood. It will also offer easy connections to Santa Monica, Downtown LA, and Norwalk with E Line and C Line transfers. It's time we get this built!

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Signed,
[redacted]

From: [redacted]
Sent: Monday, May 20, 2024 8:08 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: GreenlineExtension <GreenlineExtension@metro.net>; HollyJMitchell@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; jbutts@cityofinglewood.org
Subject: For Item 30: Staff Recommendation for Hybrid Right-of-way for C Line to Torrance

Dear Los Angeles Metro Board of Directors,

I am writing to express my strong support for the C Line Extension to Torrance project and for the staff recommendation for the Hybrid Right-of-way Alternative.

The extension will provide an affordable, convenient, and efficient light rail trip from Torrance to Redondo Beach, El Segundo, LAX, and Inglewood. It will also offer easy connections to Santa Monica, Downtown Los Angeles, and Norwalk with E Line and C Line transfers. It's time we get this built!

This project has the support of over 67 percent of Torrance, Redondo Beach, and Lawndale residents. I support the staff recommendation for the Hybrid Right-of-way alternative. This route makes the best use of existing funds and local transit investments by connecting directly to our new transit centers for first-last mile connectivity and adding much-needed modernization to the existing rail corridor. The Hawthorne option is significantly more costly ($730 million more than Hybrid Right-of-way), would involve lengthy approvals, and is not recommended by staff.

I would like to see this built without further delay along the right-of-way so more people can benefit.

With over a billion dollars in funding for the project through Measure R, Measure M, and state grants, the extension on the Metro right-of-way is the all-in-one solution adding light rail, grade separations, freight rail safety upgrades, and neighborhood walk and bike trails in a cost-effective and time-efficient manner. The extension will bring transportation benefits to the entire South Bay region, promoting equity and mobility for all who live and work here. Thank you for enhancing public transit in Los Angeles County and the South Bay.

Signed,

[redacted]

[redacted]

From: [redacted]
Sent: Monday, May 20, 2024 8:19 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: GreenlineExtension <GreenlineExtension@metro.net>; Supervisor Holly J. Mitchell <HollyJMitchell@bos.lacounty.gov>; FourthDistrict@bos.lacounty.gov; jbutts@cityofinglewood.org
Subject: SUPPORT Item 30 - Staff Recommendation for Hybrid ROW for C Line to Torrance

Dear LA Metro Board of Directors,

As a resident of the South Bay, I am writing to express my strong support for the C Line Extension to Torrance project and for the staff recommendation for the Hybrid ROW Alternative.

The extension will provide an affordable, convenient, and efficient light rail trip from Torrance to Redondo Beach, El Segundo, LAX, and Inglewood. It will also offer easy connections to Santa Monica, Downtown LA, and Norwalk with E Line and C Line transfers. It's time we get this built!

This project has the support of over 67% of Torrance, Redondo Beach, and Lawndale residents. I support the staff recommendation for the Hybrid ROW alternative. This route makes the best use of existing funds and local transit investments by connecting directly to our new transit centers for first-last mile connectivity and adding much-needed modernization to the existing rail corridor. The Hawthorne option is significantly more costly ($730 million more than Hybrid ROW), would involve lengthy approvals, and is not recommended by staff.

I support Metro's extensive community engagement process and engineering studies and would like to see this built without further delay along the right-of-way so more people can benefit.

With over a billion dollars in funding for the project through Measure R, Measure M, and state grants, the extension on the Metro ROW is the all-in-one solution adding light rail, grade separations, freight rail safety upgrades, and neighborhood walk and bike trails in a cost-effective and time-efficient manner. The extension will bring transportation benefits to the entire South Bay region, promoting equity and mobility for all who live and work here. Thank you for enhancing public transit in LA County and the South Bay.

Signed,
[redacted]

[redacted]

From: [redacted]
Sent: Monday, May 20, 2024 8:52 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: GreenlineExtension <GreenlineExtension@metro.net>; HollyJMitchell@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; jbutts@cityofinglewood.org
Subject: SUPPORT Item 30 - Staff Recommendation for Hybrid ROW for C Line to Torrance

Dear LA Metro Board of Directors,

As a resident of the South Bay, I am writing to express my strong support for the C Line Extension to Torrance project and for the staff recommendation for the Hybrid ROW Alternative.

The extension will provide an affordable, convenient, and efficient light rail trip from Torrance to Redondo Beach, El Segundo, LAX, and Inglewood. It will also offer easy connections to Santa Monica, Downtown LA, and Norwalk with E Line and C Line transfers. It's time we get this built!

This project has the support of over 67% of Torrance, Redondo Beach, and Lawndale residents. I support the staff recommendation for the Hybrid ROW alternative. This route makes the best use of existing funds and local transit investments by connecting directly to our new transit centers for first-last mile connectivity and adding much-needed modernization to the existing rail corridor. The Hawthorne option is significantly more costly ($730 million more than Hybrid ROW), would involve lengthy approvals, and is not recommended by staff.

I support Metro's extensive community engagement process and engineering studies and would like to see this built without further delay along the right-of-way so more people can benefit.

With over a billion dollars in funding for the project through Measure R, Measure M, and state grants, the extension on the Metro ROW is the all-in-one solution adding light rail, grade separations, freight rail safety upgrades, and neighborhood walk and bike trails in a cost-effective and time-efficient manner. The extension will bring transportation benefits to the entire South Bay region, promoting equity and mobility for all who live and work here. Thank you for enhancing public transit in LA County and the South Bay.

Signed,
[redacted]

From: [redacted]
Sent: Monday, May 20, 2024 10:37 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: GreenlineExtension <GreenlineExtension@metro.net>; HollyJMitchell@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; jbutts@cityofinglewood.org
Subject: SUPPORT Item 30 - Staff Recommendation for Hybrid ROW for C Line to Torrance

Dear LA Metro Board of Directors,

I recently retired, and as I've gotten older, my appreciation for the LA Metro has only grown because driving in LA never seems to get better. However, since the opening of the Regional Connector, it's been so much more convenient to visit places I enjoy. Having that same convenience to visit Torrance without having to drive would be wonderful.

As a regular visitor of the South Bay, I am writing to express my strong support for the C Line Extension to Torrance project and for the staff recommendation for the Hybrid ROW Alternative. I recently retired and as I've gotten

The extension will provide an affordable, convenient, and efficient light rail trip from Torrance to Redondo Beach, El Segundo, LAX, and Inglewood. It will also offer easy connections to Santa Monica, Downtown LA, and Norwalk with E Line and C Line transfers. It's time we get this built!

This project has the support of over 67% of Torrance, Redondo Beach, and Lawndale residents. I support the staff recommendation for the Hybrid ROW alternative. This route makes the best use of existing funds and local transit investments by connecting directly to our new transit centers for first-last mile connectivity and adding much-needed modernization to the existing rail corridor. The Hawthorne option is significantly more costly ($730 million more than Hybrid ROW), would involve lengthy approvals, and is not recommended by staff.

I support Metro's extensive community engagement process and engineering studies and would like to see this built without further delay along the right-of-way so more people can benefit.

With over a billion dollars in funding for the project through Measure R, Measure M, and state grants, the extension on the Metro ROW is the all-in-one solution adding light rail, grade separations, freight rail safety upgrades, and neighborhood walk and bike trails in a cost-effective and time-efficient manner. The extension will bring transportation benefits to the entire South Bay region, promoting equity and mobility for all who live and work here. Thank you for enhancing public transit in LA County and the South Bay.

I love riding the LA Metro rail lines, and promote it to family and friends all the time including going with them on their first LA Metro rail transit adventure. In every single case they come away

pleasantly surprised at the quality and convenience of the service.

Signed,
[redacted]

From: [redacted]
Sent: Monday, May 20, 2024 10:58 PM
To: anajarian@glendaleca.gov; jdupontw@aol.com; FourthDistrict@bos.lacounty.gov; mayor.helpdesk@lacity.org; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; jbutts@cityofinglewood.org; Kathryn@bos.lacounty.gov; Councilmember.Yaroslavsky@lacity.org; paul.Krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; info@timsandoval.com; Board Clerk <BoardClerk@metro.net>; GreenlineExtension <GreenlineExtension@metro.net>
Subject: METRO GREEN/C-LINE EXTENSION TO TORRANCE FOR HAWTHORNE ALIGNMENT

FOR HAWTHORNE BLVD ALIGNMENT

Metro Board of Directors,

I support the Hawthorne alignment of the Green/C-Line Extension to Torrance. It is the safest option and saves so many trees. Below are all the reasons I support the Hawthorne alignment.

1. SAVES MORE TREES: The route along the ROW would require ~220 to be removed. DON'T KILL ALL OUR TREES! That is significantly more than the 40-50 smaller trees required for the Hawthorne alignment.

2. ENVIRONMENT: Hawthorne Elevated would allow for more biking paths, jogging paths, dog-walking, etc. along the Harbor ROW in an area considered "park poor" per LA County Parks & Wildlife.

3. SAFETY: Hawthorne elevated is safer as 200-300 trains per day would NOT be running past schools and parks where children play, it would NOT SHARE A CORRIDOR WITH 20-40 LIQUID PETROLEUM GAS TANKERS that run along a path where there are multiple high pressure gas lines.

4. INCREASED RIDERSHIP: Hawthorne Elevated will increase Metro ridership as a stop at the Galleria will better serve commuters in Lawndale, Redondo Beach, and Torrance, making it a destination for shopping, restaurants, entertainment and other businesses.

5. CONNECTIVITY: Buses already stop at Artesia and Hawthorne so connectivity is seamless by directly boarding desired bus at the Artesia/Hawthorne bus stop which will be accommodated by the new station’s configuration.

6. BOOST ECONOMY: Hawthorne Elevated contains a stop at the South Bay Galleria, future South Bay Social district that will not only help support the many shops soon to be built there, but will also serve any offices, hotels, or apartment units on Hawthorne Blvd that are part of the Galleria's upcoming redesign.

7. REVITALIZE LAWNDALE: Light rail elevated on Hawthorne Blvd, will help to support and revitalize the businesses on that shopping corridor without sacrificing parking, which would also be beneficial to Redondo Beach and Torrance commerce

Please choose the Hawthorne alignment for the safety of residents and save the trees!

Thank you, A Concerned Resident [redacted] Sent from my iPad

From: [redacted]
Sent: Monday, May 20, 2024 11:22 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: GreenlineExtension <GreenlineExtension@metro.net>; HollyJMitchell@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; jbutts@cityofinglewood.org
Subject: SUPPORT Hybrid ROW for C Line to Torrance

Dear Board Members,

The Hybrid ROW alternative is far cheaper, is supported by the community, modernizes the freight rail line, will be built faster and has a better connection to the South Bay Transit Center. This should be an easy choice!

Please support Item 30, the recommendation for the Hybrid ROW option.

Thank you,

[redacted]

From: [redacted]
Sent: Tuesday, May 21, 2024 12:57 AM
To: Board Clerk <BoardClerk@metro.net>; GreenlineExtension <GreenlineExtension@metro.net>; FourthDistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; Jbutts@cityofinglewood.org
Cc: anajarian@glendaleca.gov; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; mayor.helpdesk@lacity.org; mbohlke@sbcglobal.net; councilmember.yaroslavsky@lacity.org; Kathryn@bos.lacounty.gov; paul.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; info@timsandoval.com; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Metro C Line Extension – The ROW is a Critical Corridor in SoCal Infrastructure – AGAINST Hybrid Alternative (ROW); FOR Hawthorne Option

Subject: Metro C Line Extension – The ROW is a Critical Corridor in SoCal Infrastructure – AGAINST Hybrid Alternative (ROW); FOR Hawthorne Option

To: Metro and Metro Board Members

The ROW is a critical corridor in Southern California's petroleum pipeline infrastructure which necessitates careful planning and cautious construction to minimize potential negative impacts to the economy. The Hawthorne Elevated Option has far fewer risks.

> Reference: Draft EIR (January 2023) – 3.9 Hazardous Material, pages 3.9-16 and 3.9-35.

Let me begin by saying thank you, to the "C Line Extension Project Team" for taking the time to reply to my email. The complete reply is attached as **Slide 1**. The reply begins: "As part of all Metro Rail projects, underground pipes and utilities need to be relocated and sometimes rebuilt." I appreciate the assurances. But the petroleum pipelines that pass through the ROW are not typical "underground pipes and utilities." They are a critical part of Southern California's economic infrastructure and they support a wide range of petroleum-dependent industries.

Subject: **RE: Metro C Line Extension – Chevron Pipeline Peculiarity – AGAINST Hybrid Alternative (ROW); FOR Hawthorne Option**
Date: 5/20/2024 9:59:47 AM Pacific Daylight Time
From: GreenlineExtension@metro.net
To: bhallrb@aol.com
Sent from the Internet (Details)

As part of all Metro Rail projects, underground pipes and utilities need to be relocated and sometimes rebuilt. This Project would involve utility relocation to safely coexist with new light rail and the freight line. In some places, existing utilities would remain. In other locations, utilities would be relocated. Metro is working closely with all utility companies to identify the location of pipes and other utilities and coordinate a relocation strategy with public and private companies. Metro has started this engagement as part of the Project planning and will continue to coordinate with utility owners to ensure safety as part of relocation and future operations. More detailed utility relocation plans will be developed as part of the next phase of design based on the Metro Board selection of an LPA.

C Line Extension Project Team

From: Bill Hall <bhallrb@aol.com>
Sent: Wednesday, May 15, 2024 12:33 AM
To: Board Clerk <BoardClerk@metro.net>; GreenlineExtension <GreenlineExtension@metro.net>; FourthDistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; Jbutts@cityofinglewood.org
Cc: anajarian@glendaleca.gov; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; mayor.helpdesk@lacity.org; mbohlke@sbcglobal.net; councilmember.yaroslavsky@lacity.org; Kathryn@bos.lacounty.gov; paul.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; info@timsandoval.com; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Metro C Line Extension – Chevron Pipeline Peculiarity – AGAINST Hybrid Alternative (ROW); FOR Hawthorne Option

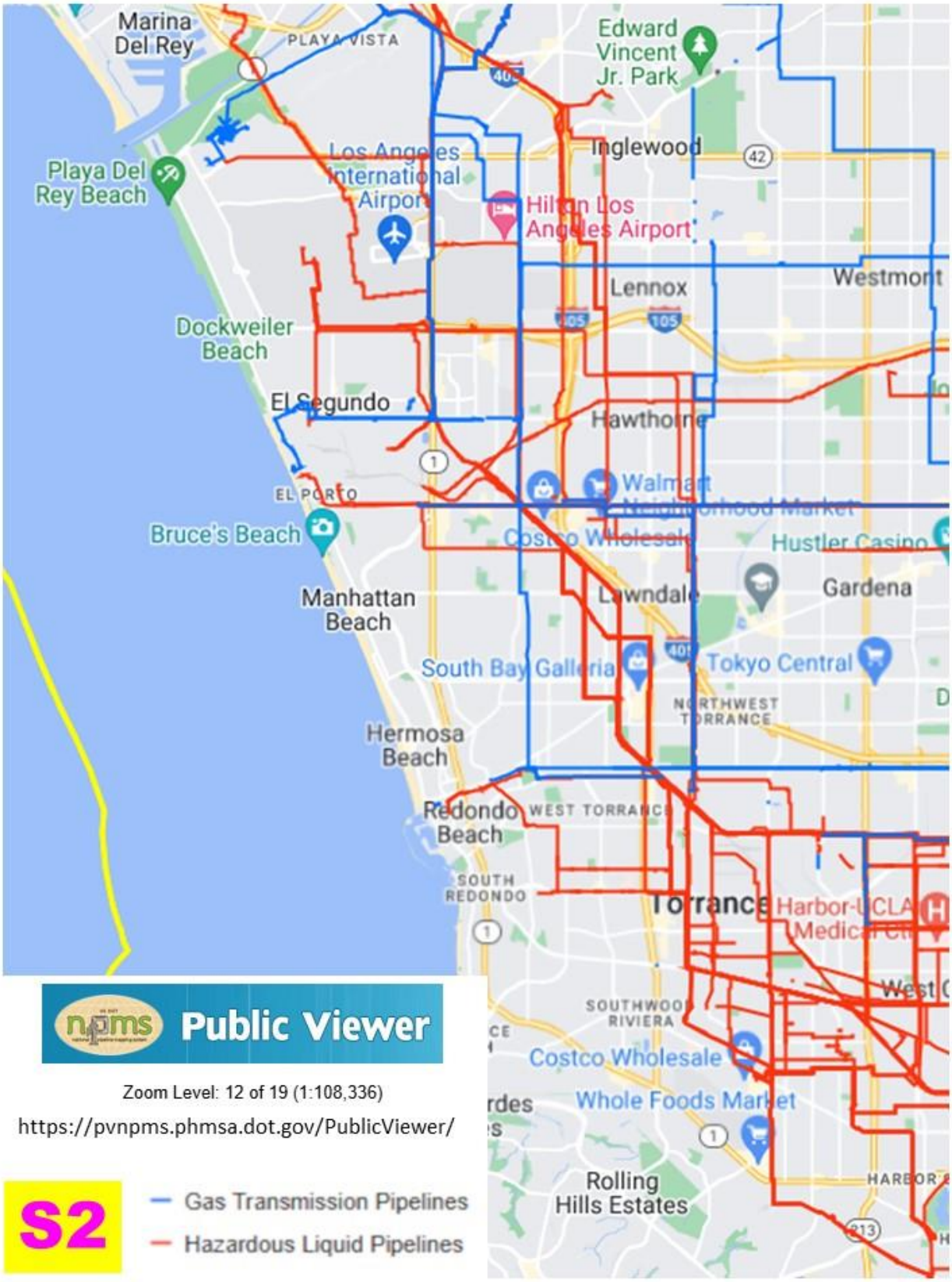
Subject: Metro C Line Extension – Chevron Pipeline Peculiarity – AGAINST Hybrid Alternative (ROW); FOR Hawthorne Option

To: Metro and Metro Board Members

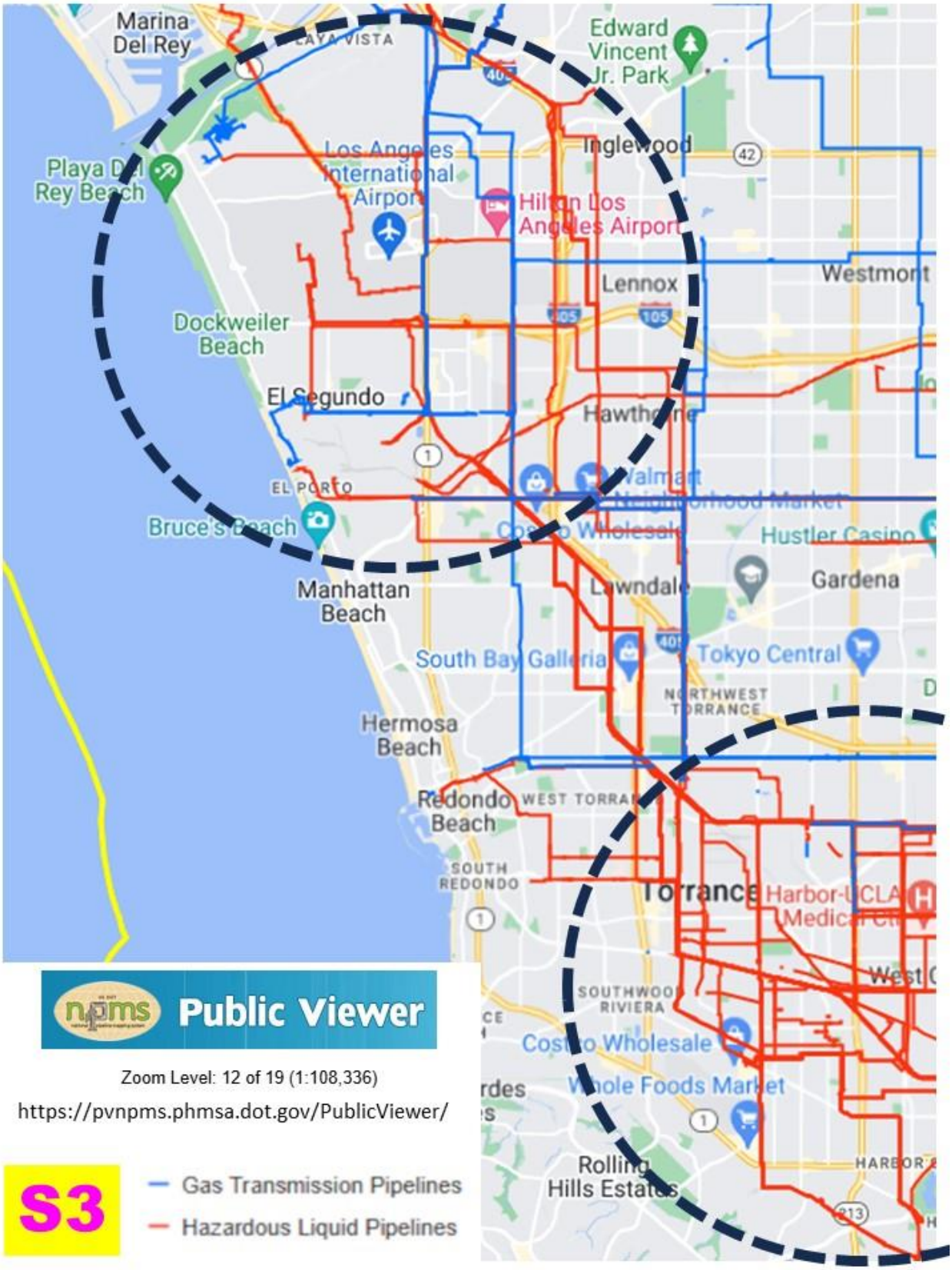
The Hawthorne Elevated Option avoids having to deal with the ROW's petroleum pipelines and the difficulties they pose and their possible peculiarities during construction of the C Line Extension.

S1

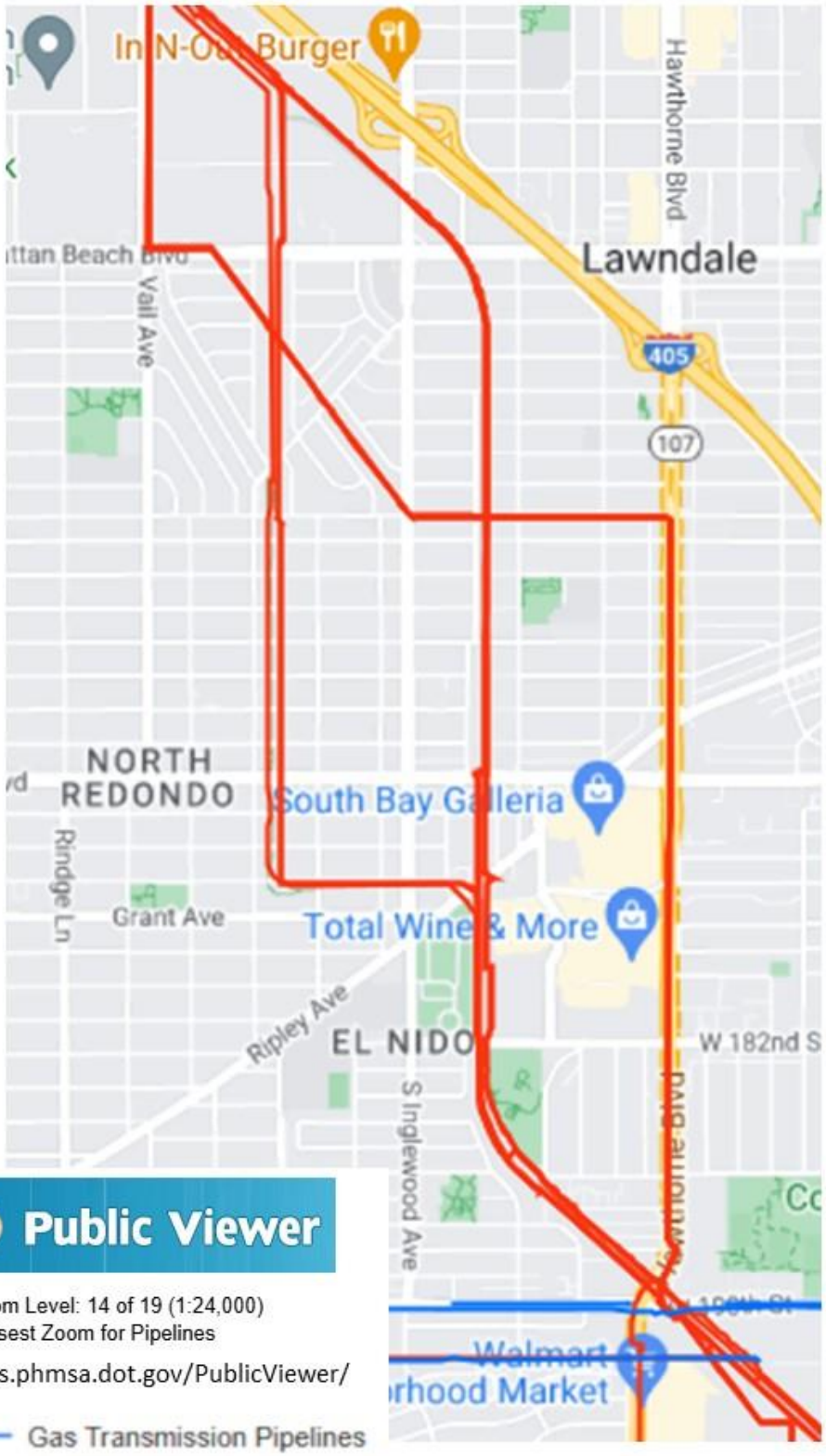
Slide 2: This is a screen snapshot from the Department of Transportation (DOT) website that shows the gas and hazardous pipeline network in the southwestern portion of Los Angeles County.


Marina Del Rey
PLAYA VISTA
Edward Vincent Jr. Park
Inglewood
Playa Del Rey Beach
Los Angeles International Airport
Hilton Los Angeles Airport
Lennox
Westmont
Dockweiler Beach
El Segundo
Hawthorne
EL PORTO
Bruce's Beach
Walmart
Costco Wholesale
Hustler Casino
Manhattan Beach
Lawndale
Gardena
South Bay Galleria
Tokyo Central
NORTHWEST TORRANCE
Hermosa Beach
Redondo Beach
WEST TORRANCE
SOUTH REDONDO
Torrance
Harbor-UCLA Medical Ctr
SOUTHWOOD RIVIERA
Costco Wholesale
Whole Foods Market
Rolling Hills Estates
HARBOR
Public Viewer
Zoom Level: 12 of 19 (1:108,336)
https://pvnpms.phmsa.dot.gov/PublicViewer/
S2
Gas Transmission Pipelines
Hazardous Liquid Pipelines

Slide 3: This is a copy of that same screen snapshot (Slide 2) which has been annotated with two large black dashed circles. The circle in the upper left (northwest) encompasses Marina del Rey, Los Angeles International Airport (LAX) and the El Segundo Chevron Refinery. The circle in the lower right (southwest) encompasses the Torrance Refinery and pipelines which connect to the Wilmington Refinery and the Los Angeles and Long Beach Harbors. There is a continual flow of petroleum products to and from the northwest and the southeast. The ROW, in between the two dashed circles, is the nexus or convergence corridor.


Marina Del Rey
Edward Vincent Jr. Park
Inglewood
Playa Del Rey Beach
Los Angeles International Airport
Hilton Los Angeles Airport
Lennox
Westmont
Dockweiler Beach
El Segundo
Hawthorne
EL PORTO
Bruce's Beach
Manhattan Beach
Hustler Casino
Gardena
Lawndale
South Bay Galleria
Tokyo Central
NORTHWEST TORRANCE
Hermosa Beach
Redondo Beach
SOUTH REDONDO
Torrance
Harbor-UCLA Medical Ctr
SOUTHWOOD RIVIERA
Costco Wholesale
Whole Foods Market
Rolling Hills Estates
HARBOR
Public Viewer
Zoom Level: 12 of 19 (1:108,336)
https://pvnpms.phmsa.dot.gov/PublicViewer/
S3
Gas Transmission Pipelines
Hazardous Liquid Pipelines

Slide 4: This is another screen snapshot from the same DOT website, which is zoomed in to the limit of what is allowed for public access. This zoom-in shows the area that is in between the two dashed circles on slide 3. It shows approximately a 3-mile by 1.5-mile area from Marine Avenue in the north, to a little south of 190th Street in the south.


Burger
Hawthorne Blvd
Lawndale
Vail Ave
405
107
NORTH
REDONDO
South Bay Galleria
Rindge Ln
Grant Ave
Total Wine & More
Ripley Ave
EL NIDO
W 182nd S
S Inglewood Ave
Walmart
Public Viewer
Zoom Level: 14 of 19 (1:24,000)
Closest Zoom for Pipelines
https://pvnpms.phmsa.dot.gov/PublicViewer/
S4
Gas Transmission Pipelines
Hazardous Liquid Pipelines

Slide 5: This is a copy of that same screen shot (Slide 4) which has been annotated with yellow and pink to highlight the ROW and Hawthorne Blvd. Amazingly, all the pipelines converge and flow through the ROW, from Grant Avenue to Hawthorne Blvd., except for one. That one exception is a Chevron pipeline, that runs along Hawthorne Blvd. from 190th to 166th Street, then west to Inglewood Avenue, where it veers northwest through an alley that is in between Perkins and Blaisdell.



Public Viewer

Zoom Level: 14 of 19 (1:24,000)
Closest Zoom for Pipelines

https://pvnpms.phmsa.dot.gov/PublicViewer/

S5

— Gas Transmission Pipelines

— Hazardous Liquid Pipelines

It is quite sobering to realize that Grant Avenue to Hawthorne is the nexus or convergence corridor through which such a large number of pipelines (8 by my count) funnel which support the northwest-southeast flow of petroleum products in this area of Los Angeles County. What industries might be impacted if one or more of these petroleum pipelines was put out of service for a while? I can only guess. But the Draft EIR does mention a jet fuel pipeline. "Several oil and gas pipelines run within the Metro ROW including a 10-inch Shell crude oil, 8-inch ExxonMobil jet fuel, and 20-inch Chevron gas lines." "Oil and gas pipelines including a 10-inch Shell crude oil, 8-inch ExxonMobil jet fuel, and 20-inch Chevron gas lines run within the Metro ROW." (Portions of pages 3.9-16 and 3.9-35 which contain these excerpts, are provided on **Slide 6**.) So, perhaps LAX may be one. That is sufficiently off-the-charts scary that I'm not going to make any other guesses.

3.9-3.1.6 Petroleum Hydrocarbons

The term petroleum hydrocarbons is a general designation for a variety of compounds of various uses, origins, and hazardous characteristics. Types of petroleum hydrocarbons include gasoline and diesel (flammable fuels), crude oil, motor oil, waste oil, lubricating oil, hydraulic oil, hydrocarbon gases and others. Petroleum hydrocarbon mixtures, such as gasoline, can also contain other chemicals (such as benzene) that pose environmental concerns. Health effects associated with swallowing or inhaling

Several oil and gas pipelines run within the Metro ROW including a 10-inch Shell crude oil, 8-inch ExxonMobil jet fuel, and 20-inch Chevron gas lines. Due to various reasons, the subsurface utility lines could potentially leak and contaminate the subsurface. Therefore, it is possible to encounter hydrocarbon contamination during construction that can be a potential concern, particularly if swallowed or inhaled. As noted in PF-US-1 in Section 3.11, Utilities and Service Systems, prior to ground-disturbing activities, all oil and gas pipelines within the Project ROW would be identified and marked onsite in coordination with the well owners to avoid damaging the pipelines.

3.9-4.2.1 Construction Impacts

Less than Significant Impact. The RSA contains multiple sources of potentially hazardous materials that could be encountered during construction of the Proposed Project. Overall, the Proposed Project would have a **less than significant impact** during construction involving the release of hazardous materials into the environment.

Oil and Gas Pipelines

Less than Significant Impact. Oil and gas pipelines are located adjacent to the Proposed Project corridor, and oil refineries are located near the southern end. Oil and gas pipelines including a 10-inch Shell crude oil, 8-inch ExxonMobil jet fuel, and 20-inch Chevron gas lines run within the Metro ROW. Oil and gas pipelines may pose a hazard to human health and safety or to the environment if oil or gas are released. Release could occur through spills during construction or rupture of a pipeline during construction. At

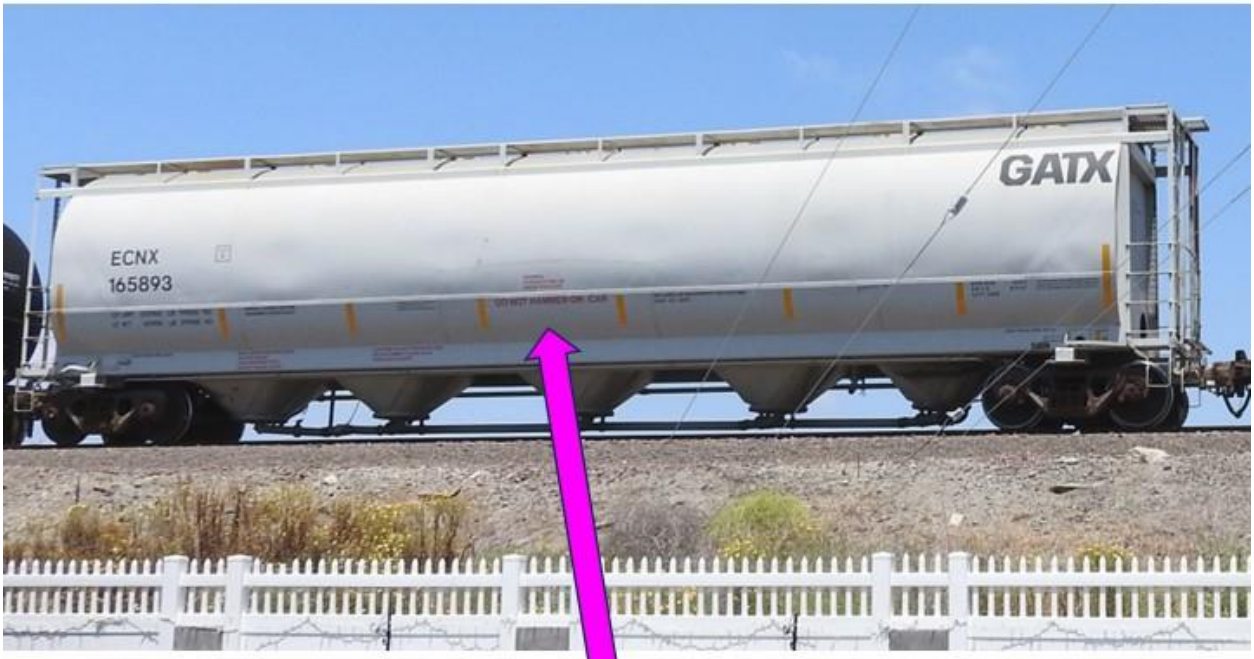
S6

And let's not forget BNSF. They run two trains of "Liquified Petroleum Gas" tank cars through the ROW every day. (See **Slide 7** and **Slide 8** and **Slide 9**.)

So, relocating BNSF and some of the petroleum pipelines and potentially accidently impacting some of the other pipelines, could possibly have enormous economic impacts, far beyond BNSF and the pipeline operators, after all of their customers and the end users of their products are considered.

Risk mitigations, contingency plans and preparations, additional levels of safety processes and procedures, will be expensive and time consuming. Question: Have these additional costs and schedule impacts been included in the cost rollup and decision making between the ROW and the Hawthorne Option?

WIT? Have not seen a car like this before.





Was in the middle of the train, the 19th car.

S7 DSCN2999.jpg - Looking north from backyard of 704 Fisk Court
2 engines, 1 hopper car, 41 tank cars: Northwest ← Southeast
Tuesday, May 14, 2024, 1:20:10 PM



DSCN3001.jpg - Looking north from backyard of 704 Fisk Court
2 engines, 1 hopper car, 41 tank cars: Northwest ← Southeast
Tuesday, May 14, 2024, 1:20:16 PM



S8

DSCN3004.jpg - Looking north from backyard of 704 Fisk Court
2 engines, 1 hopper car, 41 tank cars: Northwest ← Southeast
Tuesday, May 14, 2024, 1:20:28 PM



DSCN3050.jpg - Looking north from backyard of 704 Fisk Court
2 engines, 1 hopper car, 23 tank cars: Northwest ➔ Southeast
Tuesday, May 15, 2024, 2:56:56 PM



DSCN3053.jpg - Looking north from backyard of 704 Fisk Court
2 engines, 1 hopper car, 23 tank cars: Northwest ➔ Southeast
Tuesday, May 15, 2024, 2:57:06 PM

S9

In conclusion, the ROW (especially Grant Avenue to Hawthorne Blvd.) is a critical corridor in Southern California's petroleum pipeline infrastructure which necessitates careful planning and cautious construction to minimize potential negative impacts to the economy. The Hawthorne Elevated Option has far fewer risks.

From:

[redacted]

[redacted]

[redacted]

[redacted]

From: [redacted]
Sent: Tuesday, May 21, 2024 1:45 AM
To: Board Clerk <BoardClerk@metro.net>
Cc: FourthDistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; GreenlineExtension <GreenlineExtension@metro.net>; jbutts@cityofinglewood.org
Subject: SUPPORT Item 30 - Staff Recommendation for Hybrid ROW for C Line to Torrance

Dear LA Metro Board of Directors,

As a resident of Torrance, I am writing to express my strong support for the C Line Extension to Torrance project and for the staff recommendation for the Hybrid ROW Alternative.

Torrance wants and needs this, please do the right thing!

[redacted]

From: [redacted]
Sent: Tuesday, May 21, 2024 6:23 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: SUPPORT Item 30 - Staff Recommendation for Hybrid ROW for C Line to Torrance

Dear LA Metro Board of Directors,

As a resident of the South Bay, I am writing to express my strong support for the C Line Extension to Torrance project and for the staff recommendation for the Hybrid ROW Alternative.

Signed,
[redacted]

Yahoo Mail: Search, Organize, Conquer

From: [redacted]
Sent: Tuesday, May 21, 2024 6:49 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: SUPPORT Item 30 - Staff Recommendation for Hybrid ROW for C Line to Torrance

Dear LA Metro Board of Directors, As a frequent commuter to the South Bay, I am writing to express my strong support for the C Line Extension to Torrance project and for the staff recommendation for the Hybrid ROW Alternative. The extension will provide an affordable trip from Torrance to Redondo Beach, El Segundo, LAX, and Inglewood. It's time we get this built! This project has the support of over 67% of Torrance, Redondo Beach, and Lawndale residents. I support the staff recommendation for the Hybrid ROW alternative. This route makes the best use of existing funds and local transit investments by connecting directly to our new transit centers for first-last mile connectivity and adding much-needed modernization to the existing rail corridor. The Hawthorne option is significantly more costly ($730 million more than Hybrid ROW), would involve lengthy approvals, and is not recommended by staff. I support Metro's extensive community engagement process and engineering studies and would like to see this built without further delay along the right-of-way so more people can benefit. With over a billion dollars in funding for the project through Measure R, Measure M, and state grants, the extension on the Metro ROW is the all-in-one solution adding light rail, grade separations, freight rail safety upgrades, and neighborhood walk and bike trails in a cost-effective and time-efficient manner. The extension will bring transportation benefits to the entire South Bay region, promoting equity and mobility for all who live and work here. Thank you for enhancing public transit in LA County and the South Bay.

[redacted]

Long Beach CA

From: [redacted]
Sent: Tuesday, May 21, 2024 9:34 AM
To: Board Clerk <BoardClerk@metro.net>
Cc: GreenlineExtension <GreenlineExtension@metro.net>; HollyJMitchell@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; jbutts@cityofinglewood.org
Subject: SUPPORT Item 30 - Staff Recommendation for Hybrid ROW for C Line to Torrance

Dear LA Metro Board of Directors,

As a car-free resident of the Arts District, I am writing to express my strong support for the C Line Extension to Torrance project and for the staff recommendation for the Hybrid ROW Alternative.

The extension will provide an affordable, convenient, and efficient light rail trip from Torrance to Redondo Beach, El Segundo, LAX, and Inglewood. It will also offer easy connections to Santa Monica, Downtown LA, and Norwalk with E Line and C Line transfers. It's time we get this built!

This project has the support of over 67% of Torrance, Redondo Beach, and Lawndale residents. I support the staff recommendation for the Hybrid ROW alternative. This route makes the best use of existing funds and local transit investments by connecting directly to our new transit centers for first-last mile connectivity and adding much-needed modernization to the existing rail corridor. The Hawthorne option is significantly more costly ($730 million more than Hybrid ROW), would involve lengthy approvals, and is not recommended by staff.

I support Metro's extensive community engagement process and engineering studies and would like to see this built without further delay along the right-of-way so more people can benefit.

With over a billion dollars in funding for the project through Measure R, Measure M, and state grants, the extension on the Metro ROW is the all-in-one solution adding light rail, grade separations, freight rail safety upgrades, and neighborhood walk and bike trails in a cost-effective and time-efficient manner. The extension will bring transportation benefits to the entire South Bay region, promoting equity and mobility for all who live and work here. Thank you for enhancing public transit in LA County and the South Bay. I would love to be able to take more car-free trips to the south bay on this new line and help reduce traffic congestion.

Signed,
[redacted]

From: [redacted]
Sent: Tuesday, May 21, 2024 10:14 AM
To: Board Clerk <BoardClerk@metro.net>
Cc: GreenlineExtension <GreenlineExtension@metro.net>; HollyJMitchell@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; jbutts@cityofinglewood.org
Subject: SUPPORT Item 30 - Staff Recommendation for Hybrid ROW for C Line to Torrance

Dear LA Metro Board of Directors,

As a resident of the South Bay, I am writing to express my strong support for the C Line Extension to Torrance project and for the staff recommendation for the Hybrid ROW Alternative.

The extension will provide an affordable, convenient, and efficient light rail trip from Torrance to Redondo Beach, El Segundo, LAX, and Inglewood. It will also offer easy connections to Santa Monica, Downtown LA, and Norwalk with E Line and C Line transfers. It's time we get this built!

This project has the support of over 67% of Torrance, Redondo Beach, and Lawndale residents. I support the staff recommendation for the Hybrid ROW alternative. This route makes the best use of existing funds and local transit investments by connecting directly to our new transit centers for first-last mile connectivity and adding much-needed modernization to the existing rail corridor. The Hawthorne option is significantly more costly ($730 million more than Hybrid ROW), would involve lengthy approvals, and is not recommended by staff.

I support Metro's extensive community engagement process and engineering studies and would like to see this built without further delay along the right-of-way so more people can benefit.

With over a billion dollars in funding for the project through Measure R, Measure M, and state grants, the extension on the Metro ROW is the all-in-one solution adding light rail, grade separations, freight rail safety upgrades, and neighborhood walk and bike trails in a cost-effective and time-efficient manner. The extension will bring transportation benefits to the entire South Bay region, promoting equity and mobility for all who live and work here. Thank you for enhancing public transit in LA County and the South Bay.

Signed,
[redacted]

From: [redacted]
Sent: Tuesday, May 21, 2024 10:59 AM
To: Board Clerk <BoardClerk@metro.net>; GreenlineExtension <GreenlineExtension@metro.net>; HollyJMitchell@bos.lacounty.gov
Subject: 5/23/24 Board Meeting - Agenda #30 - SUPPORT Staff Recommendation for Hybrid ROW for C Line to Torrance

Dear Metro Board of Directors,

I am writing to express my strong support for the C Line (Green Line) Extension to Torrance and urge the Board to approve the staff recommendation for the Hybrid Right-of-Way (ROW) Alternative at the upcoming meeting on Thursday, May 23.

The extension of the C Line is a critical project that will significantly enhance safety, mobility, and connectivity for residents in the South Bay area. The Hybrid ROW Alternative, with its fully grade-separated design and under-crossings at 170th and 182nd, offers a safer and more efficient solution compared to other options. This design minimizes conflicts with vehicular traffic, provides safe routes to schools, and modernizes an aging freight corridor, all of which are paramount to improving the overall safety of our community.

Moreover, the Hybrid ROW Alternative will directly connect to the new Redondo Beach Transit Center and include the addition of three new bike-walk trails, further promoting active transportation and safe, accessible routes for cyclists and pedestrians. These enhancements will not only improve safety but also contribute to the overall health and well-being of our community by encouraging more people to choose sustainable modes of transportation.

As a resident of the South Bay, I have witnessed firsthand the pressing need for high-quality transit options in our area. The C Line extension will provide a seamless, one-seat ride from Torrance to LAX, Inglewood, and the Expo Line, significantly reducing travel times and offering a reliable alternative to driving. This project will also reduce vehicle miles traveled (VMT) by 49,000 annually and cut over 2,000 metric tons of CO2e per year, making a substantial impact on our region's air quality and environmental sustainability.

The Hybrid ROW Alternative is also the most cost-effective and deliverable option, utilizing Metro's existing right-of-way to streamline construction and reduce overall project costs. Delays in this project will only hinder the much-needed benefits it promises to deliver, including the creation of over 15,000 new jobs and attracting approximately 1.5 million new transit riders annually.

Thank you for your consideration and for your commitment to improving transportation infrastructure in our region.

Sincerely,
[redacted]

From: [redacted]
Sent: Tuesday, May 21, 2024 12:43 PM
To: anajarian@glendaleca.gov; jdupontw@aol.com; FourthDistrict@bos.lacounty.gov; mayor.helpdesk@lacity.org; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; jbutts@cityofinglewood.org; Kathryn@bos.lacounty.gov; Councilmember.Yaroslavsky@lacity.org; paul.Krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; info@timsandoval.com; Board Clerk <BoardClerk@metro.net>; GreenlineExtension <GreenlineExtension@metro.net>
Subject: METRO GREEN/C-LINE EXTENSION TO TORRANCE FOR HAWTHORNE ALIGNMENT

FOR HAWTHORNE BLVD ALIGNMENT

Metro Board of Directors,

I support the Hawthorne alignment of the Green/C-Line Extension to Torrance. It is the safest option and saves so many trees. Below are all the reasons I support the Hawthorne alignment.

1. SAVES MORE TREES: The route along the ROW would require ~220 to be removed. DON'T KILL ALL OUR TREES! That is significantly more than the 40-50 smaller trees required for the Hawthorne alignment.

2. ENVIRONMENT: Hawthorne Elevated would allow for more biking paths, jogging paths, dog-walking, etc. along the Harbor ROW in an area considered "park poor" per LA County Parks & Wildlife.

3. SAFETY: Hawthorne elevated is safer as 200-300 trains per day would NOT be running past schools and parks where children play, it would NOT SHARE A CORRIDOR WITH 20-40 LIQUID PETROLEUM GAS TANKERS that run along a path where there are multiple high pressure gas lines.

4. INCREASED RIDERSHIP: Hawthorne Elevated will increase Metro ridership as a stop at the Galleria will better serve commuters in Lawndale, Redondo Beach, and Torrance, making it a destination for shopping, restaurants, entertainment and other businesses.

5. CONNECTIVITY: Buses already stop at Artesia and Hawthorne so connectivity is seamless by directly boarding desired bus at the Artesia/Hawthorne bus stop which will be accommodated by the new station’s configuration.

6. BOOST ECONOMY: Hawthorne Elevated contains a stop at the South Bay Galleria, future South Bay Social district that will not only help support the many shops soon to be built there, but will also serve any offices, hotels, or apartment units on Hawthorne Blvd that are part of the Galleria's upcoming redesign.

7. REVITALIZE LAWNDALE: Light rail elevated on Hawthorne Blvd, will help to support and revitalize the businesses on that shopping corridor without sacrificing parking, which would also be beneficial to Redondo Beach and Torrance commerce

Please choose the Hawthorne alignment for the safety of residents and save the trees!

Thank you, A Concerned Resident Sent from my Karyn's iPhone

From: [redacted]
Sent: Tuesday, May 21, 2024 12:43 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: GreenlineExtension <GreenlineExtension@metro.net>; HollyJMitchell@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; jbutts@cityofinglewood.org
Subject: SUPPORT Item 30 - Staff Recommendation for Hybrid ROW for C Line to Torrance

Dear LA Metro Board of Directors,

As a resident of the South Bay, I am writing to express my strong support for the C Line Extension to Torrance project and for the staff recommendation for the Hybrid ROW Alternative.

The extension will provide an affordable, convenient, and efficient light rail trip from Torrance to Redondo Beach, El Segundo, LAX, and Inglewood. It will also offer easy connections to Santa Monica, Downtown LA, and Norwalk with E Line and C Line transfers. It's time we get this built!

This project has the support of over 67% of Torrance, Redondo Beach, and Lawndale residents. I support the staff recommendation for the Hybrid ROW alternative. This route makes the best use of existing funds and local transit investments by connecting directly to our new transit centers for first-last mile connectivity and adding much-needed modernization to the existing rail corridor. The Hawthorne option is significantly more costly ($730 million more than Hybrid ROW), would involve lengthy approvals, and is not recommended by staff.

I support Metro's extensive community engagement process and engineering studies and would like to see this built without further delay along the right-of-way so more people can benefit.

With over a billion dollars in funding for the project through Measure R, Measure M, and state grants, the extension on the Metro ROW is the all-in-one solution adding light rail, grade separations, freight rail safety upgrades, and neighborhood walk and bike trails in a cost-effective and time-efficient manner. The extension will bring transportation benefits to the entire South Bay region, promoting equity and mobility for all who live and work here. Thank you for enhancing public transit in LA County and the South Bay.

Signed,
[redacted]

Long Beach

From: [redacted]
Sent: Tuesday, May 21, 2024 1:04 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: Metro Rail Expansion

In regards to the Metro Rail expansion, I oppose it going through the neighborhood and support the Hawthorne Blvd option.

[redacted]

From: [redacted]
Sent: Tuesday, May 21, 2024 1:08 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: Oppose Metro Going Through Neighborhood - Hawthorne Metro

Hello,

My name is Ashley McKay. In light of Thursday's meeting, I'd like to share that vehemently oppose the metro traveling through the neighborhood.

I do, instead, support the metro being built to travel down Hawthorne Blvd, a Main Street.

Thank you!

[redacted]

From: [redacted]
Sent: Tuesday, May 21, 2024 1:12 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: Metro in Hawthorne Opposition

I oppose the rail line going through the neighborhood and support the Hawthorne Blvd option.**

Seems insane to do this to a neighborhood when there are other options available.

Regards,

[redacted]

From: [redacted]
Sent: Tuesday, May 21, 2024 1:30 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: GreenlineExtension <GreenlineExtension@metro.net>; HollyJMitchell@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; jbutts@cityofinglewood.org
Subject: 5/23/24 Board Meeting - Agenda #30 - SUPPORT Staff Recommendation for Hybrid ROW for C Line to Torrance

Dear LA Metro Board of Directors,

As a resident of the South Bay, I am writing to express my strong support for the C Line Extension to Torrance project and for the staff recommendation for the Hybrid ROW Alternative.

The extension will provide an affordable, convenient, and efficient light rail trip from Torrance to Redondo Beach, El Segundo, LAX, and Inglewood as part of the K Line. It will also offer easy connections to Santa Monica, Downtown LA, and Norwalk with E Line and C Line transfers.

This project has the support of over 67% of Torrance, Redondo Beach, and Lawndale residents. I support the staff recommendation for the Hybrid ROW alternative. This route makes the best use of existing funds and local transit investments by connecting directly to our new transit centers for first-last mile connectivity and adding much-needed modernization to the existing rail corridor. The Hawthorne option is significantly more costly ($730 million more than Hybrid ROW), would involve lengthy Caltrans and NEPA approvals, and is not recommended by staff. We cannot let unfounded fears from a small group of naysayers hold this project and the South Bay hostage for nearly a billion dollars. I support Metro's extensive community engagement process and engineering studies and would like to see this built without further delay along the right-of-way so more people can benefit.

With over a billion dollars in funding for the project through Measure R, Measure M, and state grants, the extension on the Metro ROW is the all-in-one solution adding light rail, grade separations, freight rail safety upgrades, and neighborhood walk and bike trails in a cost-effective and time-efficient manner. The extension will bring transportation benefits to the entire South Bay region, promoting equity and mobility for all who live and work here. Thank you for enhancing public transit in LA County and the South Bay.

Signed,
[redacted]

From: [redacted]
Sent: Tuesday, May 21, 2024 2:03 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: Metro Expansion

I oppose the metro rail expansion going through the neighborhood, especially since it does not benefit the community of Lawndale with any additional public transportation options.

I support the Hawthorne Blvd Option.

Thank you.

Sent from my iPhone

From: [redacted]
Sent: Tuesday, May 21, 2024 2:04 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: Metro Expansion

I oppose the Metro Expansion into the Lawndale neighborhood. I support the elevated line down Hawthorne option.

[redacted]

From: [redacted]
Sent: Tuesday, May 21, 2024 2:08 PM
To: anajarian@glendaleca.gov; jdupontw@aol.com; FourthDistrict@bos.lacounty.gov; mayor.helpdesk@lacity.org; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; jbutts@cityofinglewood.org; Kathryn@bos.lacounty.gov; Councilmember.Yaroslavsky@lacity.org; paul.Krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; info@timsandoval.com; Board Clerk <BoardClerk@metro.net>; GreenlineExtension <GreenlineExtension@metro.net>
Subject: METRO GREEN/C-LINE EXTENSION TO TORRANCE FOR HAWTHORNE ALIGNMENT

FOR HAWTHORNE BLVD ALIGNMENT

Metro Board of Directors,

I support the Hawthorne alignment of the Green/C-Line Extension to Torrance. It is the safest option and saves so many trees. Below are all the reasons I support the Hawthorne alignment.

1. SAVES MORE TREES: The route along the ROW would require ~220 to be removed. DON'T KILL ALL OUR TREES! That is significantly more than the 40-50 smaller trees required for the Hawthorne alignment.

2. ENVIRONMENT: Hawthorne Elevated would allow for more biking paths, jogging paths, dog-walking, etc. along the Harbor ROW in an area considered "park poor" per LA County Parks & Wildlife.

3. SAFETY: Hawthorne elevated is safer as 200-300 trains per day would NOT be running past schools and parks where children play, it would NOT SHARE A CORRIDOR WITH 20-40 LIQUID PETROLEUM GAS TANKERS that run along a path where there are multiple high pressure gas lines.

4. INCREASED RIDERSHIP: Hawthorne Elevated will increase Metro ridership as a stop at the Galleria will better serve commuters in Lawndale, Redondo Beach, and Torrance, making it a destination for shopping, restaurants, entertainment and other businesses.

5. CONNECTIVITY: Buses already stop at Artesia and Hawthorne so connectivity is seamless by directly boarding desired bus at the Artesia/Hawthorne bus stop which will be accommodated by the new station’s configuration.

6. BOOST ECONOMY: Hawthorne Elevated contains a stop at the South Bay Galleria, future South Bay Social district that will not only help support the many shops soon to be built there, but will also serve any offices, hotels, or apartment units on Hawthorne Blvd that are part of the Galleria's upcoming redesign.

7. REVITALIZE LAWNDALE: Light rail elevated on Hawthorne Blvd, will help to support and revitalize the businesses on that shopping corridor without sacrificing parking, which would also be beneficial to Redondo Beach and Torrance commerce

Please choose the Hawthorne alignment for the safety of residents and save the trees!

Thank you, A Concerned Resident Sent from my iPhone

From: [redacted]
Sent: Tuesday, May 21, 2024 2:08 PM
To: anajarian@glendaleca.gov; jdupontw@aol.com; FourthDistrict@bos.lacounty.gov; mayor.helpdesk@lacity.org; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; jbutts@cityofinglewood.org; Kathryn@bos.lacounty.gov; Councilmember.Yaroslavsky@lacity.org; paul.Krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; info@timsandoval.com; Board Clerk <BoardClerk@metro.net>; GreenlineExtension <GreenlineExtension@metro.net>
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Please choose the Hawthorne alignment for the safety of residents and save the trees!

Thank you, A Concerned Resident

From: [redacted]
Sent: Tuesday, May 21, 2024 2:09 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: GreenlineExtension <GreenlineExtension@metro.net>; HollyJMitchell@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; jbutts@cityofinglewood.org
Subject: SUPPORT Item 30 - Staff Recommendation for Hybrid ROW for C Line to Torrance

Dear LA Metro Board of Directors,

As a resident of the South Bay, I am writing to express my strong support for the C Line Extension to Torrance project and for the staff recommendation for the Hybrid ROW Alternative.

The extension will provide an affordable, convenient, and efficient light rail trip from Torrance to Redondo Beach, El Segundo, LAX, and Inglewood. It will also offer easy connections to Santa Monica, Downtown LA, and Norwalk with E Line and C Line transfers. It's time we get this built!

This project has the support of over 67% of Torrance, Redondo Beach, and Lawndale residents. I support the staff recommendation for the Hybrid ROW alternative. This route makes the best use of existing funds and local transit investments by connecting directly to our new transit centers for first-last mile connectivity and adding much-needed modernization to the existing rail corridor. The Hawthorne option is significantly more costly ($730 million more than Hybrid ROW), would involve lengthy approvals, and is not recommended by staff.

I support Metro's extensive community engagement process and engineering studies and would like to see this built without further delay along the right-of-way so more people can benefit.

With over a billion dollars in funding for the project through Measure R, Measure M, and state grants, the extension on the Metro ROW is the all-in-one solution adding light rail, grade separations, freight rail safety upgrades, and neighborhood walk and bike trails in a cost-effective and time-efficient manner. The extension will bring transportation benefits to the entire South Bay region, promoting equity and mobility for all who live and work here. Thank you for enhancing public transit in LA County and the South Bay.

Signed,
[redacted]

[redacted]

From: [redacted]
Sent: Tuesday, May 21, 2024 2:30 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: GreenlineExtension <GreenlineExtension@metro.net>; HollyJMitchell@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; jbutts@cityofinglewood.org
Subject: SUPPORT Item 30 - Staff Recommendation for Hybrid ROW for C Line to Torrance

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As a resident of the South Bay, I am writing to express my strong support for the C Line Extension to Torrance project and for the staff recommendation for the Hybrid ROW Alternative.

The extension will provide an affordable, convenient, and efficient light rail trip from Torrance to Redondo Beach, El Segundo, LAX, and Inglewood. It will also offer easy connections to Santa Monica, Downtown LA, and Norwalk with E Line and C Line transfers. It's time we get this built!

This project has the support of over 67% of Torrance, Redondo Beach, and Lawndale residents. I support the staff recommendation for the Hybrid ROW alternative. This route makes the best use of existing funds and local transit investments by connecting directly to our new transit centers for first-last mile connectivity and adding much-needed modernization to the existing rail corridor. The Hawthorne option is significantly more costly ($730 million more than Hybrid ROW), would involve lengthy approvals, and is not recommended by staff.

I support Metro's extensive community engagement process and engineering studies and would like to see this built without further delay along the right-of-way so more people can benefit.

With over a billion dollars in funding for the project through Measure R, Measure M, and state grants, the extension on the Metro ROW is the all-in-one solution adding light rail, grade separations, freight rail safety upgrades, and neighborhood walk and bike trails in a cost-effective and time-efficient manner. The extension will bring transportation benefits to the entire South Bay region, promoting equity and mobility for all who live and work here. Thank you for enhancing public transit in LA County and the South Bay.

Signed,
[redacted]

Sent from my iPhone

From: [redacted]
Sent: Tuesday, May 21, 2024 3:20 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: GreenlineExtension <GreenlineExtension@metro.net>; HollyJMitchell@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; jbutts@cityofinglewood.org
Subject: SUPPORT Item 30 - Staff Recommendation for Hybrid ROW for C Line to Torrance

Dear LA Metro Board of Directors,

As a resident of the South Bay, I am writing to express my strong support for the C Line Extension to Torrance project and for the staff recommendation for the Hybrid ROW Alternative.

The extension will provide an affordable, convenient, and efficient light rail trip from Torrance to Redondo Beach, El Segundo, LAX, and Inglewood. It will also offer easy connections to Santa Monica, Downtown LA, and Norwalk with E Line and C Line transfers. It's time we get this built!

This project has the support of over 67% of Torrance, Redondo Beach, and Lawndale residents. I support the staff recommendation for the Hybrid ROW alternative. This route makes the best use of existing funds and local transit investments by connecting directly to our new transit centers for first-last mile connectivity and adding much-needed modernization to the existing rail corridor. The Hawthorne option is significantly more costly ($730 million more than Hybrid ROW), would involve lengthy approvals, and is not recommended by staff.

I support Metro's extensive community engagement process and engineering studies and would like to see this built without further delay along the right-of-way so more people can benefit.

With over a billion dollars in funding for the project through Measure R, Measure M, and state grants, the extension on the Metro ROW is the all-in-one solution adding light rail, grade separations, freight rail safety upgrades, and neighborhood walk and bike trails in a cost-effective and time-efficient manner. The extension will bring transportation benefits to the entire South Bay region, promoting equity and mobility for all who live and work here. Thank you for enhancing public transit in LA County and the South Bay.

Signed,

[redacted]

[redacted]

[redacted]

From: [redacted]
Sent: Tuesday, May 21, 2024 3:21 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: GreenlineExtension <GreenlineExtension@metro.net>; HollyJMitchell@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; jbutts@cityofinglewood.org
Subject: 5/23/24 Board Meeting: #30 - FOR Hybrid ROW for C Line Extension to Torrance

Honorable LA Metro Board of Directors,

As a resident of the South Bay, I write to share my strong support for the C Line Extension to Torrance project and for the staff recommendation for the Hybrid ROW Alternative.

The extension will provide an affordable, convenient, and efficient light rail trip from Torrance to Redondo Beach, El Segundo, LAX, and Inglewood as part of the K Line. It will serve residents and equity-focus communities in the South Bay and along the K Line with convenient access to jobs, schools, and destinations. It's time we get this built!

I would like to express my support for the staff recommendation for the Hybrid ROW Alternative. This route makes the best use of existing funds and local transit investments by connecting directly to the Redondo Beach and Torrance transit centers for multimodal connectivity and modernizing the existing rail corridor with new trackwork and sound walls. The Hawthorne option is significantly more costly ($730 million more than Hybrid ROW), would involve lengthy Caltrans and NEPA approvals, and is not recommended by staff. The Redondo Beach Transit Center was located with a future light rail station in mind and will best serve transit riders instead of a highway median station on Hawthorne Blvd (SR 107). No homes will be taken with Hybrid ROW and construction will be streamlined since Metro owns the right-of-way. I support Metro's extensive community engagement process and engineering studies and would like to see this built without further delay along the right-of-way so that more people can benefit.

The Hybrid Alternative addresses neighborhood concerns with safety and noise while providing a cost-effective and deliverable project. Hybrid is the all-inclusive solution adding light rail, grade separations, freight rail safety upgrades, and neighborhood trails in a cost-effective and timely manner. Metro has successfully delivered similar transit projects throughout the County. The extension will bring numerous benefits to the entire South Bay region, providing equity and mobility for all who live and work here. Thank you for advancing public transit in LA County and the South Bay.

Personally, I will use this line to commute to El Segundo where I work and hope it can be completed earlier than planned.

Signed,
[redacted]

From: [redacted]
Sent: Tuesday, May 21, 2024 3:37 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: Hawthorne Boulevard for Metro C-Line Extension - YES on ROW

I believe the ROW (Right of Way) option is the least disruptive and also the most cost efficient and timely route. Please use the existing ROW - do not go down Hawthorne Blvd.

From: [redacted]
Sent: Tuesday, May 21, 2024 3:39 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: GreenlineExtension <GreenlineExtension@metro.net>; HollyJMitchell@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; jbutts@cityofinglewood.org
Subject: 5/23/24 Board Meeting: #30 - FOR Hybrid ROW for C Line Extension to Torrance

Honorable LA Metro Board of Directors,

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The extension will provide an affordable, convenient, and efficient light rail trip from Torrance to Redondo Beach, El Segundo, LAX, and Inglewood as part of the K Line. It will serve residents and equity-focus communities in the South Bay and along the K Line with convenient access to jobs, schools, and destinations. It's time we get this built!

I would like to express my support for the staff recommendation for the Hybrid ROW Alternative. This route makes the best use of existing funds and local transit investments by connecting directly to the Redondo Beach and Torrance transit centers for multimodal connectivity and modernizing the existing rail corridor. The Hawthorne option is significantly more costly ($730 million more than Hybrid ROW), would involve lengthy Caltrans and NEPA approvals, and is not recommended by staff. Redondo Beach Transit Center was located with a future light rail station in mind and will best serve transit riders instead of a highway median station on Hawthorne Blvd (SR 107). No homes will be taken with Hybrid ROW and construction will be streamlined because Metro already owns the right-of-way. I support Metro's extensive community engagement process and engineering studies and would like to see this built without further delay along the right-of-way so that more people can benefit.

The Hybrid Alternative addresses neighborhood concerns with safety and noise while providing a cost-effective and deliverable project. Hybrid is the all-inclusive solution adding light rail, grade separations, freight rail safety upgrades, and neighborhood trails in a cost-effective and timely manner. Metro has successfully delivered similar transit projects throughout the County. The extension will bring numerous benefits to the entire South Bay region, providing equity and mobility for all who live and work here. Thank you for advancing public transit in LA County and the South Bay.

Signed,
[redacted]

From: [redacted]
Sent: Tuesday, May 21, 2024 3:47 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: Metro Rail Expansion

Dear Metro,

Hello! My name is Juliann Anesi and I am writing to **oppose** the rail expansion through the neighborhood but rather support the Hawthorne Blvd option. The rail through neighborhoods would bring about so much noise and pollution for our community.

Please consider another option.

Thank you,

[redacted]

--

[redacted]

From: [redacted]
Sent: Tuesday, May 21, 2024 4:14 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: +FourthDistrict@bos.lacounty.gov; +HollyJMitchell@bos.lacounty.gov; +jbutts@cityofinglewood.org; GreenlineExtension <GreenlineExtension@metro.net>
Subject: 5/23/24 Board Meeting: #30 - FOR Hybrid ROW for C Line Extension to Torrance

Honorable LA Metro Board of Directors,

As a resident of the South Bay, I write to share my strong support for the C Line Extension to Torrance project and for the staff recommendation for the Hybrid ROW Alternative. The extension will provide an affordable, convenient, and efficient light rail trip from Torrance to Redondo Beach, El Segundo, LAX, and Inglewood as part of the K Line. It will serve residents and equity-focus communities in the South Bay and along the K Line with convenient access to jobs, schools, and destinations. It's time we get this built!

I would like to express my support for the staff recommendation for the Hybrid ROW Alternative. This route makes the best use of existing funds and local transit investments by connecting directly to the Redondo Beach and Torrance transit centers for multimodal connectivity and modernizing the existing rail corridor. The Hawthorne option is significantly more costly ($730 million more than Hybrid ROW), would involve lengthy Caltrans and NEPA approvals, and is not recommended by staff. Redondo Beach Transit Center was located with a future light rail station in mind and will best serve transit riders instead of a highway median station on Hawthorne Blvd (SR 107). No homes will be taken with Hybrid ROW and construction will be streamlined because Metro already owns the right-of-way.

I support Metro's extensive community engagement process and engineering studies and would like to see this built without further delay along the right-of-way so that more people can benefit. The Hybrid Alternative addresses neighborhood concerns with safety and noise while providing a cost-effective and deliverable project. Hybrid is the all-inclusive solution adding light rail, grade separations, freight rail safety upgrades, and neighborhood trails in a cost-effective and timely manner. Metro has successfully delivered similar transit projects throughout the County.

The extension will bring numerous benefits to the entire South Bay region, providing equity and mobility for all who live and work here. Thank you for advancing public transit in LA County and the South Bay.

Signed,

[redacted]

From: [redacted]
Sent: Tuesday, May 21, 2024 4:25 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: 5/23/24 Board Meeting: #30 - FOR Hybrid ROW for C Line Extension to Torrance

Honorable LA Metro Board of Directors,

As a resident of the South Bay, I write to share my strong support for the C Line Extension to Torrance project and for the staff recommendation for the Hybrid ROW Alternative. The extension will provide an affordable, convenient, and efficient light rail trip from Torrance to Redondo Beach, El Segundo, LAX, and Inglewood as part of the K Line. It will serve residents and equity-focus communities in the South Bay and along the K Line with convenient access to jobs, schools, and destinations. It's time we get this built! I would like to express my support for the staff recommendation for the Hybrid ROW Alternative. This route makes the best use of existing funds and local transit investments by connecting directly to the Redondo Beach and Torrance transit centers for multimodal connectivity and modernizing the existing rail corridor. The Hawthorne option is significantly more costly ($730 million more than Hybrid ROW), would involve lengthy Caltrans and NEPA approvals, and is not recommended by staff. Redondo Beach Transit Center was located with a future light rail station in mind and will best serve transit riders instead of a highway median station on Hawthorne Blvd (SR 107). No homes will be taken with Hybrid ROW and construction will be streamlined because Metro already owns the right-of-way. I support Metro's extensive community engagement process and engineering studies and would like to see this built without further delay along the right-of-way so that more people can benefit. The Hybrid Alternative addresses neighborhood concerns with safety and noise while providing a cost-effective and deliverable project. Hybrid is the all-inclusive solution adding light rail, grade separations, freight rail safety upgrades, and neighborhood trails in a cost-effective and timely manner. Metro has successfully delivered similar transit projects throughout the County. The extension will bring numerous benefits to the entire South Bay region, providing equity and mobility for all who live and work here. Thank you for advancing public transit in LA County and the South Bay.

[redacted]

From: [redacted]
Sent: Tuesday, May 21, 2024 4:40 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: Metro rail expansion

To whom it may concern:

My name is Alfred Flores and I'm an associate professor of Asian American Studies at Harvey Mudd College.

I am writing today to express my concern with the expansion of the metro rail station through the Lawndale area. Specifically I am concerned with the option that building the rail lines closer to properly lines will be detrimental to physical and economic well-being of those living in those areas. Instead, I support the option of building an elevated line down Hawthorne Blvd. I believe this will have less of a negative impact while still serving the mission of providing more public transportation access.

Thank you for your time and consideration.

[redacted]

From: [redacted]
Sent: Tuesday, May 21, 2024 5:01 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: public comment: Metro Board of Directors support C-Line Light Rail extension to Redondo Beach and Torrance along existing railroad right of way (agenda item 30)

We support the Metro Staff recommended Hybrid alternative along existing railroad Right of Way.

Item 30. 2024-0272 CONSIDER: A. APPROVING the 170th/182nd Grade-Separated Light Rail Transit Alternative, also referred to as the Hybrid Alternative, as the Proposed Project for the Environmental Impact Report

Friends of Green Line are volunteer rapid transportation users and advocates who live and/or work in LA county, mostly in South Bay cities.

Over the last couple decades, we have attended dozens of community meetings, during early preliminary phases of Metro studying the newly purchased BNSF Harbor Subdivision railroad right of way for viable transportation options. This freight railroad track was first built in 1888 to help grow and connect Redondo Beach / Torrance. Today, in 2024, we have a unique opportunity to improve transportation options and reduce congestion / pollution in the whole South Bay area by approving this project and moving forward with construction ASAP.

We support the route option which can be built quickest and for minimum cost. Based on years of detailed Metro EIR analysis, we fear the crowded Hawthorne Blvd. / 405 freeway option is likely to be much more expensive and could delay the project significantly.

Friends of Green Line Letter of Support:

Overall, we support a high quality K-Line (Green) Line (C) extension through Redondo Beach, Lawndale, and Torrance, and hope this latest extension can be built quickly and efficiently.

We would also support extending the other end of this K-Line North through West LA to Hollywood. And eventually I'd like to see the original Green Line extended further east 2.7 miles from current Norwalk / Santa Fe Springs terminus station (mostly underground) to the Norwalk Metrolink station for enhanced regional connectivity.

We support completing the required environmental studies ASAP and urge Metro and local leaders to advocate for the additional funding needed to complete this extension ASAP.

We have some concerns on how the Redondo/Lawndale/Torrance extension is built. We recommend staying on the existing BNSF railroad right-of-way to minimize overall cost, schedule, and disruption of traffic on Hawthorne Blvd and along the busy 405 freeway.

We estimate ridership and end-to-end travel times will be about the same with any of the options proposed during this EIR phase.

Overall, adding the electric passenger C-Line extension to the already existing noisy polluting freight line through Lawndale should be a net benefit for the nearby residents along Condon Ave. The Green Line trains should be much quieter than the diesel train which already run several times per week along this same railroad right of way. As part of this project, the existing freight railroad tracks would be improved and welded to run heavy freight trains more quietly and smoothly.

However, we would like Metro to carefully study how this part of the project can be expedited so that the duration of on-going construction environmental impacts can be reduced substantially. What can Metro leaders & inspectors do to expedite inspections and reviews to move the project along more efficiently? With all our technological advancements, in 2024, delivering this type of transportation project should not take nearly 2 decades to complete! Faster completion should also reduce overall project cost.

If the Hawthorne Blvd. elevated track option is selected, it is unlikely that the Lawndale freight tracks along Lawndale Condon Ave. on the right of way would be upgraded (thereby reducing noise). Extended streets closures and disrupted traffic along crowded 405 and Hawthorne Blvd. makes this option much less attractive. The additional cost for the Hawthorne Blvd. elevated track may not be feasible given the limited funding allocated so far for this Green Line extension by the LA county voters (Measure M), approved by more than 67%. Selecting much higher cost extension alternatives would most likely significantly delay final approval and construction of this project (while Metro leaders search for significant additional funding).

This project should NOT be excessively expensive because Metro already owns the existing BNSF railroad right of way and (as of summer 2023) already has new transit bus centers at both proposed light rail stations in Torrance and Redondo Beach. Conversely, the Hawthorne Blvd. alternative would run far from the existing Redondo Beach transit center.

With this new extension, commuters from all over South Bay should be able to reach new LAX Metro station on a one-seat ride. In addition, commuters could connect directly to east end of the C-Line in Norwalk (and the rest of the growing rail network in Southern California).

We support grade separations along the proposed route to improve speed and safety. This would also eliminate need for light rail train horns to blow for at-grade rail crossings. Safety

enhancements should allow Metro to implement quiet zones in the final LPA for at-grade crossings in Lawndale.

Both new rail stations should be designed to be easily accessible to bikes, pedestrians, bus users, and Uber/Lyft taxi commuters as well.

The existing railroad right of way is wide enough in many sections to fit light rail, existing freight track plus new biking and walking trails, which will be a major benefit to the local communities.

The right of way option will not require taking any residential properties along the route.

Although no longer part of this study, I still support adding another Green Line station in the city of Lawndale over the busy Inglewood Ave and Manhattan Beach Blvd intersection.

Personally, a large part of my diverse family lives in Lawndale, Inglewood, and Torrance, Gardena, and LA. Many of us work in El Segundo or Redondo Beach (for several Aerospace companies: Boeing, Raytheon, and Northrop Grumman). This Green Line extension will open up new transportation options for many of us. This extension will also reduce air pollution and improve congestion along several busy South Bay local streets and 405 freeway.

This C-Line project will draw significant new ridership because the new stations will serve busy destinations, such as South Bay Galleria and downtown Torrance. Like many families living near to this proposed Green Line extension, my kids attended school in the Wiseburn School District. Wiseburn DaVinci High School is located one block from a Green Line station in El Segundo.

We recommend that the Metro Board approve the environmental studies for this project and move forward with construction ASAP.

Thanks,

[redacted]

From: [redacted]
Sent: Tuesday, May 21, 2024 5:34 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: GreenlineExtension <GreenlineExtension@metro.net>; HollyJMitchell@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; jbutts@cityofinglewood.org
Subject: 5/23/24 Board Meeting: #30 - FOR Hybrid ROW for C Line Extension to Torrance

Honorable LA Metro Board of Directors,

As a resident of the South Bay, I write to share my strong support for the C Line Extension to Torrance project and for the staff recommendation for the Hybrid ROW Alternative.

The extension will provide an affordable, convenient, and efficient light rail trip from Torrance to Redondo Beach, El Segundo, LAX, and Inglewood as part of the K Line. It will serve residents and equity-focus communities in the South Bay and along the K Line with convenient access to jobs, schools, and destinations. It's time we get this built!

I would like to express my support for the staff recommendation for the Hybrid ROW Alternative. This route makes the best use of existing funds and local transit investments by connecting directly to the Redondo Beach and Torrance transit centers for multimodal connectivity and modernizing the existing rail corridor. The Hawthorne option is significantly more costly ($730 million more than Hybrid ROW), would involve lengthy Caltrans and NEPA approvals, and is not recommended by staff. Redondo Beach Transit Center was located with a future light rail station in mind and will best serve transit riders instead of a highway median station on Hawthorne Blvd (SR 107). No homes will be taken with Hybrid ROW and construction will be streamlined because Metro already owns the right-of-way. I support Metro's extensive community engagement process and engineering studies and would like to see this built without further delay along the right-of-way so that more people can benefit.

The Hybrid Alternative addresses neighborhood concerns with safety and noise while providing a cost-effective and deliverable project. Hybrid is the all-inclusive solution adding light rail, grade separations, freight rail safety upgrades, and neighborhood trails in a cost-effective and timely manner. Metro has successfully delivered similar transit projects throughout the County. The extension will bring numerous benefits to the entire South Bay region, providing equity and mobility for all who live and work here. Thank you for advancing public transit in LA County and the South Bay.

Best Regards,
[redacted]

Sent from my iPad

From: [redacted]
Sent: Tuesday, May 21, 2024 6:18 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: GreenlineExtension <GreenlineExtension@metro.net>; HollyJMitchell@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; jbutts@cityofinglewood.org
Subject: 5/23/24 Board Meeting: #30 - FOR Hybrid ROW for C Line Extension to Torrance

Honorable LA Metro Board of Directors,

As a resident of the South Bay, I write to share my strong support for the C Line Extension to Torrance project and for the staff recommendation for the Hybrid ROW Alternative.

The extension will provide an affordable, convenient, and efficient light rail trip from Torrance to Redondo Beach, El Segundo, LAX, and Inglewood as part of the K Line. It will serve residents and equity-focus communities in the South Bay and along the K Line with convenient access to jobs, schools, and destinations. It's time we get this built!

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The Hybrid Alternative addresses neighborhood concerns with safety and noise while providing a cost-effective and deliverable project. Hybrid is the all-inclusive solution adding light rail, grade separations, freight rail safety upgrades, and neighborhood trails in a cost-effective and timely manner. Metro has successfully delivered similar transit projects throughout the County. The extension will bring numerous benefits to the entire South Bay region, providing equity and mobility for all who live and work here. Thank you for advancing public transit in LA County and the South Bay.

Signed,
[redacted]

Sent from my iPhone

From: [redacted]
Sent: Tuesday, May 21, 2024 6:18 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: GreenlineExtension <GreenlineExtension@metro.net>; HollyJMitchell@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; jbutts@cityofinglewood.org
Subject: OTHER Item 30 - Staff Recommendation for Hybrid ROW for C Line to Torrance

Dear LA Metro Board,

I am writing to express my mild support for the C Line Extension to Torrance project and for the staff recommendation for the Hybrid ROW Alternative.

The extension will provide an affordable, convenient, and efficient light rail trip from Torrance to Redondo Beach, El Segundo, LAX, and Inglewood. It will also offer easy connections to Santa Monica, Downtown LA, and Norwalk with E Line and C Line transfers. It's time we get this built!

This project needs to be treated the same as the K Line through Hyde and Limert Parks, where the line is at grade instead of underground, creating adverse impacts to these primarily communities of color.

I also note that for the the under crossings, if your going to proceed with placing light rail below crossing, fright should also be below crossing at these locations.

This project has the support of over 67% of Torrance, Redondo Beach, and Lawndale residents. I support the staff recommendation for the Hybrid ROW alternative. This route makes the best use of existing funds and local transit investments by connecting directly to our new transit centers for first-last mile connectivity and adding much-needed modernization to the existing rail corridor. The Hawthorne option is significantly more costly ($730 million more than Hybrid ROW), would involve lengthy approvals, and is not recommended by staff.

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With over a billion dollars in funding for the project through Measure R, Measure M, and state grants, the extension on the Metro ROW is the all-in-one solution adding light rail, grade separations, freight rail safety upgrades, and neighborhood walk and bike trails in a cost-effective and time-efficient manner. The extension will bring transportation benefits to the entire South Bay region, promoting equity and mobility for all who live and work here. Thank you for enhancing public transit in LA County and the South Bay. Respectfully, JE Cowan

From: [redacted]
Sent: Tuesday, May 21, 2024 6:29 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: GreenlineExtension <GreenlineExtension@metro.net>; HollyJMitchell@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; jbutts@cityofinglewood.org
Subject: 5/23/24 Board Meeting: #30 - FOR Hybrid ROW for C Line Extension to Torrance

Dear LA Metro Board,

As a frequent public transit user, I urge the Board to approve the Hybrid ROW option for the C line extension, which will finally connect the South Bay to the rest of Los Angeles. The Hybrid ROW option is the most viable choice, being within budget and having the least number of impediments to completion.

I appreciate the efforts to address resident concerns regarding noise and vibration through selective trenching, sound walls, and other measures. The Hybrid ROW option connects to existing transit stations and avoids major construction along Hawthorne Boulevard, which would impact the entire South Bay for several years.

In contrast, the Hawthorne route poses significant blockers, including federalization and NEPA review, which would lead to lengthy delays. Constructing a train station on a busy arterial like Hawthorne Boulevard would cause significant traffic and delays for morning and evening commuters, affecting many businesses and residents. Finally, the Hawthorne route would require an initial acquisition of ten more parcels from businesses in the area. Acquiring properties and causing significant traffic for the entire South Bay is not a good solution towards improving public transportation or the South Bay's sentiment towards LA Metro.

I trust Metro staff to do their job, and they have returned with a clear route preference. I urge the board to respect their expertise and approve the Hybrid ROW option. Many residents will benefit from the introduction of transit and rail deeper into the South Bay, and I believe this option makes the most sense.

Thank you for considering my email,

[redacted]

From: [redacted]
Sent: Tuesday, May 21, 2024 7:52 PM
To: anajarian@glendaleca.gov; jdupontw@aol.com; FourthDistrict@bos.lacounty.gov; mayor.helpdesk@lacity.org; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; jbutts@cityofinglewood.org; Kathryn@bos.lacounty.gov; Councilmember.Yaroslavsky@lacity.org; paul.Krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; info@timsandoval.com; Board Clerk <BoardClerk@metro.net>; GreenlineExtension <GreenlineExtension@metro.net>
Subject: METRO GREEN/C-LINE EXTENSION TO TORRANCE FOR HAWTHORNE ALIGNMENT

FOR HAWTHORNE BLVD ALIGNMENT

Metro Board of Directors,

I support the Hawthorne alignment of the Green/C-Line Extension to Torrance. It is the safest option and saves so many trees. Below are all the reasons I support the Hawthorne alignment.

1. SAVES MORE TREES: The route along the ROW would require ~220 to be removed. DON'T KILL ALL OUR TREES! That is significantly more than the 40-50 smaller trees required for the Hawthorne alignment.

2. ENVIRONMENT: Hawthorne Elevated would allow for more biking paths, jogging paths, dog-walking, etc. along the Harbor ROW in an area considered "park poor" per LA County Parks & Wildlife.

3. SAFETY: Hawthorne elevated is safer as 200-300 trains per day would NOT be running past schools and parks where children play, it would NOT SHARE A CORRIDOR WITH 20-40 LIQUID PETROLEUM GAS TANKERS that run along a path where there are multiple high pressure gas lines.

4. INCREASED RIDERSHIP: Hawthorne Elevated will increase Metro ridership as a stop at the Galleria will better serve commuters in Lawndale, Redondo Beach, and Torrance, making it a destination for shopping, restaurants, entertainment and other businesses.

5. CONNECTIVITY: Buses already stop at Artesia and Hawthorne so connectivity is seamless by directly boarding desired bus at the Artesia/Hawthorne bus stop which will be accommodated by the new station’s configuration.

6. BOOST ECONOMY: Hawthorne Elevated contains a stop at the South Bay Galleria, future South Bay Social district that will not only help support the many shops soon to be built there, but will also serve any offices, hotels, or apartment units on Hawthorne Blvd that are part of the Galleria's upcoming redesign.

7. REVITALIZE LAWNDALE: Light rail elevated on Hawthorne Blvd, will help to support and revitalize the businesses on that shopping corridor without sacrificing parking, which would also be beneficial to Redondo Beach and Torrance commerce

Please choose the Hawthorne alignment for the safety of residents and save the trees!

Thank you, A Concerned Resident Sent from my iPhone

From: [redacted]
Sent: Tuesday, May 21, 2024 10:10 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: GreenlineExtension <GreenlineExtension@metro.net>; HollyJMitchell@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; jbutts@cityofinglewood.org
Subject: 5/23/24 Board Meeting: #30 - FOR Hybrid ROW for C Line Extension to Torrance

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As a resident of the South Bay, I write to share my strong support for the C Line Extension to Torrance project and for the staff recommendation for the Hybrid ROW Alternative.

The extension will provide an affordable, convenient, and efficient light rail trip from Torrance to Redondo Beach, El Segundo, LAX, and Inglewood as part of the K Line. It will serve residents and equity-focus communities in the South Bay and along the K Line with convenient access to jobs, schools, and destinations. It's time we get this built!

I would like to express my support for the staff recommendation for the Hybrid ROW Alternative. This route makes the best use of existing funds and local transit investments by connecting directly to the Redondo Beach and Torrance transit centers for multimodal connectivity and modernizing the existing rail corridor. The Hawthorne option is significantly more costly ($730 million more than Hybrid ROW), would involve lengthy Caltrans and NEPA approvals, and is not recommended by staff. Redondo Beach Transit Center was located with a future light rail station in mind and will best serve transit riders instead of a highway median station on Hawthorne Blvd (SR 107). No homes will be taken with Hybrid ROW and construction will be streamlined because Metro already owns the right-of-way. I support Metro's extensive community engagement process and engineering studies and would like to see this built without further delay along the right-of-way so that more people can benefit.

The Hybrid Alternative addresses neighborhood concerns with safety and noise while providing a cost-effective and deliverable project. Hybrid is the all-inclusive solution adding light rail, grade separations, freight rail safety upgrades, and neighborhood trails in a cost-effective and timely manner. Metro has successfully delivered similar transit projects throughout the County. The extension will bring numerous benefits to the entire South Bay region, providing equity and mobility for all who live and work here. Thank you for advancing public transit in LA County and the South Bay.

Please also think of bike lane connections to Metro Stations.

[redacted]

From: [redacted]
Sent: Tuesday, May 21, 2024 10:44 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: Green line should travel Hawthorne

To whom it may concern, our North Redondo Beach neighborhood is a family neighborhood that needs More green space and less of the problems being foisted upon us. We want more beautification not more train whistles and all the big city problems that come with it. You have a major thoroughfare nearby in Hawthorne Blvd which makes actual sense for public transportation.

For a transformational project of this scale which will affect people's lives for possibly 100s of years, the right decision should be made regardless of cost. Either do it right, or don't do it.

Thank you, [redacted]
Sent from my iPhone

From: [redacted]
Sent: Tuesday, May 21, 2024 10:58 PM
To: GChen@torranceca.gov; GreenlineExtension <GreenlineExtension@metro.net>; Board Clerk <BoardClerk@metro.net>; JKaji@torranceca.gov; BLewis@TorranceCA.gov; ASheikh@torranceca.gov; SKalani@torranceca.gov; AMattucci@torranceca.gov; JGerson@torranceca.gov; RPoirier@torranceca.gov; TGoodrich@torranceca.gov; CouncilMeetingPublicComment@torranceca.gov
Cc: Maria Governo <MariaGoverno@roadium.com>
Subject: Torrance Green line Extension

Dear Honorable Metro Board and Torrance City Council,

In light of the many recent, tragic violent crimes and murders on the Metro and Rapid Transit Systems, Torrance should immediately pull out and abstain from belonging or participating with MetroLink. This mayhem has been going on for years and Metro has yet to take serious action to manufacture a transit system that is a safe, clean or respectable form of transportation.

Another great concern is Torrance becoming an "end of the line" station. "End of the line" cities suffer from on-going problems with spikes in crime, homelessness and misplacement of those suffering from excessive drug and alcohol consumption.

Until the Metro has designed and implemented a successful pro-active program to protect and address these problems, Torrance should stand firmly against MetroLink until they have a long-standing record of rectifying and transforming their current security systems and cleaning-up the stations they already have.

Making the safety and well being of the people and the communities of Los Angeles has to be the number one and utmost important priority of transportation. It is essential and mandatory that every aspect of the current public transportation be overhauled and transfigured into a safe, clean and

respectable experience for all people and all Metro communities BEFORE any plans are laid for the Metro to come into Torrance.

Thank you for your support, understanding and consideration for the people and communities you serve,

Respectfully,

[redacted]

Torrance Resident

From: [redacted]
Sent: Tuesday, May 21, 2024 11:32 PM
To: Councilmember.Yaroslavsky@lacity.org; FourthDistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; Kathryn@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; anajarian@glendaleca.gov; Board Clerk <BoardClerk@metro.net>; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; GreenlineExtension <GreenlineExtension@metro.net>; info@timsandoval.com; jbutts@cityofinglewood.org; jdupontw@aol.com; mayor.helpdesk@lacity.org; paul.Krekorian@lacity.org
Subject: METRO GREEN/C-LINE EXTENSION TO TORRANCE FOR HAWTHORNE ALIGNMENT

FOR HAWTHORNE BLVD ALIGNMENT

Metro Board of Directors,

Please hear us. Lawndale is a city carved out of the beach cities originally made to be kept from being bullied by the beach cities.

We hold dearly onto what we have and so many of us have made a community meeting people hanging out along the ROW. The green space is more than just a ROW. It's our third place. It's where kids play and teenagers hang out. We live in a world where existing somewhere not at home or work for free is dwindling. Parks are supposed to fill this. Community spaces are supposed to fill this.

We have few green spaces. Even fewer that aren't schools that are closed to the public most of the time.

The metro trains noise levels are set to barely under 60 dB. That's still loud. It won't be a place we can find peace of mind. It won't be a place where we can take care of our mental health with a small dose of nature every day. I don't have a yard - I live in an ADU with cement and rock.

People need a place to exist. People need a place to go and escape. The row is our place. The ROW keeps the community together. The ROW protects our mental health.

There are already great sidewalks along Inglewood and hawthorns that almost no one uses. It's loud. It's hard to walk along the roads because it is constant background noise. I fear the walking path will be the same. It won't actually help with transportation if people don't want to be there.

Please protect our third place. Please protect the significant community resource the ROW has become.

Thank you,

[redacted]

From: [redacted]
Sent: Wednesday, May 22, 2024 12:31 AM
To: Board Clerk <BoardClerk@metro.net>; GreenlineExtension <GreenlineExtension@metro.net>; FourthDistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; jbutts@cityofinglewood.org
Cc: anajarian@glendaleca.gov; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; mayor.helpdesk@lacity.org; mbohlke@sbcglobal.net; councilmember.yaroslavsky@lacity.org; Kathryn@bos.lacounty.gov; paul.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; info@timsandoval.com; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Metro Green Line Extension - NO to ROW and YES to Hawthorne Blvd.

To Metro and Metro Board Members:

The Locally Preferred Alternative is Hawthorne Blvd. It is NOT the hybrid option on the existing Right of Way. I have lived on Ruxton Lane in Redondo Beach for 24 years
along the existing Right of Way. The hybrid option does not change anything along Ruxton Lane for my townhome complex (18 units), Breakwater Village (191 senior units), and Ruxton Place (27 units). The existing freight track would move closer to our property, only a few feet away from our property wall on the west side with no sound barriers erected. The soil is unstable and silty. There are pipelines that would likely be moved very close to or underneath our current townhome complex. There are extensive issues and complications along the Right of Way that could be easily avoided by choosing the Hawthorne Blvd. option. In addition, the Red Car transit system previously ran down the middle of Hawthorne, so the layout of the road and commercial businesses along Hawthorne provide the perfect setting for the Metro extension.

There are a multitude of deficiencies in the DEIR, which will be challenged by Redondo Beach, Lawndale and other cities. Furthermore, in addition to legal action filed by the cities, Metro should anticipate that a class action of the more than 1600 affected residents along the existing Right of Way will also be filed. Metro should not sacrifice the well-being of these 1600+ residents when there is a clearly better alternative on Hawthorne Blvd. Metro should also weigh the impact of its decision on the 1600+ residents along the Right of Way versus a single car dealership (Volvo) in Torrance that could easily be relocated further south on Hawthorne Blvd., which would still generate the same tax revenue for Torrance. The Torrance transit advocates for the Right of Way are not stakeholders whose lives and property would be directly affected by the decision.

I urge and implore the Metro Board to do the right thing for the citizens of Redondo Beach and Lawndale and choose Hawthorne Blvd. as the extension route for Metro Green Line.

[redacted]

From: [redacted]
Sent: Wednesday, May 22, 2024 12:40 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: LPA - Lawndale - No on any ROW construction

Hello,

I am a local resident - I live just a few blocks over from the ROW on 160th street and walk on it nearly every day with my dogs.

I don't agree with the "Locally Preferred Alternative" as I am a local and instead prefer either no Metro extension at all, or if construction must ensue, I would prefer the Hawthorne option. Every local I have talked to on my street opposes the ROW construction in any capacity. 200-300 trains a day will cause havoc and ruin our daily lives. Please don't build on the ROW.

Thanks,

[redacted]

[redacted]

From: [redacted]
Sent: Wednesday, May 22, 2024 5:57 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: Item #30~ Oppose Metro recommended ROW hybrid route

Good Day Metro Board,

I oppose the Metro C-line extension-ROW hybrid through Lawndale and Redondo Beach residential areas. NO ROW C-line extension of any kind!! Hawthorne Elevated is NOW the LOCALLY PREFERRED ROUTE!! The Hawthorne route delivers higher ridership, economically largest potential and is SAFER!! Running freight trains carrying fuel, gas and dangerous chemicals with a single crew member(potentially), right next to commuter trains through dense residential areas is a disaster waiting to happen!! The ROW needs to GO! Elevated Hawthorne Route is the safer ailment. Please stand with Redondo Beach, Hawthorne and Lawndale Cities and vote NO on the ROW and Yes on Elevated Hawthorne !!
Thank You
[redacted]
Resident of Redondo

Sent from my iPhone

From: [redacted]
Sent: Wednesday, May 22, 2024 6:42 AM
To: Board Clerk <BoardClerk@metro.net>; FourthDistrict@bos.lacounty.gov; Holly J. Mitchell <HollyJMitchell@bos.lacounty.gov>; Jbutts@cityofinglewood.org
Cc: anajarian@glendaleca.gov; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; mayor.helpdesk@lacity.org; mbohlke@sbcglobal.net; councilmember.yaroslavsky@lacity.org; Kathryn@bos.lacounty.gov; paul.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; info@timsandoval.com; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: BOD Item 30, Oppose Staff Recommendation of ROW Hybrid

I ask you consider the alternate Red Car Line down the center of Hawthorne Blvd. This will add to the value of the business' and still maintain the quality of life we enjoy on Firmona Blvd in Redondo Beach.

Thank you for taking the time to seriously consider.

[redacted]

From: [redacted]
Sent: Tuesday, May 21, 2024 9:46 PM
To: Board Clerk <BoardClerk@metro.net>; GreenlineExtension <GreenlineExtension@metro.net>; FourthDistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; Jbutts@cityofinglewood.org
Cc: anajarian@glendaleca.gov; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; mayor.helpdesk@lacity.org; mbohlke@sbcglobal.net; councilmember.yaroslavsky@lacity.org; Kathryn@bos.lacounty.gov; paul.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; info@timsandoval.com; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Metro C Line Extension – A Lot of Pipelines Converge at Grant – AGAINST Hybrid Alternative (ROW); FOR Hawthorne Option

Subject: Metro C Line Extension – A Lot of Pipelines Converge at Grant – AGAINST Hybrid Alternative (ROW); FOR Hawthorne Option

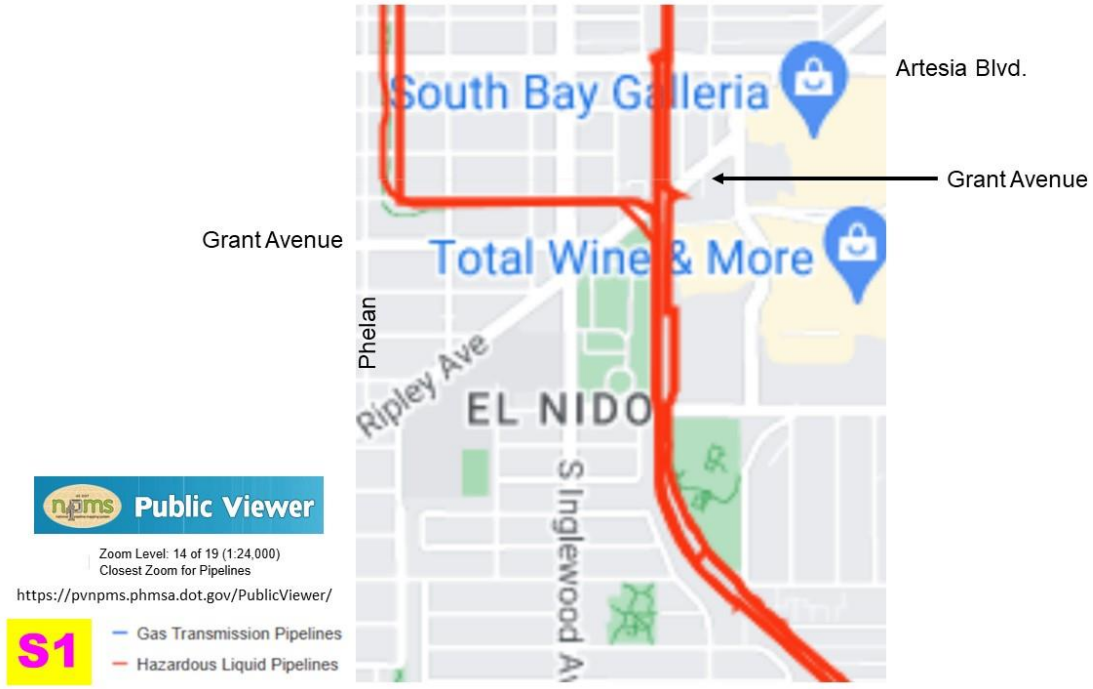
To: Metro and Metro Board Members

A lot of petroleum pipelines converge at the bridge where the Freight Main Track crosses over Grant Avenue. That plus the narrow width of the ROW, will necessitate careful planning and cautious construction. The Hawthorne Elevated Option doesn't have these kinds of challenges.

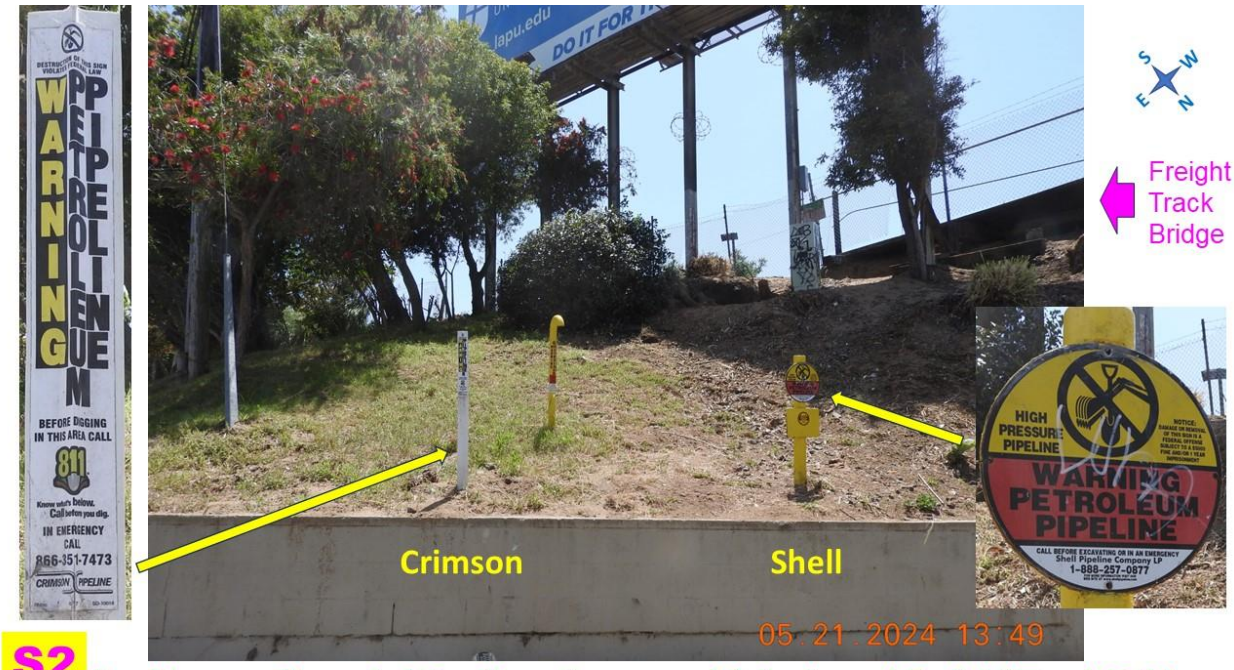
Reference: Draft EIR (January 2023) – 2.0 Project Description, page 2-10.

Slide 1 (attached) contains a screen snapshot from the Department of Transportation (DOT) website that shows the gas and hazardous pipeline network, which is zoomed in to the limit of what is allowed for public access. It is further enlarged to focus on a one-mile area, from a little north of Artesia Blvd., to a little north of 190th Street. The pipelines that run through the ROW north of Artesia, are joined by the pipelines that run east-west along Rockefeller Lane, at the point where the Freight Main Tracks cross the bridge over Grant Avenue.

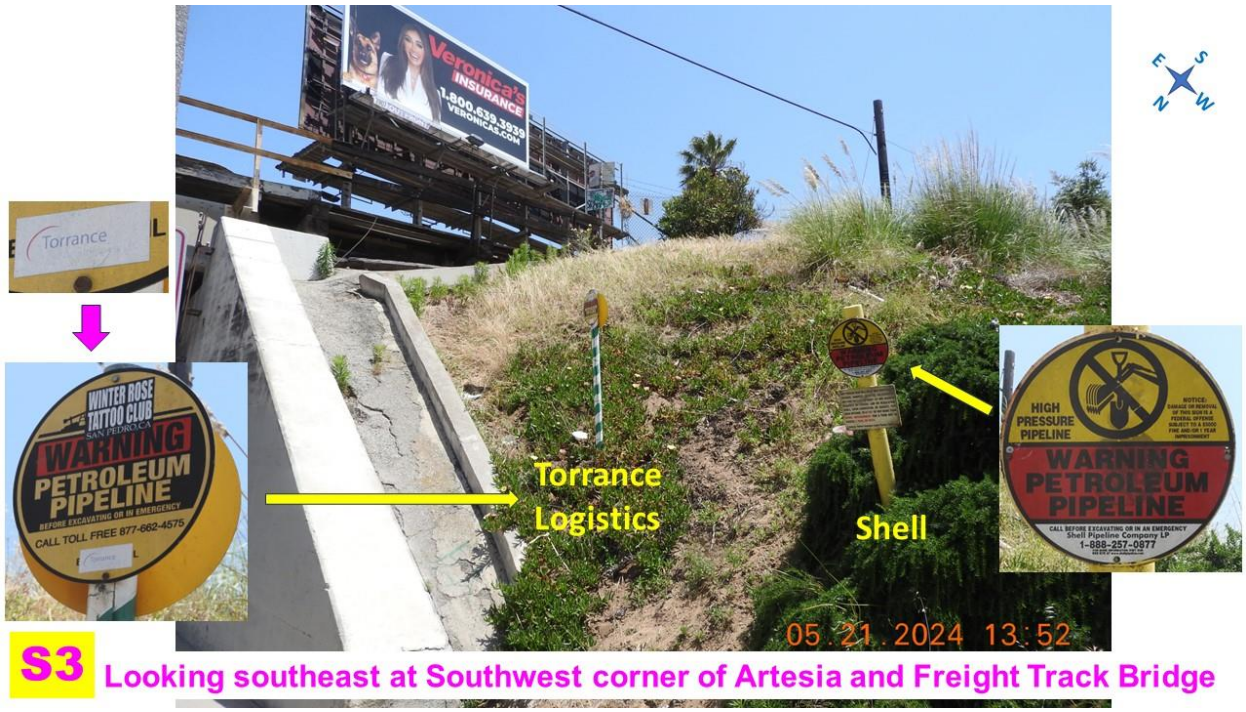
The next 3 attached slides show what the petroleum pipeline warning signs show, in order to determine the number of pipelines and which companies are responsible for them.



Slide 2 contains a picture that was taken today (May 21st) at the southeast corner of Artesia and the Freight Track Bridge. I am literally standing right where the Light Rail bridge would be per the Hybrid Alternative (ROW). The camera is looking to the southwest. The yellow annotations and the tight zoom-ins, highlight the warning signs for buried petroleum pipelines for: Crimson Pipeline and the Shell Pipeline Company.



Slide 3 contains a picture that was taken today (May 21st) at the southwest corner of Artesia and the Freight Track Bridge. It is looking to the southeast. The yellow annotations and the tight zoom-ins, highlight the warning signs for buried petroleum pipelines for: Torrance Logistics and the Shell Pipeline Company.



Slide 4 contains a picture that was taken today (May 21st) at the corner of Ruxton and Rockefeller. It is looking to the east. The yellow annotations and the tight zoom-ins, highlight the warning signs for buried petroleum pipelines from left to right for: Zenith Energy, Plains, Zenith Energy, and Chevron.



Slide 5 provides a Google Map view that shows the location where the pictures were taken and the direction of their fields of view.



Slide 6 shows a screen snapshot of page 11 from the April 2024 Metro video update which discusses the Hybrid Alternative and shows the Light Rail Track location from Artesia Blvd. to Grant Avenue. The DEIR description of the Proposed Project (see **Slide 7**) said that the Freight Track bridge at Grant would be demolished and rebuilt. That seems very risky because of all the petroleum pipelines (8 by my count). But in the video, on page 10, it is stated that the Hybrid Alternative "avoids shift in freight closer to senior homes." This seems to imply that demolition of the bridge may no longer be required. However, plenty of deconstruction/construction activities still remain since the pipelines on the east side of the Freight Tracks would still likely have to be relocated, to make room for the Light Rail Tracks.

Hybrid Alternative: Station Access

- Serves South Bay Galleria
- Direct rail connections to buses at Redondo Beach Transit Center



Redondo Beach Transit Center (RBTC)



S6

The light rail tracks would cross over Artesia Boulevard into the City of Redondo Beach on a new bridge adjacent to the existing freight bridge. South of Artesia Boulevard, the light rail tracks continue to travel at-grade within the Metro ROW, as shown in Figure 2.3-6.

The light rail tracks would cross over Grant Avenue on a new light rail bridge parallel to the existing freight bridge, which would need to be demolished and rebuilt farther to the west. Immediately south of Grant Avenue, the light rail tracks would rise up on retained fill (approximately four to six feet higher than the existing freight track) to reach the elevated Redondo Beach TC Station, described in more detail in Section 2.3-1.4. From the Redondo Beach TC Station, the light rail tracks would descend on retained fill to reach street-level and cross over 182nd Street at-grade parallel to the existing freight track. From south of 182nd Street to Hawthorne Boulevard, the light rail tracks would run parallel to the freight

Metro

S7

**The above is what was said about the "Proposed Project" in January 2023.
The April 2024 Metro video presents the Hybrid Alternative.
On page 10 it states: "Avoids shift in freight closer to senior homes.".
This seems to imply that the Freight Track bridge would not have to be demolished.**

The Metro Light Rail will be around for many decades, perhaps a hundred years. Therefore, it is really important that all of the difficulties and costs have been fairly assessed so that a fair comparison and a wise decision can be made regarding the Hybrid Alternative (ROW) versus the Hawthorne Option.

A lot of petroleum pipelines converge at the bridge where the Freight Main Track crosses over Grant Avenue. That plus the narrow width of the ROW, will necessitate careful planning and cautious construction. The Hawthorne Elevated Option doesn't have these kinds of challenges.

From:

[redacted]

[redacted]

[redacted]

[redacted]

From: [redacted]
Sent: Wednesday, May 22, 2024 9:03 AM
To: Board Clerk <BoardClerk@metro.net>
Cc: GreenlineExtension <GreenlineExtension@metro.net>; HollyJMitchell@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; jbutts@cityofinglewood.org
Subject: SUPPORT Item 30 - Staff Recommendation for Hybrid ROW for C Line to Torrance

Dear LA Metro Board of Directors,

As a resident of the South Bay, I am writing to express my strong support for the C Line Extension to Torrance project and for the staff recommendation for the Hybrid ROW Alternative.

The extension will provide an affordable, convenient, and efficient light rail trip from Torrance to Redondo Beach, El Segundo, LAX, and Inglewood. It will also offer easy connections to Santa Monica, Downtown LA, and Norwalk with E Line and C Line transfers. It's time we get this built!

This project has the support of over 67% of Torrance, Redondo Beach, and Lawndale residents. I support the staff recommendation for the Hybrid ROW alternative. This route makes the best use of existing funds and local transit investments by connecting directly to our new transit centers for first-last mile connectivity and adding much-needed modernization to the existing rail corridor. The Hawthorne option is significantly more costly ($730 million more than Hybrid ROW), would involve lengthy approvals, and is not recommended by staff.

I support Metro's extensive community engagement process and engineering studies and would like to see this built without further delay along the right-of-way so more people can benefit.

With over a billion dollars in funding for the project through Measure R, Measure M, and state grants, the extension on the Metro ROW is the all-in-one solution adding light rail, grade separations, freight rail safety upgrades, and neighborhood walk and bike trails in a cost-effective and time-efficient manner. The extension will bring transportation benefits to the entire South Bay region, promoting equity and mobility for all who live and work here. Thank you for enhancing public transit in LA County and the South Bay.

Signed,
[redacted]

From: [redacted]
Sent: Wednesday, May 22, 2024 9:07 AM
To: Board Clerk <BoardClerk@metro.net>
Cc: GreenlineExtension <GreenlineExtension@metro.net>; HollyJMitchell@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; jbutts@cityofinglewood.org
Subject: SUPPORT Item 30 - Staff Recommendation for Hybrid ROW for C Line to Torrance

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And on a personal note, I use the Redondo Beach Transit center multiple times a week, and having rail transit further into Torrance would greatly expand mobility options for myself and countless others. Please, don’t let this project fall by the wayside.

Signed,
[redacted]

From: [redacted]
Sent: Wednesday, May 22, 2024 9:24 AM
To: Board Clerk <BoardClerk@metro.net>
Cc: Wiggins, Stephanie <WIGGINSS@metro.net>
Subject: Metro Board of Directors Meeting May 23, Item 30, AGAINST HYBRID ROW OPTION

Good morning,

This is Holly Osborne, Redondo Beach.

I just got back from a hiking trip in France on a route that was sometimes in the shade and sometimes not. During a particular hot spell of two days, the temperature difference between the trail that was in the shade and the parts that were not was 10 degrees F. (I had a thermometer on my day pack). That same temperature difference between shaded and non-shaded areas has also been cited in US cities, including LA.

In the heat of the day, towards the end, I was literally collapsing on the unshaded portions. **The 10 degree difference threat to health is real.** It is important that cities keep their shaded spots.

Here is a quote on the subject for you: ".. we know that proximity to nature and trees has a direct impact on our well being and mental health. If we increase the number of plants, trees and green spaces in the city, the inhabitants will be all the better for it." (*Professor from the Sorbonne as quoted in an article discussing the Paris 2024 Olympics*.)

Directors, you have frequently discussed the importance of climate justice, **yet it is not even mentioned** on Metro's black bubble chart on the Green Line!

Climate justice should be the top priority of your decisions wherever you have to compare options on projects.

Please choose the Hawthorne Option, it will preserve the most green space; that is priceless.

Thank you

[redacted];

PS Here is a section copied from SB 1425 (Senator Henry Stern) which was passed in 2022. **The bill talks about how cities must keep track of open space:**

.

65565.5.

(a) **Every city and county shall review and update its local open-space plan by January 1, 2026.** The update shall include plans and an action program, as required by Section 65564, that address all of the following:

(1) **Access to open space for all resident**s in a manner that considers social, economic, and racial equity, **correlated with the environmental justice element or environmental justice policies in the general plan**, as applicable.

(2) Climate resilience and other cobenefits of open space, correlated with the safety element.

(3) Rewilding opportunities, correlated with the land use element.

:.

From: [redacted]
Sent: Wednesday, May 22, 2024 9:29 AM
To: Board Clerk <BoardClerk@metro.net>; FourthDistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; Jbutts@cityofinglewood.org
Cc: anajarian@glendaleca.gov; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; mayor.helpdesk@lacity.org; mbohlke@sbcglobal.net; councilmember.yaroslavsky@lacity.org; Kathryn@bos.lacounty.gov; paul.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; info@timsandoval.com; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: BOD Item 30, Oppose Staff Recommendation of ROW Hybrid

To Metro and Metro Board Members:

The Locally Preferred Alternative is Hawthorne Blvd. It is NOT the hybrid option on the existing Right of Way. I have lived on Ruxton Lane in Redondo Beach for 24 years
along the existing Right of Way. The hybrid option does not change anything along Ruxton Lane for my townhome complex (18 units), Breakwater Village (191 senior units), and Ruxton Place (27 units). The existing freight track would move closer to our property, only a few feet away from our property wall on the west side with no sound barriers erected. The soil is unstable and silty. There are pipelines that would likely be moved very close to or underneath our current townhome complex. There are extensive issues and complications along the Right of Way that could be easily avoided by choosing the Hawthorne Blvd. option. In addition, the Red Car transit system previously ran down the middle of Hawthorne, so the layout of the road and commercial businesses along Hawthorne provide the perfect setting for the Metro extension.

There are a multitude of deficiencies in the DEIR, which will be challenged by Redondo Beach, Lawndale and other cities. Furthermore, in addition to legal action filed by the cities, Metro should anticipate that a class action of the more than 1600 affected residents along the existing Right of Way will also be filed. Metro should not sacrifice the well-being of these 1600+ residents when there is a clearly better alternative on Hawthorne Blvd. Metro should also weigh the impact of its decision on the 1600+ residents along the Right of Way versus a single car dealership (Volvo) in Torrance that could easily be relocated further south on Hawthorne Blvd., which would still generate the same tax revenue for Torrance. The Torrance transit advocates for the Right of Way are not stakeholders whose lives and property would be directly affected by the decision.

I urge and implore the Metro Board to do the right thing for the citizens of Redondo Beach and Lawndale and choose Hawthorne Blvd. as the extension route for Metro Green Line.

[redacted]
--

Relevance.....the everlasting futile quest

From: [redacted]
Sent: Wednesday, May 22, 2024 9:39 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: Thursday May 23 on Agenda Item #30: Proposed Project and Locally Preferred Alternative for the C Line Extension to Torrance.

I live in Redondo and, while I support public transportation, I oppose the ROW route.

I am from the East Coast and didn't have a car until I moved to LA in the late 1990s. I love public transportation. However, on the East Coast trains do not run through backyards feet away from homes. Additionally, while the NYC subway had issues, in general safety was addressed.

While I do appreciate the need for public transportation, why not clean up the metro as we read daily about people getting stabbed, shot and attacked while taking public transportation in LA? If you cannot manage what you have now, why expand it until it is safe to ride? It seems the funds would be better spent on safety for current riders versus expanding.

Given the safety issues that are front page news, it seems awfully unfair to the residents to have to live so close to the metro. I support the Hawthorne Blvd. extension.

[redacted]

From: [redacted]
Sent: Wednesday, May 22, 2024 9:41 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: Fwd: Support Hawthorne Blvd. Option

---------- Forwarded message ---------
From: [redacted]
Date: Wed, May 22, 2024 at 12:50 AM
Subject: Support Hawthorne Blvd. Option
To: <HollyJMitchell@bos.lacounty.gov>

Dear Supervisor Mitchell,

I would like to introduce myself Rose and my husband George as you represent us on the board. We had the pleasure of meeting you in person at William Green Park and your meeting in Inglewood.

We are definitely not NIMBYS or multimillionaires 😂 as the Southbay Forward mouthpiece suggested on METRO phone lines last week . George's parents are from Puerto Rico and my mother was an Irish immigrant.He grew up in the South Bronx and I grew up in 123rd St. and 122nd St. Amsterdam Ave. in NYC taking the A or D trains almost everyday on St. Nicholas Ave 125th St. in Harlem NYC to high school, Fordham University, and employment. George is a veteran and a longtime union member who worked at Eastern Airlines and American before transferring to LAX.

We have lived in Lawndale 40 years and chose it because we wanted to raise our family in an ethnically diverse neighborhood similar to what we experienced as children.

We support public transportation and support the Hawthorne Blvd. option which provides the most benefit for the public besides being safer, 35% higher ridership, and visionary toward the future. It is located in a commercial corridor and is where enormous economic and housing growth is expected during the next decades. Every major city in the world has constructed their transportation hubs in a central location but never in isolated spot.

The Trench Row alternative is the option which will drastically impact the fabric of our quiet neighborhood and spiral the area in to decline.

Our neighborhood will be split in two with an ugly graffiti sound wall. Right now I can even see the 40 bus and cars on Hawthorne Blvd and my neighbors houses on the eastside of the track. A soundwall completely isolates ROW residents from the remainder of Lawndale. Our 200+ beautiful trees vanished. Our grassy green space loved by humans and dogs replaced with a cement path.It brings every negative impact and zero benefits. This will destroy the everyday living environment of the most affordable area in the Southbay. It really is insultingto the vast majority of Lawndale residents who resent being treated like second citizens.

Since April 14, 2011 at William Green School, 100+ residents voiced fierce opposition to the ROW.

In 2023, at three METRO meetings in Lawndale residents again opposed the ROW..

At Lawndale HS, METRO displayed their contempt for Lawndale residents by cancelling the meeting after residents had watched the almost 2 hour Metro Show and Tell. The packed crowd were in opposition to the ROW and only 3 were permitted to speak after Jay Gould's emergency. Everyone wanted to continue but Metro used Jay's issue as an excuse to mute us. We had to return later in the month to leave a public comment . No apology was offered for the inconvenience.

I think Metro and Torrance are in collusion supporting the ROW and ignoring Hawthorne Blvd many benefits.. Lawndale is nothing but a thorn in their side. Torrance Council member Kachi told Mark of Metro to deliver this message during a Torrance council meeting ....We want it all. Then Councilperson Gerson called in on the phone lines during a Metro meeting stating we support the C extension contingent on the ROW option . I think he handed the Executive Board a wolf ticket. He demanded the board pick the ROW or else.

Hawthorne Blvd option should be a no brainer if Metro planners were not allowing Torrance to call the shots.

Bottom line, researching the history of Torrance was an eye opener. I even learned a new word... sundown . They have a shameful past. It continued in the 1970s when they harassed civil rights marchers who came to Torrance to protest.

Now in 2024 they are targeting the diverse economically deprived city of Lawndale to be their doormat for Torrance commuters.

At Torrance's council meeting Apr. 2024 they supported the ROW option well aware of the possibility of derailments and environmental hazards (LPG explosions) to over 1500 residents. According to Federal Railway Administration there are 3 derailments every day in the USA.

Next they shamelessly debated whether pickleball playing in Torrance parks should be 250 ft or 500 ft. distance from their residential housing. Hypocrisy in action after voting to construct 2 new train tracks and move the freight train within 15 ft to some ROW houses and extremely close to other ROW residential housing. Case study of privilege, entitlement, and lack of empathy..

Torrance Assembly person Murrasuchi successfully lobbied assembly bill 1646 protecting Torrance residents from environmental hazards. I congratulate him but condemn him for placing the Lawndale and the Redondo ROW residents under the same threats.

Please stand up for Lawndale.

Don't allow Torrance to destroy Lawndale's most peaceful neighborhood.

Lawndale has compromised. It changed its position from no build to Hawthorne Blvd option.

Both the ROW and Hawthorne options impact our residents but the ROW is much more detrimental to many more families.

Hawthorne Blvd. option is the only fair choice and is the locally preferred alternative by residents.

3 cities Hawthorne, Lawndale, and Redondo Beach agree it is the locally preferred alternative .

Please don't rubberstamp anti equity .

Support Hawthorne Blvd option the LPA and social justice.

Thank you.

[redacted]

From: [redacted]
Sent: Wednesday, May 22, 2024 9:50 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: Comment: Metro C Line Extension to Torrance Project

Dear Board Members,

I am a resident of Lawndale writing to submit a comment for the May 23 board meeting regarding the Metro C Line Extension to Torrance Project. I would like to affirm support for the Locally Preferred Alternative (LPA), which is the Hawthorne Blvd. Elevated route.

I currently live less than a block away from the proposed Harbor ROW route and am deeply concerned about the hardship this route would impose on myself and other neighbors. I live with chronic illness, including a sleep disorder. I am sensitive to noise and environmental stressors and know that living right next to a track with 400 trains per day would worsen my conditions. I am a writer who works from home, and the noise disturbance would make it difficult for me to concentrate and threaten my livelihood. My husband and I chose this neighborhood for its peace and quiet, and the Harbor ROW route for the Metro would steal this away from us. With the high cost of housing in the surrounding area, moving away would be difficult.

It makes no sense to run a Metro route through a residential neighborhood when there is a much better alternative through a commercial area down Hawthorne Blvd. This area is greatly in need of revitalization. The center of Hawthorne Blvd. is dedicated to parking, which is rarely used. The Metro would bring more economic activity to a street where businesses could benefit.

I implore you to listen to the voices of the local community and choose the LPA.

Sincerely,

[redacted]

[redacted]

From: [redacted]
Sent: Wednesday, May 22, 2024 9:56 AM
To: anajarian@glendaleca.gov; jdupontw@aol.com; FourthDistrict@bos.lacounty.gov; mayor.helpdesk@lacity.org; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; jbutts@cityofinglewood.org; Kathryn@bos.lacounty.gov; Councilmember.Yaroslavsky@lacity.org; paul.Krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; info@timsandoval.com; Board Clerk <BoardClerk@metro.net>; GreenlineExtension <GreenlineExtension@metro.net>
Subject: METRO GREEN/C-LINE EXTENSION TO TORRANCE FOR HAWTHORNE ALIGNMENT

FOR HAWTHORNE BLVD ALIGNMENT

Metro Board of Directors,

I support the Hawthorne alignment of the Green/C-Line Extension to Torrance. It is the safest option and saves so many trees. Below are all the reasons I support the Hawthorne alignment.

1. SAVES MORE TREES: The route along the ROW would require ~220 to be removed. DON'T KILL ALL OUR TREES! That is significantly more than the 40-50 smaller trees required for the Hawthorne alignment.

2. ENVIRONMENT: Hawthorne Elevated would allow for more biking paths, jogging paths, dog-walking, etc. along the Harbor ROW in an area considered "park poor" per LA County Parks & Wildlife.

3. SAFETY: Hawthorne elevated is safer as 200-300 trains per day would NOT be running past schools and parks where children play, it would NOT SHARE A CORRIDOR WITH 20-40 LIQUID PETROLEUM GAS TANKERS that run along a path where there are multiple high pressure gas lines.

4. INCREASED RIDERSHIP: Hawthorne Elevated will increase Metro ridership as a stop at the Galleria will better serve commuters in Lawndale, Redondo Beach, and Torrance, making it a destination for shopping, restaurants, entertainment and other businesses.

5. CONNECTIVITY: Buses already stop at Artesia and Hawthorne so connectivity is seamless by directly boarding desired bus at the Artesia/Hawthorne bus stop which will be accommodated by the new station’s configuration.

6. BOOST ECONOMY: Hawthorne Elevated contains a stop at the South Bay Galleria, future South Bay Social district that will not only help support the many shops soon to be built there, but will also serve any offices, hotels, or apartment units on Hawthorne Blvd that are part of the Galleria's upcoming redesign.

7. REVITALIZE LAWNDALE: Light rail elevated on Hawthorne Blvd, will help to support and revitalize the businesses on that shopping corridor without sacrificing parking, which would also be beneficial to Redondo Beach and Torrance commerce

Please choose the Hawthorne alignment for the safety of residents and save the trees!

Thank you, [redacted] A Concerned Resident Sent from my iPhone

From: [redacted]
Sent: Wednesday, May 22, 2024 9:58 AM
To: Board Clerk <BoardClerk@metro.net>; GreenlineExtension <GreenlineExtension@metro.net>; FourthDistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; jbutts@cityofinglewood.org
Cc: anajarian@glendaleca.gov; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; mayor.helpdesk@lacity.org; mbohlke@sbcglobal.net; councilmember.yaroslavsky@lacity.org; Kathryn@bos.lacounty.gov; paul.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; info@timsandoval.com; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Metro Green Line Extension - NO to ROW and YES to Hawthorne Blvd.

Good morning,

I am writing to let you know as a resident of North Redondo Beach that the locally preferred alternative is HAWTHORNE BLVD. IT IS NOT the hybrid option on the existing Right of Way. I have lived on Ruxton Lane in Redondo Beach for the past 4 years along the existing Right of Way. The hybrid option does not change anything along Ruxton Lane for my townhome complex (18 units), Breakwater Village (191 senior units), and Ruxton Place (27 units). The existing freight track would move closer to our property, only a few feet away from our property wall on the west side with no sound barriers erected. The soil is unstable and silty. There are pipelines that would likely be moved very close to or underneath our current townhome complex. There are extensive issues and complications along the Right of Way that could be **easily avoided by choosing the Hawthorne Blvd. option**. In addition, the Red Car transit system previously ran down the middle of Hawthorne, so the layout of the road and commercial businesses along Hawthorne provide the perfect setting for the Metro extension.

It is absolutely mind boggling that the Metro Board is saying that we, the residents that will be affected by moving forward with the Hybrid option, are happy with and even prefer this choice. WE DO NOT. I moved to this community to raise my family, and if things move forward as proposed, I will likely have to move my family away from the amazing community that we love so much.

I urge and implore the Metro Board to do the right thing for the citizens of Redondo Beach and Lawndale and choose Hawthorne Blvd. as the extension route for Metro Green Line.

--

[redacted]

From: [redacted]
Sent: Wednesday, May 22, 2024 10:50 AM
To: Board Clerk <BoardClerk@metro.net>
Cc: GreenlineExtension <GreenlineExtension@metro.net>; HollyJMitchell@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; jbutts@cityofinglewood.org
Subject: 5/23/24 Board Meeting: #30 - FOR Hybrid ROW for C Line Extension to Torrance

Honorable LA Metro Board of Directors,

As a resident of the South Bay and a lifelong resident of Redondo Beach, I write to share my strong support for the C Line Extension to Torrance project and for the staff recommendation for the Hybrid ROW Alternative.

The extension will provide an affordable, convenient, and efficient light rail trip from Torrance to Redondo Beach, El Segundo, LAX, and Inglewood as part of the K Line. It will serve residents and equity-focus communities in the South Bay and along the K Line with convenient access to jobs, schools, and destinations. It's time we get this built!

I would like to express my support for the staff recommendation for the Hybrid ROW Alternative. This route makes the best use of existing funds and local transit investments by connecting directly to the Redondo Beach and Torrance transit centers for multimodal connectivity and modernizing the existing rail corridor. The Hawthorne option is significantly more costly ($730 million more than Hybrid ROW), would involve lengthy Caltrans and NEPA approvals, and is not recommended by staff. Redondo Beach Transit Center was located with a future light rail station in mind and will best serve transit riders instead of a highway median station on Hawthorne Blvd (SR 107). No homes will be taken with Hybrid ROW and construction will be streamlined because Metro already owns the right-of-way. I support Metro's extensive community engagement process and engineering studies and would like to see this built without further delay along the right-of-way so that more people can benefit.

The Hybrid Alternative addresses neighborhood concerns about safety and noise while providing a cost-effective and deliverable project. Hybrid is the all-inclusive solution adding light rail, grade separations, freight rail safety upgrades, and neighborhood trails in a cost-effective and timely manner. Metro has successfully delivered complex transit projects throughout the County and this project is no different. The extension will bring numerous benefits to the entire South Bay region, providing equity and mobility for all who live and work here. Thank you for advancing public transit in LA County and the South Bay.

I want to add that the city of Redondo Beach is not adequately representing their constituents who support this project and the staff recommendation for Hybrid. They are not considering the transit

needs of the region and instead are trying to prioritize a few hundred homeowners over the 1.5 million new riders on this project. The city stands to gain immensely from this project: more tax revenue, more business and housing development, higher property values. The South Bay desperately needs this extension which will provide multimodal mobility, instead of more highway and road widening projects. Please approve this project and the staff recommendation; it can't be built soon enough.

Signed,

[redacted]

[redacted]

From: [redacted]
Sent: Wednesday, May 22, 2024 11:09 AM
To: Board Clerk <BoardClerk@metro.net>
Cc: GreenlineExtension <GreenlineExtension@metro.net>; HollyJMitchell@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; jbutts@cityofinglewood.org
Subject: 5/23/24 Board Meeting: #30 - Support FOR Hybrid ROW for C Line Extension to Torrance

Good Morning to the Honorable LA Metro Board of Directors,

As a resident of the South Bay, I want to express my support for the C Line Extension to Torrance project. Specifiically, I strongly support the staff recommendation for the Hybrid ROW Alternative.

The extension will provide an affordable, convenient, and efficient light rail trip from Torrance to Redondo Beach, El Segundo, LAX, and Inglewood as part of the K Line. It will serve residents and equity-focus communities in the South Bay and along the K Line with convenient access to jobs, schools, and destinations.

It's time we get this built! There are no more reasons for delay.

The staff recommendation for the Hybrid ROW Alternative is the best because this route makes the best use of existing funds and local transit investments by connecting directly to the Redondo Beach and Torrance transit centers for multimodal connectivity and modernizing the existing rail corridor. The Hawthorne option is significantly more costly ($730 million more than Hybrid ROW), would involve lengthy Caltrans and NEPA approvals. It is simply a boondoggle as well as would be a waste of money.

Furthermore, Redondo Beach Transit Center was located with a future light rail station in mind and will best serve transit riders instead of a highway median station on Hawthorne Blvd (SR 107). No homes will be taken with Hybrid ROW and construction will be streamlined because Metro already owns the right-of-way. I support Metro's extensive community engagement process and engineering studies and would like to see this built without further delay along the right-of-way so that more people can benefit. The Hybrid Alternative addresses neighborhood concerns with safety and noise while providing a cost-effective and deliverable project. Hybrid is the all-inclusive solution adding light rail, grade separations, freight rail safety upgrades, and neighborhood trails in a cost-effective and timely manner.

Metro has successfully delivered similar transit projects throughout the County. The extension will bring numerous benefits to the entire South Bay region, providing equity and mobility for all who live and work here.

Thank you for advancing public transit in LA County and the South Bay.

Signed,

[redacted]

[redacted]

From: [redacted]
Sent: Wednesday, May 22, 2024 11:27 AM
To: Board Clerk <BoardClerk@metro.net>; ForthDistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; jbutts@cityofinglewood.org; anajarian@glendaleca.gov; fdurta@cityofwhittier.org; firstdistrict@bos.lacounty.gov; mayor.helpdesk@lacity.org
Subject: BOD item 30; Oppose Staff Recommendation ROW Hybrid

To All on the address line.
Please use common sense and authorize the Hawthorne Blvd rather than the ROW. There are many dangers with the ROW approach. Where the Hawthorne alternative would pose less risk. Also if the 50 year plan is to limit or eliminate automobiles the use of existing roadways makes much more sense.
Please seriously consider the Hawthorne option!
Thank you for your time and consideration.

[redacted]

Sent from my iPhone

From: [redacted]
Sent: Wednesday, May 22, 2024 11:42 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: METRO C LINE SHOULD GO DOWN HAWTHORNE

For the life of me, I cannot understand why you would want to destroy people's lives and homes to put passenger trains on unstable, hazardous ground that would run nowhere near businesses. It literally makes no sense, even economically. While it may cost less initially, it will cost you millions more over time, if from nothing else but lost revenue. When I take the train, it's to get to a business or a venue, not to take a scenic route through people's backyards. I would never take this route if it were on the ROW. Not to mention the obscenity of making our neighbors' lives a living nightmare. What on Earth could you possibly be thinking?

Be wise and kind — choose the elevated Hawthorne route.

[redacted]

30-year Redondo Beach resident

From: [redacted]
Sent: Wednesday, May 22, 2024 12:07 PM
To: Board Clerk <BoardClerk@metro.net>; GreenlineExtension <GreenlineExtension@metro.net>; FourthDistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; jbutts@cityofinglewood.org; Cc: <anajarian@glendaleca.gov>; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; mayor.helpdesk@lacity.org; mbohlke@sbcglobal.net; councilmember.yaroslavsky@lacity.org; Kathryn@bos.lacounty.gov; paul.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; info@timsandoval.com; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: To Metro and Metro Board Members Re: Locally Preferred Alternative is Hawthorne Blvd.

The Hawthorne alternative is the locally preferred alternative.

According to the study, it will bring much more business to the city and not disrupt quiet neighborhoods.

The Red Car transit system previously ran down the middle of Hawthorne, so the layout of the road and commercial businesses along Hawthorne provide the perfect setting for the Metro extension.

Please take into account the sanctity of the neighborhoods and increase the revenue of the city by extending Metro down Hawthorne Blvd.

[redacted]

[redacted]

[redacted]

From: [redacted]
Sent: Wednesday, May 22, 2024 12:30 PM
To: Board Clerk <BoardClerk@metro.net>; FourthDistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; Jbutts@cityofinglewood.org
Cc: anajarian@glendaleca.gov; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; mayor.helpdesk@lacity.org; mbohlke@sbcglobal.net; councilmember.yaroslavsky@lacity.org; Kathryn@bos.lacounty.gov; paul.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; info@timsandoval.com; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: BOD Item 30, Oppose Staff Recommendation of ROW Hybrid

Hello,

My name is Lori Smalling. My husband Matt and I are homeowners in the Ruxton Ridge 3-story townhome complex that borders/overlooks the train tracks on the possible Right of Way (ROW) option in Redondo Beach. **I firmly ask that you please advocate for the Hawthorne Blvd. option for the Green Line Extension through the South Bay** and please take the time to read this email.

We purchased our home in 2001, with my husband's inheritance money he received from the passing of his mother. We were concerned about the couple of freight trains that pass by per day but loved the location and neighbors, and more importantly, it was what we could afford. Now with the proposed Green Line Extension, those few freight trains go from a couple of times per day to adding high-speed passenger trains every few minutes from 5am until midnight daily. This would be a considerable safety and quality of life change to our family, home, and community.

As you know it is very difficult to own property in the South Bay and we have worked very hard to live in this amazing community and city. I cannot imagine how disruptive the Green Line Extension will be for people who have put their hard-earned savings into living along the ROW option in Redondo Beach. It would be unfair to us if the better option is Hawthorn Blvd. because of the businesses and few residences if any.

It just makes sense!

Here are a few important and reasonable concerns:

1. **Safety issues of freight and passenger trains in such proximity to each other**.
2. **Disruption of unstable soil and movement/placement of natural gas pipelines.** Our neighbors in the Ruxton Place townhome complex have been dealing with sinkhole issues for years due to the pipelines running near our homes. I can't imagine the level of disruption to the soil in this neighborhood if Metro were to need to move those pipelines, dig trenches, and build retaining walls to accommodate the additional trains. And where, exactly, would those natural gas pipelines go? Closer to our homes? The trenching option would likely exacerbate any soil and pipeline issues, making the project more expensive and complicated - and would put our property in danger.
3. **Construction of retaining walls.** Again, I worry about the detrimental effects of soil instability, loss of natural light, and the overall eyesores that huge retaining walls would have on our neighborhood. What about very rainy days like what we just had in January? Our complex's sump pumps were working extra hard, and with retaining walls preventing natural water drainage and absorption, I worry about stability for all the homes near and below the walls.
4. **Noise pollution.** Even though Metro claims they will mitigate noise to the thousands of residents along the Right of Way with at-grade noise mitigation, our 3-story townhome looks down onto the tracks (including my bedroom window), and Metro admitted there was nothing they could do to mitigate noise above the tracks. They suggested "possibly" exploring double-paned windows for the "quiet" hours from midnight to 5 am in the middle of the night, but that would only make a difference, if at all INSIDE my home – but what does that do to mitigate noise during the day when we would like to be outside? Trains whizzing by every few minutes would be a huge nuisance. And of course, what will that do to impact my family's sleep if we are above the retaining wall? That noise would be far from the peaceful environment we currently enjoy.
5. **Traffic.** Our neighborhood will be negatively impacted by the train traffic at lights, particularly 182nd and near the Galleria Mall where a new bus terminal has been built. I can't imagine the additional traffic issues during both morning and evening rush hour in our quiet residential neighborhoods, nor access to emergency vehicles.
6. **Change to the community.** Ruxton Ridge is a close community of townhome families that spend time with each other mainly outdoors. I worry about what the constant noise and traffic of the Green Line would mean to our little community, our older neighbors at Breakwater Village (a 55+ community), our neighbors at Ruxton Place (with ongoing sinkhole issues), and other neighborhoods all along the ROW in Redondo Beach and Lawndale. This possible ROW extension goes against so much of why we bought our home where we did. We wanted to walk to school, spend time with our kids and neighbors outside, and live a peaceful life. If we wanted an urban lifestyle, we would have chosen that – but this might be forced upon us, and we'd be devastated.

Thank you for your consideration to advocate for the Green Line Extension on Hawthorn Blvd. and give hard-working homeowners who cannot afford to live anywhere else in the South Bay the quality of life we deserve.

Sincerely,

[redacted]

From: [redacted]
Sent: Wednesday, May 22, 2024 12:47 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: GreenlineExtension <GreenlineExtension@metro.net>; HollyJMitchell@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; jbutts@cityofinglewood.org
Subject: SUPPORT Item 30 - Hybrid ROW for C Line to Torrance

Dear LA Metro Board,

As a resident of the El Segundo, I am writing to express my strong support for the Hybrid ROW for the C Line Extension to Torrance project.

The extension will provide an affordable, convenient, and efficient light rail trip from Torrance and Redondo Beach, to the rest of the metro system. I boggles my mind that we ripped up the old Pacific Electric line and need to rebuilt transit in the area, but I want to see the extension built.

The community supports the extenion. Of the possible options, the community supports the Hybrid ROW; over 67% of Torrance, Redondo Beach, and Lawndale residents support the Hybrid ROW. I agree with the community and the staff and support the Hybrid ROW as well.

We need transit in this part of the South Bay and we need it now. For far too long, the region has been plagued by crippling traffic, high gas prices, and reduced mobility for seniors and students. The current bus system is inefficient and slow. Adding Metro stops will allow folks to get around easier, reduce traffic, and lower the demand for gas and therefore gas prices. It will provide an economic windfall to a community with an already high cost of living.

We need this, and the Hawthorne Boulevard alignment, while attractive from a location and convenience standpoint, just won't cut it. It will require a lot more money ($730 MILLION) and a lot more time that we just don't have. We needed good transit in this area yesterday, but the next best time to start is now. Let's listen to the experts and get this done with the Hybrid ROW.

Thank you for your time.

Sincerely,

[redacted]

From: [redacted]
Sent: Wednesday, May 22, 2024 1:06 PM
To: Board Clerk <BoardClerk@metro.net>; GreenlineExtension <GreenlineExtension@metro.net>
Cc: mayor.helpdesk@lacity.org; assemblymember.mckinnor@assembly.ca.gov; RPMLawndale@aol.com; senator.bradford@senate.ca.gov
Subject: We will remember, come November!

To the Metro Board:

Those who destroy our neighborhood by voting for the òHybridó ROW: We will remember, come November (and beyond!)

We have garnered over 1300 signatures (and growing by the minute!) with emails on our online petition to protect the ROW, and to choose Hawthorne Boulevard instead for the C-line extension. (We also have additional paper signatures from community members who did not have emails.)

Sign the Petition

change.org



Metro knows the ROW was never the òlocally preferredó alternative, and is òrailroadingó this choice in a very deceitful, disrespectful manner.

Students at the local high school have gotten involved. We have walked door-to-door, talked to neighbors at local events, and visited the local elementary school, and El Camino College. This has brought our entire community together, and we vow to fight any politician who cares more about the METRO than our communityõs well-being!


LA METRO LINE
LA METRO LINE
ELEVATED (Elevado)
LA METRO LINE
LA METRO LINE
BNSF TRAIN
PIPELINES
AT-GRADE* (a nivel)
Traducción Española de imagen - Azul: dos trenes del metro de LA. Naranja: trenes del BNSF. Roja: 5+ gasoducto para avión y carros
The LA Metro wants to KILL this tree and 220 other trees! The Green Line/C-Line Extension along the ROW is dangerous and terrible for this green space. Voice your preference for the Hawthorne Blvd route by scanning the QR code.
SAVE THIS TREE.
Learn more at RightOfSay.com
¡LA Metro quiere MATAR a este árbol y 220 más! La extensión de la Verde Line/ C-line a lo largo de ROW es peligrosa y terrible para el medio ambiente. Para apoyar la ruta por Hawthorne Blvd, puedes escanear al código QR.
¡Salva este árbol!
Más información en RightOfSay.com
*Tracks at-grade or street level in this area. LA Metro line will go into a trench under 170th and 182nd.
*Probablemente ferrocarril ligero a nivel. LA metro ferrocarril ligero entrará a una za[illegible] calles 170 y 182.

We will be watching carefully tomorrow, and not only will we NOT support any politician who votes for to destroy our community, we will actively work AGAINST any of your future elections.

Please make sure this gets into the official record.

[redacted]

From: [redacted]
Sent: Wednesday, May 22, 2024 1:14 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: Comment for Board Meeting on Metro C Line Extension to Torrance

Dear Board Members,

I am a Lawndale resident who lives a half block away from the proposed project site. You should vote for the Locally Preferred Alternative for the Metro C Line Extension. The other option will ruin a quaint community. The noise, the sight of constant trains, and the construction will be a burden to all who live here.

As a side note, I don't appreciate the late notice given for your meetings. It doesn't give enough time to attend the meeting or organize a proper response or objection.

Sincerely,

[redacted]

From: [redacted]
Sent: Wednesday, May 22, 2024 1:40 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: jbutts@cityofinglewood.org; fourthdistrict@bos.lacounty.gov; hollyjmitchell@bos.lacounty.gov; GreenlineExtension <GreenlineExtension@metro.net>
Subject: Routing for Metro Extension to Redondo Beach and Torrance - Swift Resident Preference

Hello LA Metro,

I'm a resident of Torrance (I live on Acacia Ave) and I'm interested in the routing for the C line (soon to be K line) extension to Redondo Beach and Torrance as mentioned here: https://x.com/southbayforward/status/1792386492574392382

I support having this route follow the existing freight railroad as recommended by the metro staff (the Hybrid ROW Alternative I believe it's called). I do NOT support the route a few streets over (the hawthorne option) as suggested by other folks which seems to be expensive and needs far more approvals and less efficient. The alternative just seems... silly like its trying to dodge a few specific homes without doing the best overall solution. I trust the metro staff's expertise.

The upgrades associated with the freight tracks route also seem to be much safer and quieter for the community.

I'm excited to use the metro effectively since the transit center is close to my home, reducing traffic on the roads and shortening my transit time to other places and spending less money on gas/parking and emitting pollutants in the environment. I'm unable to use the metro rail now since current train options are inconvenient getting onto the rail, and I'm concerned the added cost with the alternate route will kill the project (and/or just waste money). I also support more people having access to the metro beyond just myself.

[redacted]

[redacted]

From: [redacted]
Sent: Wednesday, May 22, 2024 1:51 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: Item #30 - For - May 23 2024 LA Metro BOD Meeting

Hello LA Metro. My name is Faraz Aqil, I use LA Metro to work in Inglewood daily, and I support the LA Metro's staff recommendation **Hybrid Alternative**, for the C Line Extension to Torrance.

Benefits:
1) This alternative is 100% grade separated (meaning it will not come in contact with any cars, pedestrians in a potential accident, and trains will not have to wait at intersections for car/pedestrian traffic). Also the train's speeds won't have to be reduced and this will increase the frequency on the rail line.
2) It'll connect directly to the Redondo Beach Transit Center (unlike the Hawthorne option).
3) It doesn't need CalTrans approval since it doesn't use property on the 405 FWY (unlike the Hawthorne option).

I hope that once the extension to Torrence is built, LA Metro will consider building a line extension from Torrance to Long Beach.

Thank you.

Sincerely,
[redacted]

From: [redacted]>
Sent: Wednesday, May 22, 2024 1:52 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: Public Comment Item 30 for May 23, 2024 Board Meeting

May 23, 2024 Meeting

Agenda Item 30

I was able to view the video prepared by the LA Metro staff. Please support their recommendations.

I am FOR:

APPROVING the 170th/182nd Grade-Separated Light Rail Transit Alternative, also referred to as the Hybrid Alternative, as the Proposed Project for the Environmental Impact Report (EIR) and Locally Preferred Alternative (LPA) for the Metro C (Green) Line Extension to Torrance.

And authorizing the final preparation for an EIR.

The Hawthorne elevated train option would be more costly & dangerous to pedestrians. There are many crosswalks & bus stops along the heavily congested boulevard. An elevated train and platform would create another distraction for drivers and I fear they would not notice pedestrians as the drivers speed along this boulevard.

The Hawthorne train station does not provide parking spaces near this platform. (Unlike the Redondo Beach Transit Center) Consequently, some people will most likely park using the commercial parking spaces nearby.

Thank you,

From: [redacted]
Sent: Wednesday, May 22, 2024 2:03 PM
To: Board Clerk <BoardClerk@metro.net>; Kedron EMAIL ADDRESS <kedronjones@yahoo.com>
Subject: YES to HAWTHORNE BLVD

To whom it may concern,

I am a north Redondo Beach resident and have lived in the South Bay (Carson. Gardena, Torrance and Redondo Beach) for 24 years. I work in Manhattan Beach and my 2 children attend Redondo Beach schools.

I am 100% in favor of the HAWTHORNE BLVD ELEVATED option. I do NOT support the ROW option. I live near the existing train and it's already loud, my home rattles when it passes by and if it derails in my neighborhood it would tear through residential homes. There's no buffering space.

However, Hawthorne Blvd. is wide enough to support this type of infrastructure and the commercial district along Hawthorne NEEDS revitalization. The new mixed use area to replace the South Bay Galleria will be more successful as patrons can easily transport to and from the location.

You must choose Hawthorne Blvd!!!

NO on ROW Hybrid!!!!

YES to HAWTHORNE BLVD!!!!

Thank you,

[redacted]

From: [redacted]
Sent: Wednesday, May 22, 2024 2:29 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: Public Comment Item 30 for May 23, 2024 Board Meeting

•• PROTECTED

May 23, 2024 Meeting Agenda Item 30

I reviewed the video prepared by LA Metro staff and support their recommendation.

I am FOR:

APPROVING the 170th/182nd Grade-Separated Light Rail Transit Alternative, also referred to as the Hybrid Alternative, as the Proposed Project for the Environmental Impact Report (EIR) and Locally Preferred Alternative (LPA) for the Metro C (Green) Line Extension to Torrance as well as authorizing the final preparation for an EIR.

The Hawthorne option would require state approval, SCE infrastructure modification, add considerable cost, extend the overall build schedule, and create a traffic nightmare for commuters during construction. Utilizing the ROW will keep all trains away from traffic and make use of the existing station in Redondo Beach creating a convenient method of transferring to buses.

Sincerely,

[redacted]

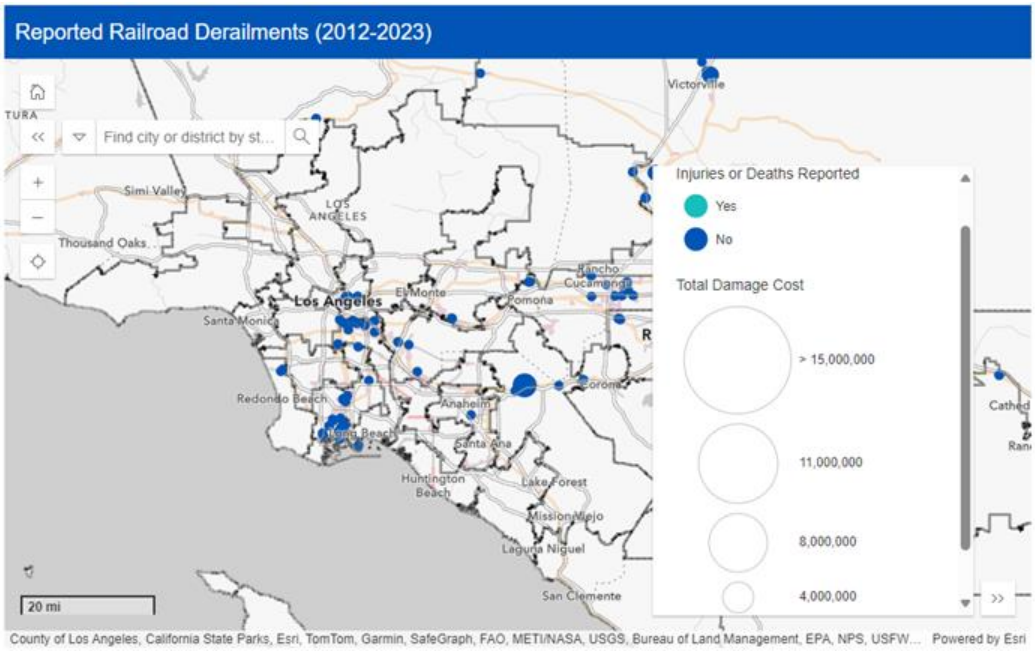
From: [redacted]
Sent: Wednesday, May 22, 2024 2:33 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: Metro BOD Meeting 5.23.24- Item 30, Oppose Staff Recommendation of ROW Hybrid

Dear Metro Board,

I am writing regarding item 30 on the agenda for the May 23, 2024 Metro Board Meeting. As a resident of the Franklin Park neighborhood of Redondo Beach, I have serious concerns regarding the staff recommendation of choosing the Hybrid Option as the Locally Preferred Alternative for the proposed Metro C (Green) Line Extension to Torrance Project (Project). As a local resident, the option of aligning the line down Hawthorne Blvd is a much safer and preferred alternative. If this can't be done, the residents living along the ROW would be better served by the no-build option. This is a matter of safety first and foremost, but also has long lasting financial, aesthetic and climate resiliency impacts.

Through Hawthorne, Lawndale and Redondo Beach, residential properties are nestled against the ROW. Running the extension down the ROW will increase the likelihood of a derailment event that will negatively impact the communities and will increase the likelihood of increasing the severity of such a derailment event which may result in loss of property and more importantly loss of life.

The following figure is a screenshot from the National League of Cities *Interactive Rail Safety Map* (https://www.nlc.org/resource/interactive-rail-safety-map-see-derailments-in-communities-across-the-u-s/).



It depicts local train derailment events from 2012-2023. As you can see, derailments can, and have, occurred locally. Thankfully, the events that have occurred to date in the region have been relatively

minor, with minimal financial cost and impacts to human safety. However, In looking at rail safety regionwide, an average of 3 derailments occur everyday, half of which involve hazardous material (https://www.nlc.org/resource/interactive-rail-safety-map-see-derailments-in-communities-across-the-u-s/). The considerable impacts that resulted from the derailment in East Palestine, Ohio last year should be a stark reminder of how things can go terribly wrong when a rail accident does happen in a community.

If the Metro extension follows the Hybrid alternative, tracks will be moved closer to homes and the volume of rail traffic down the ROW will massively increase (possibly 100s of times more if we compare the current traffic of 2-3 passes per day to the proposed 200 or more passes per day that will come with the new service). The closer proximity and sheer increased number of passages down the ROW greatly increases the risk to the community members living along the ROW.

I recently heard a Metro press conference on the radio, where one of the Board members stated “safety is foundational to Metro’s mission”. While the press conference was focused on the current state of emergency for public safety, if that statement is true and safety is foundational, the Metro Board should not run the extension down the ROW but rather should select the Hawthorne Corridor alternative or the no-build alternative. These are by far the safer options for the residents that live along the ROW.

In addition to being a safer option, the Hawthorne Alignment also provides broader public access to the line compared to the ROW alternatives. Metro’s own documents show the Hawthorne alignment is expected to draw more ridership compared to the others (ATTACHMENT A: Metro C (Green) Line Extension to Torrance Comparison of Alignments & Alternatives Evaluated in Draft EIR). Running the line down Hawthorne will also support the businesses along Hawthorne as it will more efficiently bring riders directly to the commercial area rather than dropping them on the edge of a residential neighborhood where they still have to figure out transfer to the commercial corridor.

There is also the additional consideration that the Hawthorne alignment may support future climate resiliency efforts over the ROW alignment. Urban areas in general and Los Angeles County, in particular suffer from a lack of greenspace and canopy cover. Increasing canopy cover aids in reducing urban heat sinks. The Hawthorne corridor is already covered in impermeable surfaces and there is limited ability to build in canopy coverage in the future. The ROW on the other hand is mostly open space and could be harnessed for additional canopy capacity in the future.

There are a number of reasons to not run the extension down the ROW and instead choose the Hawthorne alignment or no project. However, the safety of residents looms large over all of these. Given that derailments do happen, and the increased traffic of the extension will increase the probability of a derailment, please consider the long-term safety of residents and run the extension down the Hawthorne Corridor or choose no option at all.

Sincerely,

[redacted]

From: [redacted]
Sent: Wednesday, May 22, 2024 2:36 PM
To: GreenlineExtension <GreenlineExtension@metro.net>; Board Clerk <BoardClerk@metro.net>; executiveoffice@bos.lacounty.gov
Subject: Re: C Line Extension to Torrance Project: Support the Project at Metro's May Board Meeting!

PUBLIC COMMENT

Despite the misleading rhetoric and PR barrage of Metro - the community surrounding the project OBJECTS. If Metro does not choose the Hawthorne Blvd alternative, then CANCEL the project.

On Wed, May 22, 2024 at 2:29 PM Metro C Line (Green) Extension to Torrance <greenlineextension@metro.net> wrote:

Error! Filename not specified.

Participate in the Upcoming Metro Board Meeting for the C Line Extension to Torrance Project

On May 23, Metro Staff will present the Hybrid Alternative as their recommendation for the Locally Preferred Alternative (LPA) to define the Proposed Project in the Final Environmental Impact Report (EIR) to the full Metro Board of Directors. Public feedback at the Board Meeting is crucial as the project reaches this milestone.

The public will be able to participate and comment (Metro Board allows for one-minute public comment) at the Board meeting in-person but if you prefer or are unable to speak you may also comment by email at boardclerk@metro.net, or US Mail or by phone. Details are below:

Thursday, May 23, 10:00am
Staff Recommendation for LPA
Regular Board Meeting
In Person: One Gateway Plaza, Los Angeles, CA 90012, 3rd Floor, Metro Board Room
Watch online: boardagendas.metro.net
By phone: at 202-735-3323 and enter Access Code: 5647249# (English) or 7292892# (Español).
US Mail: at attn. Board Clerk—Metro, One Gateway Plaza, Los Angeles, CA 90012
Email: boardclerk@metro.net

Updated FAQs, Outreach Summaries & Video

Reminder that we've updated the list of frequently asked questions and answers and summaries of the most recent community engagement events based on the recent project updates. To access these documents, please go to the Project Filing Cabinet (Project Dropbox site). You can also access a shorter explanation of the Hybrid Alternative alignment to share with friends, family, and neighbors: in English and in Spanish. As well as a longer video that covers commonly asked questions about the Hybrid Alternative here.

Next Steps

If the Metro Board approves an LPA, the Project team will move forward with a Final EIR based on the selected LPA, perform additional analysis and design refinements, respond to public comments and questions received during the Draft EIR review period, and prepare a Mitigation, Monitoring & Reporting Program (MMRP) for the Proposed Project. More information can be found on the project website, www.metro.net/clineext.

Contact Us

You can contact us with questions or comments at greenlineextension@metro.net.

Participe en la próxima reunión de la Junta de Metro sobre la extensión de C Line Hacia Torrance

El 23 de mayo, el equipo de Metro presentará la recomendación de la alternativa híbrida como la alternativa preferida a nivel local para definir el proyecto propuesto en el Informe de Impacto Ambiental Final ante la Junta de Metro completa. La opinión del público en la reunión es crucial a medida que el proyecto llega a este hito. Visite el sitio web de Metro la semana del 20 de mayo para confirmar la publicación de este tema en la agenda en boardagendas.metro.net.

El público podrá participar y comentar (la Junta de Metro permite comentarios por parte del público de un minuto) en la reunión, ya sea de manera presencial, por correo electrónico a boardclerk@metro.net, por correo postal o por teléfono. Los detalles se encuentran a continuación:

Jueves, 23 de mayo a las 10:00 a. m.
Recomendación del equipo sobre la alternativa preferida a nivel local
Asamblea ordinaria de la Junta
Presencial: One Gateway Plaza, Los Angeles, CA 90012, 3er piso, Sala de la Junta de Metro
Véala por internet: boardagendas.metro.net

Por teléfono: al 202-735-3323 e ingrese el código de acceso: 5647249# (para inglés) o 7292892# (para español).
Por correo postal a: Board Clerk—Metro, One Gateway Plaza, Los Angeles, CA 90012
Correo electrónico: boardclerk@metro.net

Preguntas frecuentes actualizadas y video y resúmenes de difusión

Le recordamos que hemos actualizado la lista de preguntas frecuentes, las respuestas y los resúmenes de los eventos de participación comunitaria más recientes con base en las últimas actualizaciones del proyecto. Para acceder a estos documentos, visite las carpetas del proyecto (el sitio de Dropbox del proyecto).

También puede acceder a una explicación resumida de la alineación de la alternativa híbrida para compartir con amigos, familiares y vecinos en inglés y en español. Y, además, a un video más extenso que cubre las preguntas comúnmente hechas sobre la alternativa híbrida aquí.

Próximos pasos

Si la Junta de Metro aprueba una Alternativa preferida a nivel local, el equipo del proyecto avanzará con el Informe de Impacto Ambiental Final con base en la alternativa elegida, llevará a cabo análisis adicionales y refinará el diseño, responderá a comentarios públicos y a las preguntas recibidas durante el periodo de revisión del plan preliminar del Informe de Impacto Ambiental y preparará un programa de mitigación, monitoreo e informe para el proyecto propuesto. Puede encontrar más información en el sitio web del proyecto: www.metro.net/clineext.

Comuníquese con nosotros

Puede comunicarse con nosotros para hacer preguntas o comentarios en greenlineextension@metro.net.

Error! Filename not specified.

You have subscribed to receive Metro information, edit your preferences, manage subscriptions, or unsubscribe.
Your privacy is important to us, please review the Privacy Policy.
View this email online.

© 2024 Metro (LACMTA) One Gateway Plaza, Los Angeles, CA 90012-2952

This email was sent to menelson@gmail.com

From: [redacted]
Sent: Wednesday, May 22, 2024 2:50 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: c line against the ROW and Hybrid for Hawthorne blvd

We are against the proposed plan and voting for the C-Line Extension down HAWTHORNE BLVD RAIL ROUTE and not the ROW. Please listen to the people living along the proposed line.

We are against the right of way ROW and hybrid and concerned with safety, increased neighborhood traffic and noise just feet from our home in lawndale. Please use the HAWTHORNE BLVD RAIL ROUTE that is presently used for car and bus traffic now.

thanks

[redacted]

From: [redacted]
Sent: Wednesday, May 22, 2024 2:50 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: LPA study

Could you provide us with every detail the metro did to choose a LPA?

All local officials in Lawndale, Redondo Beach and Hawthorne support the Hawthorne Blvd option. Plus, the majority of the local residents support the Hawthorne Blvd. option.

There seems to be something terribly off here. We need to do a deep dive into why this study is so inaccurate.

Thank you,

[redacted]

From: [redacted]
Sent: Wednesday, May 22, 2024 3:10 PM
To: Board Clerk <BoardClerk@metro.net>; GreenlineExtension <GreenlineExtension@metro.net>; FourthDistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; jbutts@cityofinglewood.org
Cc: anajarian@glendaleca.gov; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; mayor.helpdesk@lacity.org; mbohlke@sbcglobal.net; councilmember.yaroslavsky@lacity.org; Kathryn@bos.lacounty.gov; paul.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; info@timsandoval.com; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Metro Green Line Extension

To Metro and Metro Board Members,

I live on Ruxton Lane in Redondo Beach, and have happily lived here for 23 years with my family of 5. I am extremely against placing the Metro rail on the ROW, as it would disturb and completely change our peaceful and joyful lives here. I wanted to clearly communicate to you that my neighbors and I do not want the Metro line next to our homes. I urge you to please place the metro line along Hawthorne Blvd, where it belongs. It just makes sense.
Please, keep me, my family, and my neighbors in mind when making your decision.
Thanks for your time,
[redacted]
Sent from my iPhone

From: [redacted]
Sent: Wednesday, May 22, 2024 3:13 PM
To: Board Clerk <BoardClerk@metro.net>; GreenlineExtension <GreenlineExtension@metro.net>; info@rightofsay.com; HollyJMitchell@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; jbutts@cityofinglewood.org
Cc: anajarian@glendaleca.gov; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; mayor.helpdesk@lacity.org; mbohlke@sbcglobal.net; councilmember.yaroslavsky@lacity.org; Kathryn@bos.lacounty.gov; paul.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; info@timsandoval.com; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: BOD 5/23, Item 30 - We OPPOSE Staff Recommendation ROW Hybrid

Dear Board Clerk, Directors et all,

This comment is coming from our collective community group Right Of Say. We are comprised of original members dating back to 2017 and have since partnered with Redondo Beach Quality of Life Coalition in Dec. 2020 and LawndaleGnomeKing in Feb 2023.

Let it go on record that we emphatically **OPPOSE the Metro staff recommendation of ROW Hybrid** and take offense at this being presented as a "compromise". The separated grade alternative was created out of necessity ONLY due to emergency response clearance per the cities of Lawndale and Redondo Beach raising this issue in their scoping letters.

We strongly oppose the language used, "Locally Preferred Alternative".

We have been communicating with Metro for over 5 years that not only do we as a community group support the Hawthorne Blvd option and oppose any form of the ROW, but our collective cities, Redondo Beach and Lawndale plus the City of Hawthorne officially support the Hawthorne Blvd option. That is the true Locally Preferred Alternative.

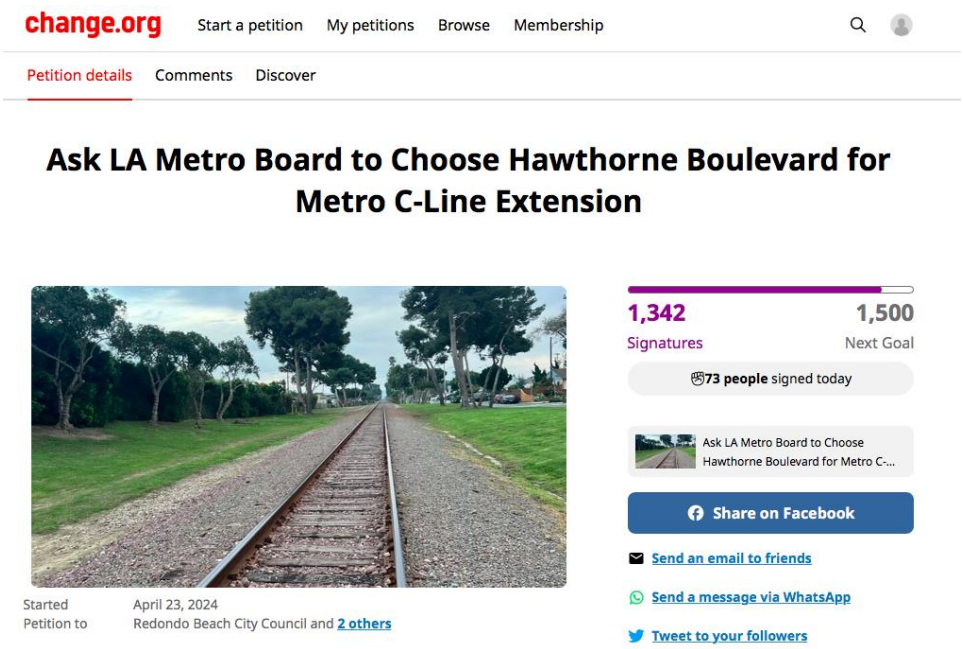
Please do not allow Metro to mince words in this way.

We have conducted our own reconnaissance to show you proof that this is a true non-debatable fact, Hawthorne Blvd elevated is the TRUE Locally Preferred Alternative. See screenshot below taken at 3:00pm Weds 5/22 to show **1,342** signatures. Wet signatures are also STILL BEING COLLECTED. As of now they are at approximately 200. At this link you will see the real time numbers as they continue to climb by the hour. Hawthorne Elevated is True LPA

As of this moment, 3pm Weds 5/22/24, we are counting a total of 1,542 signatures to include online and canvassed wet signatures asking the Metro Board of Directors to select the Hawthorne Blvd Elevated option as the TRUE Locally Preferred Alternative for the C-Line Extension to the South Bay route!

Respectfully,

[redacted]



From: [redacted]
Sent: Wednesday, May 22, 2024 3:20 PM
To: GreenlineExtension <GreenlineExtension@metro.net>; anajarian@glendaleca.gov; jdupontw@aol.com; FourthDistrict@bos.lacounty.gov; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; James Butts <jbutts@cityofinglewood.org>; Kathryn@bos.lacounty.gov; Councilmember Yaroslavsky <councilmember.yaroslavsky@lacity.org>; paul.krekorian@lacity.org; info@timsandoval.com; tina.backstrom@lacity.org; randall.winston@lacity.org; lawndalegnomeking@gmail.com; Kidada.Malloy@lacity.org; ThirdDistrict@bos.lacounty.gov; Board Clerk <BoardClerk@metro.net>
Subject: Urgent Appeal: Support Hawthorne Blvd. for C Line Extension to Torrance

Dear Members of the Metro Board of Directors,

I hope this letter finds you well. My name is Chelsea Schreiber, and I am writing to you on behalf of our community's concerned residents and stakeholders regarding the upcoming decision on the C Line Extension to Torrance.

Enclosed with this letter, you will find a comprehensive packet of information compiled from our community. This packet contains heartfelt letters, detailed analyses, and fervent pleas from residents, business owners, and community leaders who all share a common goal: to advocate for the Hawthorne Blvd. alignment for the C Line Extension.

We believe that the Hawthorne Blvd. option is the true locally preferred option, not the compromise Metro Staff presents it as. This sentiment is echoed by the overwhelming majority of our community members, who have repeatedly expressed their support for this alignment.

Hawthorne Blvd. preserves the integrity of our neighborhoods, respects the community member's wishes, and provides many benefits to all of the South Bay. It represents a solution that balances the need for improved transit connectivity with preserving our community's character and quality of life.

We understand the complexities and challenges involved in making this decision, and we sincerely appreciate your diligence and commitment to serving our region. However, we urge you to consider the voices of our community and recognize that the Hawthorne Blvd. option is the most viable and beneficial choice for all stakeholders involved.

As you review the information provided in this packet, we hope that you will carefully consider the overwhelming support for the Hawthorne Blvd. alignment and make the decision that best serves the interests of our community.

Over the past few weeks, we have collected over 1,300 signatures (and they're growing by the hour) in an updated petition requesting that you choose the Hawthorne Blvd. route. (Here is the petition - https://shorturl.at/LNPkY) as well as over 50 letters from businesses along Hawthorne Blvd. and around the South Bay, also requesting that you choose Hawthrone Blvd. (Those were emailed to you yesterday) We have come across a very small amount of people who are for the ROW route, and most of the people we come across conclude that Hawthorne Blvd. is the obvious answer. We hope you agree.

Thank you for your attention to this matter. We eagerly anticipate your thoughtful consideration of our community's concerns.

Sincerely,

[redacted]

p.s.,

I have attached the link to the community packet as well as a PDF version for your consideration. It was also hand-delivered to most of the board and mailed to three of them. Please share this with the board members, as our community truly poured their heart and soul into researching the information included in it.

Link - https://drive.google.com/file/d/1RHn5ACablH3mmV6v7kGJ479IhkdZgw17/view?usp=sharing

LawndaleCommunityGroup-Packet.pdf

From: [redacted]
Sent: Wednesday, May 22, 2024 3:29 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: Comments for C Line Extension to Torrance

Hi Metro Board,

As a Lawndale resident with a family, I believe it is crucial that we have a metro station in Lawndale for me and my family to use to get to work and other places we need to get to. A possible location could be on the south side of Manhattan Beach Blvd. between Inglewood and Firmona Ave. because that vacant area is close to homes and stores. In conclusion, please reconsider and look into putting a station in Lawndale. Please let me know.

Yours,

[redacted]
[redacted]

From: [redacted]
Sent: Wednesday, May 22, 2024 3:35 PM
To: Board Clerk <BoardClerk@metro.net>; FourthDistrict@bos.lacounty.gov; GreenlineExtension <GreenlineExtension@metro.net>; HollyJMitchell@bos.lacounty.gov; Kathryn@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; councilmember.yaroslavsky@lacity.org; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; info@timsandoval.com; jbutts@cityofinglewood.org; jdupontw@aol.com; mayor.helpdesk@lacity.org; mbohlke@sbcglobal.net; paul.krekorian@lacity.org; randall.winston@lacity.org
Subject: Metro Green Line Extension

To Metro and Metro Board Members,

I am a resident of 23 years who has lived on Ruxton Lane in Redondo Beach. We are a family of 5. I am 100% extremely against placing the Metro rail on the ROW, as it would disturb and completely change our peaceful and joyful lives here. No one here, all of my neighbors and their families DO NOT want the Metro here disturbing our lives! We are peaceful people who want to continue to live in peace! Please put this project where it belongs on Hawthorne Blvd. It clearly is where it belongs! Enough already. We want to live in peace and feel safe. Please, keep me, my family, and my neighbors in mind when making your decision.
Thanks for your time,
[redacted]

From: [redacted]
Sent: Wednesday, May 22, 2024 3:59 PM
To: Board Clerk <BoardClerk@metro.net>; FourthDistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; jbutts@cityofinglewood.org
Cc: anajarian@glendaleca.gov; karen.bass47@gmail.com; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; mbohlke@sbcglobal.net; councilmember.yaroslavsky@lacity.org; paul.krekorian@lacity.org; Kathryn@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; info@timsandoval.com; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: BOD 5/23, Item 30 - We OPPOSE Staff Recommendation ROW Hybrid

Dear Board Clerk, Directors et all,

This comment is coming from our collective community group Right Of Say. We are comprised of original members dating back to 2017 and have since partnered with Redondo Beach Quality of Life Coalition in Dec. 2020 and LawndaleGnomeKing in Feb 2023.

Let it go on record that we emphatically **OPPOSE the Metro staff recommendation of ROW Hybrid** and take offense at this being presented as a "compromise". The separated grade alternative was created out of necessity ONLY due to emergency response clearance per the cities of Lawndale and Redondo Beach raising this issue in their scoping letters.

We strongly oppose the language used, "Locally Preferred Alternative".

We have been communicating with Metro for over 5 years that not only do we as a community group support the Hawthorne Blvd option and oppose any form of the ROW, but our collective cities, Redondo Beach and Lawndale plus the City of Hawthorne officially support the Hawthorne Blvd option. That is the true Locally Preferred Alternative.

Thank You

[redacted]

[redacted]

Sent from my iPhone

From: [redacted]
Sent: Wednesday, May 22, 2024 4:14 PM
To: Board Clerk <BoardClerk@metro.net>; FourthDistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; jbutts@cityofinglewood.org
Cc: anajarian@glendaleca.gov; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; karen.bass47@gmail.com; fdutra@cityofwhittier.org; tina.backstrom@lacity.org; mbohlke@sbcglobal.net; councilmember.yaroslavsky@lacity.org; paul.krekorian@lacity.org; Kathryn@bos.lacounty.gov; info@timsandoval.com; randall.winston@lacity.org
Subject: BOD Item #30, Oppose Staff Recommendation of ROW Hybrid

Good Day Metro Board,

I oppose the Metro C-line extension-ROW hybrid through Lawndale and Redondo Beach residential areas. NO ROW C-line extension of any kind!! Hawthorne Elevated is NOW the LOCALLY PREFERRED ROUTE!! The Hawthorne route delivers higher ridership, economically largest potential and is SAFER!! Running freight trains carrying fuel, gas and dangerous chemicals with a single crew member(potentially), right next to commuter trains through dense residential areas is a disaster waiting to happen!! The ROW needs to GO! Elevated Hawthorne Route is the safer ailment. Please stand with Redondo Beach, Hawthorne and Lawndale Cities and vote NO on the ROW and Yes on Elevated Hawthorne !!
Thank You
[redacted]
Resident of Redondo

Sent from my iPhone

From: [redacted]
Sent: Wednesday, May 22, 2024 4:22 PM
To: RightOfSay/RBQoL <info@rightofsay.com>
Cc: Board Clerk <BoardClerk@metro.net>; GreenlineExtension <GreenlineExtension@metro.net>; HollyJMitchell@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; jbutts@cityofinglewood.org; anajarian@glendaleca.gov; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; mayor.helpdesk@lacity.org; mbohlke@sbcglobal.net; councilmember.yaroslavsky@lacity.org; Kathryn@bos.lacounty.gov; paul.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; info@timsandoval.com; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Re: BOD 5/23, Item 30 - We OPPOSE Staff Recommendation ROW Hybrid

NOTE: Petition signatures are still being added collected

We hope the Board has scheduled enough time to engage with the community members during tomorrows' meeting

[redacted]

On Wed, May 22, 2024 at 3:13 PM RightOfSay/RBQoL <info@rightofsay.com> wrote:

Dear Board Clerk, Directors et all,

This comment is coming from our collective community group Right Of Say. We are comprised of original members dating back to 2017 and have since partnered with Redondo Beach Quality of Life Coalition in Dec. 2020 and LawndaleGnomeKing in Feb 2023.

Let it go on record that we emphatically **OPPOSE the Metro staff recommendation of ROW Hybrid** and take offense at this being presented as a "compromise". The separated grade alternative was created out of necessity ONLY due to emergency response clearance per the cities of Lawndale and Redondo Beach raising this issue in their scoping letters.

We strongly oppose the language used, "Locally Preferred Alternative".

We have been communicating with Metro for over 5 years that not only do we as a community group support the Hawthorne Blvd option and oppose any form of the ROW, but our collective cities, Redondo Beach and Lawndale plus the City of Hawthorne officially support the Hawthorne Blvd option. That is the true Locally Preferred Alternative.

Please do not allow Metro to mince words in this way.

We have conducted our own reconnaissance to show you proof that this is a true non-debatable fact, Hawthorne Blvd elevated is the TRUE Locally Preferred Alternative. See screenshot below taken at 3:00pm Weds 5/22 to show **1,342** signatures. Wet signatures are also STILL BEING COLLECTED. As of now they are at approximately 200. At this link you will see the real time numbers as they continue to climb by the hour. Hawthorne Elevated is True LPA

As of this moment, 3pm Weds 5/22/24, we are counting a total of 1,542 signatures to include online and canvassed wet signatures asking the Metro Board of Directors to select the Hawthorne Blvd Elevated option as the TRUE Locally Preferred Alternative for the C-Line Extension to the South Bay route!

Respectfully,

[redacted]

Ask LA Metro Board to Choose Hawthorne Boulevard for Metro C-Line Extension



Started April 23, 2024
Petition to Redondo Beach City Council and 2 others

1,342 Signatures
1,500 Next Goal

73 people signed today


Ask LA Metro Board to Choose Hawthorne Boulevard for Metro C-...

Share on Facebook

Send an email to friends

Send a message via WhatsApp

Tweet to your followers

From: [redacted]
Sent: Wednesday, May 22, 2024 4:31 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: No to the ROW!

Please, I strongly urge you to choose the Hawthorne Blvd option. Please don't put these tracks in our neighborhood. Please don't disrupt our neighborhood. Please think of our families, our children, our safety, our homes. Please vote with intention and heart. How would you vote if this was your home? Your family? Your life savings and your home value/equity in jeopardy? How would you feel if your safe space was being threatened? Our family has occupied this home for over 50 years. This home and this neighborhood is our safe space. We are proud of our little community. We love our community. Please don't disrupt the community in this way when there is another option that is entirely feasible. We are real people, not numbers. These trains will disrupt our entire lives and community if they run in our literal backyards.

You have the responsibility of making this choice, please make one that is equitable and one you would want for yourself and family.

Thank you,

[redacted]

From: [redacted]
Sent: Wednesday, May 22, 2024 4:38 PM
To: Board Clerk <BoardClerk@metro.net>; GreenlineExtension <GreenlineExtension@metro.net>; FourthDistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; Jbutts@cityofinglewood.org
Cc: anajarian@glendaleca.gov; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; mayor.helpdesk@lacity.org; mbohlke@sbcglobal.net; councilmember.yaroslavsky@lacity.org; Kathryn@bos.lacounty.gov; paul.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; info@timsandoval.com; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: BOD Item 30 - OPPOSE Staff Recommendation of ROW Hybrid

Dear Board of Directors,

After reviewing the information of both the Metro Staff's recommendation (Hybrid option) and the **residents' preferred option (Hawthorne Blvd.)**, my family and I advocate for the Hawthorne option for the following reasons:

1. Most Useful Place: The extension could go underground from the intersections of Manhattan Beach Blvd and the ROW through the 405 and transition to above grade (elevated) south of the 405 on Hawthorne Blvd. This option could connect focused equity communities with a 100% ridership rail option, not just a mere 60 to 65% ridership rail.

2. DEIR Considerations: The DEIR **does not** study the proposed Metro Staff Hybrid option. If it isn't in the DEIR report, Metro staff does not have to address any questions or concerns related to the Hybrid option.

3. Environmental Conservation: The Hawthorne alternative prioritizes the preservation of open space and existing trees. This not only maintains the natural beauty of our area but also supports local biodiversity. The existing trees provide habitats for **Great Blue Herons** and potentially other species. Residents have reported sightings of Great Blue Herons in the ROW **(see the attached picture)**. Preserving their habitat through the Hawthorne option supports local wildlife and enhances our community's and visitors' connection with nature.

4. Shade and Cooling: The mature trees already present offer significant shade, which is beneficial during the warmer months. This natural cooling effect can improve the comfort of our residents and visitors.

5. Residents Feedback: Aligning your decisions with the interests of the residents fosters a stronger, more engaged community. As of yesterday, we had **1,349 signatures on Change.org supporting our preference**.

In conclusion, the Hawthorne Blvd. option is the most useful place; it not only aligns with our environmental goals but also resonates with the preferences and well-being of our residents. By conserving open space and existing trees, we uphold our commitment to sustainability and community satisfaction.

Thank you for considering this perspective. I am confident that choosing the Hawthorne Blvd. option will be a decision that benefits our environment, community, and commuters.

Respectfully,

Maricela Guillermo

Redondo Beach Resident

From: [redacted]
Sent: Wednesday, May 22, 2024 4:46 PM
To: Board Clerk <BoardClerk@metro.net>; GreenlineExtension <GreenlineExtension@metro.net>; FourthDistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; Jbutts@cityofinglewood.org
Cc: anajarian@glendaleca.gov; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; mayor.helpdesk@lacity.org; mbohlke@sbcglobal.net; councilmember.yaroslavsky@lacity.org; Kathryn@bos.lacounty.gov; paul.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; info@timsandoval.com; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Metro C Line Extension – Peculiar Petroleum Pipeline Paths – AGAINST Hybrid Alternative (ROW); FOR Hawthorne Option

Subject: Metro C Line Extension – Peculiar Petroleum Pipeline Paths – AGAINST Hybrid Alternative (ROW); FOR Hawthorne Option

To: Metro and Metro Board Members

Two of the petroleum pipelines cross underneath the Freight Main Tracks. This adds to the challenges of shoehorning the Light Rail Tracks into the ROW, which will necessitate careful planning and cautious construction. The Hawthorne Elevated Option doesn't have these kinds of challenges.

Reference: Draft EIR (January 2023) – 3.9 Hazardous Materials, page 3.9-16.

I've written a lot of emails, and I'm sure you've read a lot of emails. I put some intentional embedded humor into this email. Sometimes a variation of style and tone helps to communicate.

Slide 1 (attached) is an excerpt from Draft EIR (January 2023) – 3.9 Hazardous Materials, page 3.9-16, which states that one of the petroleum pipelines that runs within the ROW, is a 20-inch Chevron gas line. I don't know if this is the largest of the 8 (by my count pipelines) but it is the largest pipeline listed in the Draft EIR. And as "engineering luck" would have it, the biggest has to be a peculiar pipeline.

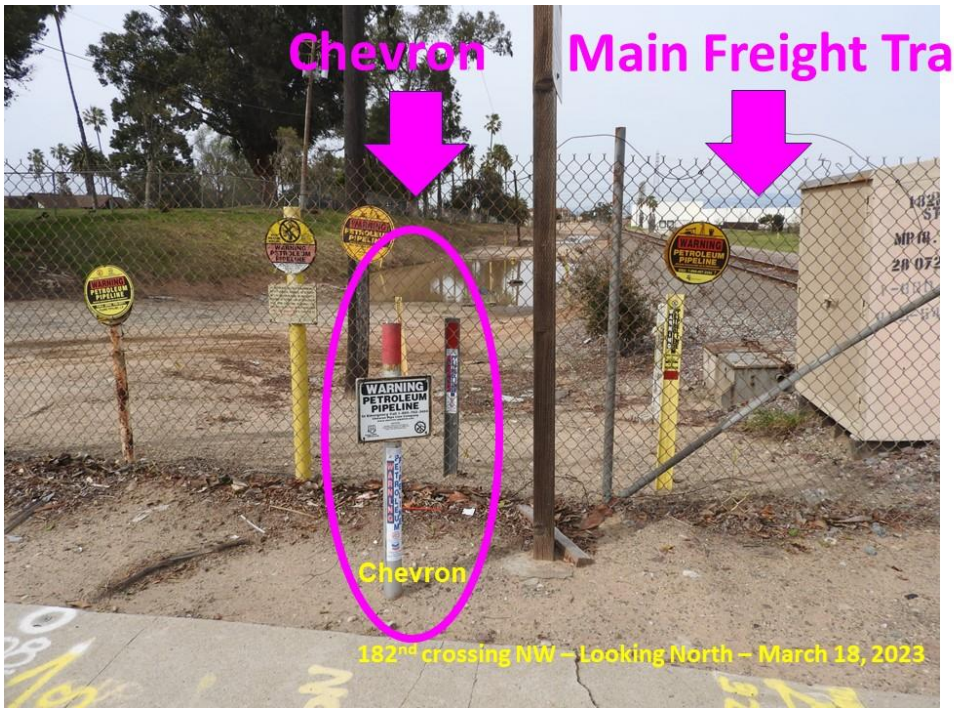
3.9-3.1.6 Petroleum Hydrocarbons

The term petroleum hydrocarbons is a general designation for a variety of compounds of various uses, origins, and hazardous characteristics. Types of petroleum hydrocarbons include gasoline and diesel (flammable fuels), crude oil, motor oil, waste oil, lubricating oil, hydraulic oil, hydrocarbon gases and others. Petroleum hydrocarbon mixtures, such as gasoline, can also contain other chemicals (such as benzene) that pose environmental concerns. Health effects associated with swallowing or inhaling hydrocarbons include lung irritation, with coughing, choking, shortness of breath, neurologic problems, irregular heartbeats, rapid heart rate, or sudden death, particularly after exertion or stress. Of the major types of hydrocarbons noted above, gasoline and diesel would be associated with petroleum pipelines, underground (or aboveground) storage tanks and leaking tanks; motor oil, waste oil, and hydraulic oil would be associated with auto repair shops and similar facilities. Releases of these materials, which are typically point source locations, are typically straightforward to identify and remediate.

Several oil and gas pipelines run within the Metro ROW including a 10-inch Shell crude oil, 8-inch ExxonMobil jet fuel, and 20-inch Chevron gas lines. Due to various reasons, the subsurface utility lines could potentially leak and contaminate the subsurface. Therefore, it is possible to encounter hydrocarbon contamination during construction that can be a potential concern, particularly if swallowed or inhaled. As noted in PF-US-1 in Section 3.11, Utilities and Service Systems, prior to ground-disturbing activities, all oil and gas pipelines within the Project ROW would be identified and marked onsite in coordination with the well owners to avoid damaging the pipelines.

S1

Slide 2 shows the northwest corner of where the Freight Main Track crosses 182nd Street. The Chevron buried pipeline warning sign has been annotated with a magenta circle and arrow.



S2

Slide 3 shows the northwest corner of where the Freight Main Track crosses the bridge over Hawthorne Blvd. The Chevron buried pipeline warning sign has been annotated with a magenta circle and arrow.



So, the one on the left, is on the right, to echo an old Johnny Cash song. It appears to cross underneath the Freight Main Track, somewhere between 182nd Street and Hawthorne Blvd., perhaps somewhere along the curve and the berm.

Slides 4, 5, 6, 7, 8, and 9 were taken during a recent walk along Firmona Avenue. In between the home, what appear to be red, white and blue Chevron buried pipeline warning markers, can be seen on top of the berm, near the Freight Main Track.

Slides 4 and 5 provide a street view and a zoomed in view that is in between 906 and 904 Firmona.

S4



906
Firmona

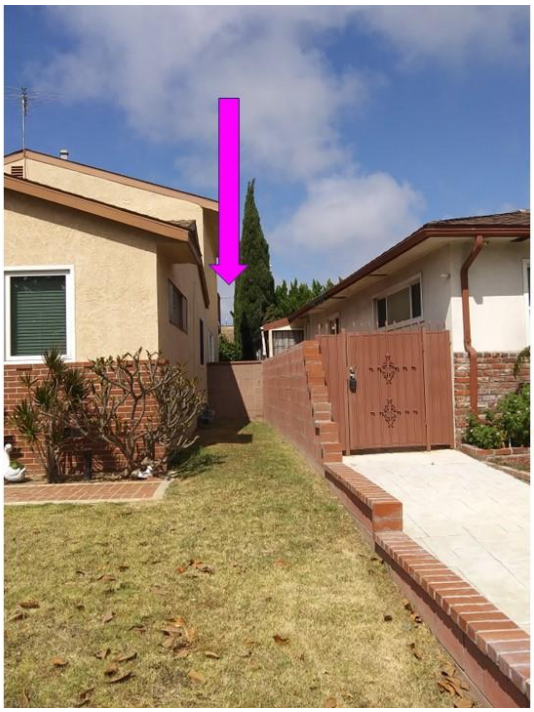


904
Firmona

S5

Slides 6 and 7 provide a street view and a zoomed in view that is in between 904 and 902 Firmona.

904 Firmona



902 Firmona

S6

904 Firmona



902 Firmona

S7

Slides 8 and 9 provide a street view and a zoomed in view that is in between 802 and 800 Firmona.



S8

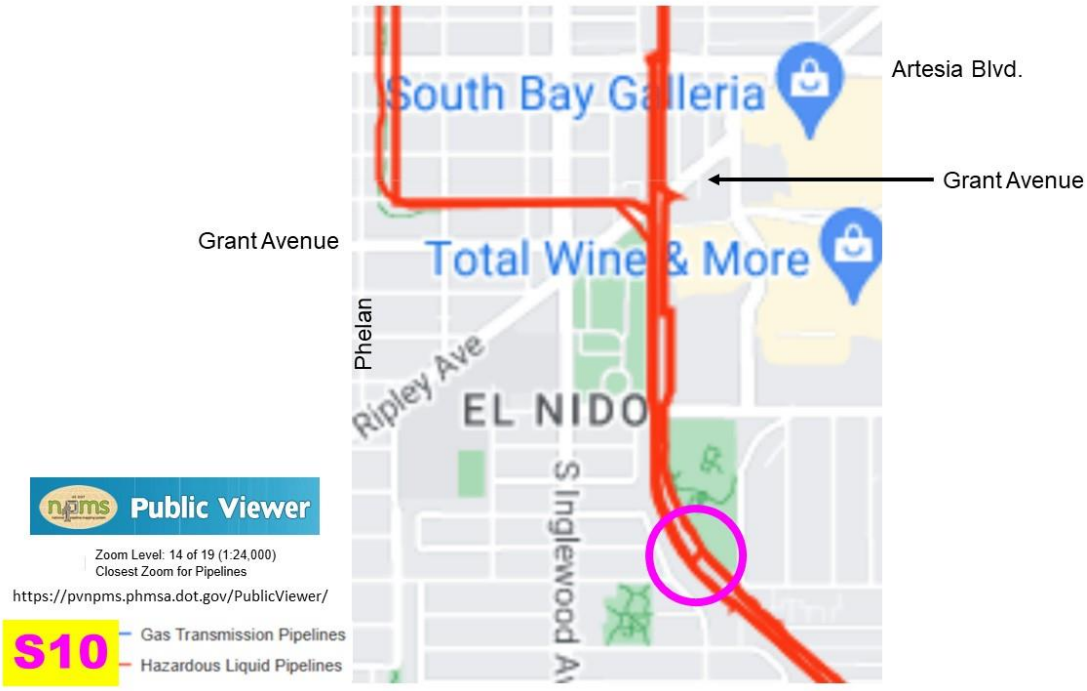
802
Firmona



800
Firmona

S9

Slide 10 contains a screen snapshot from the Department of Transportation (DOT) website that shows the gas and hazardous pipeline network, which is zoomed in to the limit of what is allowed for public access. It is further enlarged to focus on a one-mile area, from a little north of Artesia Blvd., to a little north of 190th Street. I have annotated the screen snapshot with a magenta circle to show what may be an indication of where the Chevron 20-inch gas pipeline crosses underneath the Freight Main Track.



Another pipeline apparently crosses underneath the Freight Main Track. This crossing is at the bridge where the Freight Main Track crosses over Artesia Blvd.

Slide 11 shows the <u>northeast corner</u> of where the Freight Main Track crosses the bridge over Artesia Blvd. The Torrance Logistics buried pipeline warning sign has been annotated with a yellow arrow and a zoomed in picture of the sign.

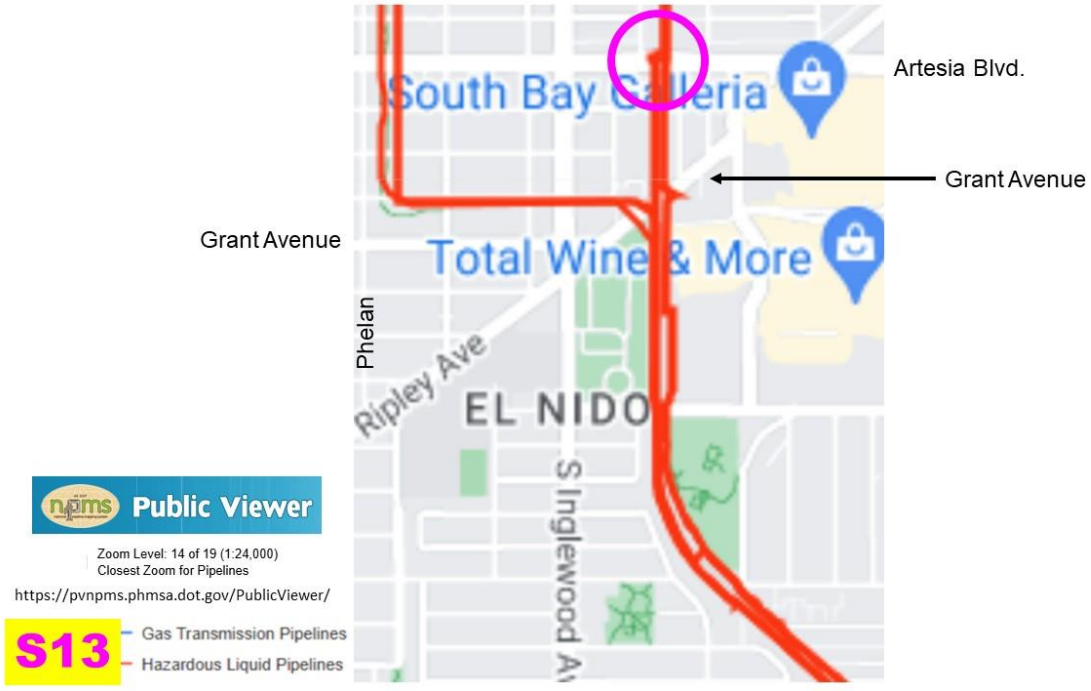


Slide 12 shows the <u>southwest corner</u> of where the Freight Main Track crosses the bridge over Artesia Blvd. The Torrance Logistics buried pipeline warning sign has been annotated with a yellow arrow and a zoomed in picture of the sign.



So, the one on the right, is on the left, to again echo the old Johnny Cash song. It appears to cross underneath Artesia Blvd. somewhere under the Freight Main Track bridge.

Slide 13 contains a screen snapshot from the Department of Transportation (DOT) website that shows the gas and hazardous pipeline network, which is zoomed in to the limit of what is allowed for public access. It is further enlarged to focus on a one-mile area, from a little north of Artesia Blvd., to a little north of 190th Street. I have annotated the screen snapshot with a magenta circle to show what may be an indication of a pipeline crossing underneath Artesia under the Freight Main Track bridge.



So far, this has been "a tale of two pipelines." But there is yet another peculiarity that I found. As I've said in a previous email, I believe I should share what I see.

Slide 14 gives a view of the northwest corner of where the Freight Main Track crosses the bridge over Artesia Blvd., which has been annotated with a magenta arrow. What is this? Could that be buried pipeline warning marker? Let's take a closer look.

S14



Slide 15 gives a zoomed view. Yes indeed. It is a buried pipeline warning mark. Why is it so far away from the ROW?

S15



Slide 16 gives some excerpts from page 2-4 of the BNSF Railway Utility Accommodation Policy, Part 2 Utilities Paralleling Railroad Property, C. Underground Installations, 5. Underground Utility Installations …, b. Pipelines. The following 2 subsections have been highlighted with magenta underlines. "i. Any pipeline installation paralleling BNSF property shall be within ten (10) feet of property line and a minimum of forty (40) feet from track." (ii. If the pipeline is proposed to be located forty (40) feet or less from centerline of nearest track, the pipeline shall be encased in a steel pipe subject to approval from BNSF. No pipe may be placed closer than twenty-five (25) feet from centerline of any track. Pipe must be buried with a minimum cover of six (6) feet."

UTILITY ACCOMMODATION POLICY

BNSF RAILWAY



Engineering Services
February 15, 2024

PART 2 - UTILITIES PARALLELING RAILROAD PROPERTY

C. Underground Installations

5. Underground utility installations should be located on top of the back slope at the outer limits of railroad property as follows:

b. Pipelines

i. Any pipeline installation paralleling BNSF property shall be within ten (10) feet of property line and a minimum of forty (40) feet from track.

ii. If the pipeline is proposed to be located forty (40) feet or less from centerline of nearest track, the pipeline shall be encased in a steel pipe subject to approval from BNSF. No pipe may be placed closer than twenty-five (25) feet from centerline of any track. Pipe must be buried with a minimum cover of six (6) feet. If less than minimum depth is necessary because of existing utilities, water table, ordinance or similar reasons, the line shall be rerouted.

S16

page 2-4

https://www.bnsf.com/bnsf-resources/pdf/about-bnsf/utility.pdf

I wonder what the process and requirement are, for petroleum pipelines that cross underneath a railroad track?

In summary, **two of the petroleum pipelines cross underneath the Freight Main Tracks. This adds to the challenges of shoehorning the Light Rail Tracks into the ROW, which will necessitate careful planning and cautious construction. The Hawthorne Elevated Option doesn't have these kinds of challenges.**

From:

[redacted]

[redacted]

[redacted]

[redacted]

From: [redacted]
Sent: Wednesday, May 22, 2024 4:50 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: +FourthDistrict@bos.lacounty.gov; +HollyJMitchell@bos.lacounty.gov; +jbutts@cityofinglewood.org; GreenlineExtension <GreenlineExtension@metro.net>
Subject: 5/23/24 Board Meeting: #30 - FOR Hybrid ROW for C Line Extension to Torrance

Honorable LA Metro Board of Directors,

As a resident of the South Bay, I write to share my strong support for the C Line Extension to Torrance project and for the staff recommendation for the Hybrid ROW Alternative. The extension will provide an affordable, convenient, and efficient light rail trip from Torrance to Redondo Beach, El Segundo, LAX, and Inglewood as part of the K Line. It will serve residents and equity-focus communities in the South Bay and along the K Line with convenient access to jobs, schools, and destinations. It's time we get this built!

I would like to express my support for the staff recommendation for the Hybrid ROW Alternative. This route makes the best use of existing funds and local transit investments by connecting directly to the Redondo Beach and Torrance transit centers for multimodal connectivity and modernizing the existing rail corridor. The Hawthorne option is significantly more costly ($730 million more than Hybrid ROW), would involve lengthy Caltrans and NEPA approvals, and is not recommended by staff. Redondo Beach Transit Center was located with a future light rail station in mind and will best serve transit riders instead of a highway median station on Hawthorne Blvd (SR 107). No homes will be taken with Hybrid ROW and construction will be streamlined because Metro already owns the right-of-way.

I support Metro's extensive community engagement process and engineering studies and would like to see this built without further delay along the right-of-way so that more people can benefit. The Hybrid Alternative addresses neighborhood concerns with safety and noise while providing a cost-effective and deliverable project. Hybrid is the all-inclusive solution adding light rail, grade separations, freight rail safety upgrades, and neighborhood trails in a cost-effective and timely manner. Metro has successfully delivered similar transit projects throughout the County.

The extension will bring numerous benefits to the entire South Bay region, providing equity and mobility for all who live and work here. Thank you for advancing public transit in LA County and the South Bay. Respectfully,

[redacted]

Redondo Beach CA

From: [redacted]
Sent: Wednesday, May 22, 2024 4:56 PM
To: Board Clerk <BoardClerk@metro.net>; FourthDistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; GreenlineExtension <GreenlineExtension@metro.net>; jbutts@cityofinglewood.org
Subject: Metro Green Line Extension

Hi, I am a resident of Ruxton Lane in Redondo Beach where the metro is planned on being built. I know myself as well as my neighbors are highly against this. We have voiced many times. I have been here for 20 years peacefully and planned to live here to raise my family. If this is built, the peace will be gone. Hawthorne boulevard is a great place to build the metro as it will not be in the way of any resident homes. How would it feel if this metro was being built right in your backyard.

[redacted]

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza,
Los Angeles, CA 90012-2952

Stephanie N. Wiggins
Chief Executive Officer
213.922.7599 Tel
213.922.7447 Fax
wigginss@metro.net

May 20, 2024

VIA EMAIL

Mr. Sergio Gonzalez
City Manager
City of Azusa
213 E. Foothill Blvd.
Azusa, CA 91702

Dear Mr. Gonzalez:

Thank you for your comments and support in our efforts to expand improvements to public safety and cleanliness throughout our Metro system. Your comments are well received, and I wanted to share some insight in our approach to APU/Citrus College end-of-line station. While we did not specifically call out APU/Citrus College Station in the February 7, 2024 presentation to the Technical Advisory Committee, we want to

challenges

experiencing homelessness (PEH), mental health,

and the drug crisis, and we are stepping up efforts to ensure appropriate activity within Metro stations and trains.

As stated in our recent presentation, these station improvements have included tactical environmental design interventions paired with a human-centered approach to offer supportive services to those in need and an increased cleaning regimen.

Specifically at APU/Citrus College Station, this has included the following:

- Daily HOME outreach from Monday through Friday at 7:00 AM each morning
    - Includes Multi-Disciplinary Teams (MDTs) consisting of:
        - Social workers
        - Mental health specialists
        - Substance use specialists
        - Outreach workers with lived experience
        - Healthcare workers
    - Resulted in nearly 100 enrollments into supportive services since October 2023
- Weekly high pressure washing and scrubbing of the station and parking structure
- Around-the-clock security and law enforcement partner presence, including resources to close the station after the last train of the service day, and specialized Mental Evaluation Teams (MET) from LASD

However, our work doesn't stop here. On April 18, 2024, our Station Experience team convened an onsite meeting at APU/Citrus College Station, which included representatives from our multilayered deployment, as well as the Chief of Police for the Azusa Police Department and his leadership team. The station walkthrough was very helpful, as we identified potential areas for improvement and collaboration. As part of this effort, Azusa PD has offered to work more closely with the Los Angeles County Sheriff's Department (LASD), our law enforcement partner at this station, on increased visibility of this station and the immediate area. Further, we identified several city light poles that were inoperable, and where we identified several individuals loitering in these dark areas. We have worked with your team to have those lights repaired so that visibility is uniform throughout the Metro station and surrounding area.

In May 2024, we will begin a new Parking Lot User Safety (PLUS) Program initiative, which will include an ambient sound device pilot within the parking structure designed to reinforce appropriate park and ride activity within the parking structure. We will be instituting this pilot in close coordination with LASD, Azusa PD, HOME Outreach, Transit Ambassadors, and Security.

As you noted, the challenges at APU/Citrus College Station are uniquely related to the end-of-line, and that the circumstances may change once the next A Line extension opens to Pomona. Therefore, we will continue to work on improving public safety and cleanliness with a commitment to pivot resources and tactics as we see changes in activity. Further, we were also informed that the Azusa Downtown Parking Structure that is jointly utilized by the City of Azusa has similar challenges as our end-of-line station at APU/Citrus College. We would be happy to work closely with you on how we can reimagine the parking structure utilization and oversight to better serve the City of Azusa community.

I want to thank you again for your comments and support for Metro. If you have any further feedback, please reach out to our Deputy Executive Officer of Station Experience, Stephen Tu, who is leading this effort. Stephen can be reached at 213-418-3005 or tus@metro.net.



May 2024 RBM General Public Comments

From: [redacted]
Sent: ¢dzŜăŘl·ȅΣ a l·ȅ тΣ нлнп тΥмс t a
To: .ƻl·ɴŘ /fŜɴʅ ƒ .ƻl·ɴŘ/fŜɴʅ ƧΥŜǘɴƻφyŜǘƧ
Subject: /ƻΥΥŜyǘă Ŧƻɴ LǘŜΥ нн π .ɴƛŘƎŜ ǘƻ Cl·ɴŜfŜăăyŜăă a ƻəƻƴóƛŦ LJdzōfƛŎ ŎƻΥΥŜyǘ ƛă yƻǘ l·ffƻǿŜŘ Ŧƻɴ ǘƘƛă ƛǘŜΥΣ LJfŜl·ăŜ ΥƻǾŜ ǘƻ DŜyŜɴl·f tdzōfƛŎ /ƻΥΥŜyǘǘ

Comments for Item 22 - Bridge to Farelessness Motion
If public comment is not allowed for this item, pleace consider the following as General Public Comment:

Mayor Karen Bass, and Metro Board of Directors,

My name is Libby Sarkin. I have been a resident of Los Angeles since 2002 when I moved here to complete my college education. I was overjoyed when the metro lines were first opened, bridging an opportunity to be more green, faster commute, and a chance to compete with other major global cities in transportation.

I am now a mom. Prior to being a mom, I worked as a child development specialist for 18 years with LA's autistic and special needs children. We always took the train. Whether for fun to ride the train, to get to the rose garden or natural history museum or even just to get to Union Station and walk to a park for a picnic, or go quickly to the beach and not deal with parking!!

I have just returned to La after my husband's job relocated us during the pandemic. We bought a beautiful home in Hyde park and I am thrilled my daughters will get to see and learn this amazing city.

I cannot for the life of me understand why not more is being done to improve the metro lines. The woman who was murdered, the accidents, the safety of the employees… I am saddened and frustrated. I live so close to E line and was excited to share the ease of transportation with my kids. I won't step foot on the trains now. It would be gambling mine and my kids lives.

More must be done to stop the dangerous, rule breaking people who demonstrate a disregard for authority and thus humanity and not allow them to ride the trains. Homeless or with home. More must be done to enforce a safe transport for all people of Los Angeles. Every major city in the world except ours has figured out methods to minimize dangerous crimes on trains, homeless living on trains and offer protection for those on trains.

I beg you to please make this a priority to make the necessary changes for the sake of Angelenos who not only depend on metro lines for their livelihood but for those who desire to leave less carbon footprint and enjoy public transport.

Thank you,
[redacted]
ÉlJŰqɯnlŸ ů ɯ ů !ɯŔÂőŸŰlJ

C[redacted]
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SEPTA Launches 3D Fare Gates Pilot Program with Conduent Transportation to Detect and Deter Fare Evasion

SEPTA Launches 3D Fare Gates Pilot Program with Conduent Transportation to Detect and Deter Fare Evasion

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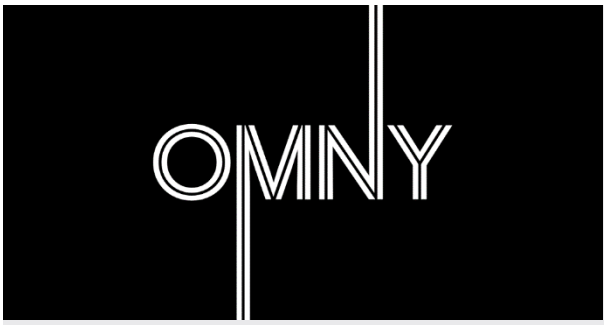

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MINUTES

Thursday, May 23, 2024

10:00 AM

Board of Directors - Regular Board Meeting

DIRECTORS PRESENT:

Karen Bass, Chair
Fernando Dutra, 2nd Vice Chair
Kathryn Barger
James Butts
Jacquelyn Dupont-Walker
Lindsey Horvath
Holly J. Mitchell
Ara J. Najarian
Hilda Solis
Gloria Roberts, non-voting member

Stephanie Wiggins, Chief Executive Officer

CALLED TO ORDER: 10:21 A.M.

ROLL CALL

1. APPROVED Consent Calendar Items: 2, 5, 6, 7, 8, 9, 10, 13, 16, 17, 20, 21, 22, 23, and 28.

Consent Calendar items were approved by one motion and no items were held by a Director for discussion and/or separate action.

JH	FD	KB	JB	JDW	LH	PK	HJM	AJN	TS	HS	KY	KRB
A	Y	Y	Y	Y	Y	A	Y	Y	A	Y	A	Y

**Voting Deviations:*
Item 6 – the following Directors were conflicted: JH, KB, and LH
Item 8 – the following Director was conflicted: KRB
Item 16 – the following Directors were conflicted: JH, HS, KY, and KRB

2. SUBJECT: MINUTES **2024-0351**

APPROVED ON CONSENT CALENDAR Minutes of the Regular Board Meeting held April 25, 2024.

3. SUBJECT: REMARKS BY THE CHAIR **2024-0352**

RECEIVED remarks by the Chair.

JH	FD	KB	JB	JDW	LH	PK	HJM	AJN	TS	HS	KY	KRB
A	P	P	P	P	P	A	P	P	A	P	A	P

4. SUBJECT: REPORT BY THE CHIEF EXECUTIVE OFFICER **2024-0353**

RECEIVED report by the Chief Executive Officer.

JH	FD	KB	JB	JDW	LH	PK	HJM	AJN	TS	HS	KY	KRB
A	P	P	P	P	P	A	P	P	A	P	A	P

****

KB = K. Barger	FD = F. Dutra	HJM = H.J. Mitchell	KY = K. Yaroslavsky
KRB = K.R. Bass	JH = J. Hahn	AJN = A.J. Najarian	
JB = J. Butts	LH = L. Horvath	TS = T. Sandoval	
JDW = J. Dupont Walker	PK = P. Krekorian	HS = H. Solis	

LEGEND: Y = YES, N = NO, C = CONFLICT, ABS = ABSTAIN, A = ABSENT, A/C = ABSENT/CONFLICT, P = PRESENT

5. **SUBJECT: COMMUTER OPTIONS AND REGULATORY COMPLIANCE SUPPORT - REGIONAL RIDESHARE SOFTWARE AGREEMENT** **2024-0165**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to execute a five-year Regional Rideshare Software Partnership Funding Agreement (Agreement) with the five bordering County Transportation Commissions for an estimated average annual budget of $224,798 per year, or a total not to exceed five-year amount of $1,123,986.

6. **SUBJECT: NORTH HOLLYWOOD JOINT DEVELOPMENT** **2024-0252**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer or designee to extend the existing Exclusive Negotiation Agreement and Planning Document with NOHO Development Associates, LLC, a Delaware limited liability company (Developer) for the North Hollywood Joint Development Project for an additional six (6) months.

7. **SUBJECT: REGIONAL RAIL ON-CALL SERVICES** **2024-0021**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer (CEO) to EXECUTE:

A. Modification No. 2 to the Regional Rail Engineering and Design On-Call Services Contract Nos. AE56750000 through AE56750004 to exercise the first one-year option term in the amount of $2 million increasing the not-to-exceed (NTE) cumulative contract amount from $11 million to $13 million and extending the period of performance from August 14, 2024, to August 13, 2025;

B. Modification No. 2 to the Regional Rail Project Management On-Call Services Contract Nos. AE5664300001, AE5664300102, AE5664300202, and AE5664300302 to exercise the first one-year option term in the amount of $2 million increasing the NTE cumulative contract amount from $10 million to $12 million and extending the period of performance from August 14, 2024, to August 13, 2025; and

C. Individual task orders for Engineering and Design On-Call services in the cumulative NTE amount of $13 million and for Project Management On-Call services in the cumulative NTE amount of $12 million.

8. **SUBJECT: DUARTE/CITY OF HOPE STATION JOINT DEVELOPMENT** **2023-0448**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to execute an 18-month Exclusive Negotiation Agreement and Planning Document (ENA), with the option to extend for an additional two, 12-month periods, with Jamboree Housing Corporation (Developer) for the development of Metro-owned property at the Duarte/City of Hope A Line Station (Site), subject to resolution of all properly submitted protest(s), if any.

9. SUBJECT: MEASURE M MULTI-YEAR SUBREGIONAL PROGRAM UPDATE - SAN GABRIEL VALLEY SUBREGION **2024-0232**

APPROVED ON CONSENT CALENDAR:

A. inter-program borrowing and programming of $5,543,000 from Measure M Multi-Year Subregional Program (MSP) - Highway Demand Based Programs to Measure M MSP - Highway Efficiency Program to support grade separation projects;

B. programming of an additional $124,800 for Planning Activities for Measure M MSP; and

C. AUTHORIZING the CEO or their designee to negotiate and execute all necessary agreements and/or amendments for approved projects.

10. SUBJECT: HIGH DESERT CORRIDOR FY25 WORK PROGRAM **2024-0084**

APPROVED ON CONSENT CALENDAR:

A. $4,374,000 in Measure M High Desert Multipurpose Corridor (HDMC) funds identified in the Expenditure Plan for Right-Of-Way acquisition to be repurposed to the High Desert Corridor (HDC) Joint Powers Agency (JPA) for the Fiscal Year (FY) 2025 work program;

B. $2,200,000 in Measure M High Desert Multipurpose Corridor (HDMC) funds identified in the Expenditure Plan for Right-Of-Way acquisition to be repurposed to complete the HDMC High Speed Rail (HSR) Service Development Plan (SDP); and

C. AUTHORIZING the Chief Executive Officer (CEO) to negotiate and execute all necessary funding agreements with the HDC JPA.

11. SUBJECT: EASTSIDE TRANSIT CORRIDOR PHASE 2 - PROJECT APPROVAL AND CERTIFICATION OF FINAL ENVIRONMENTAL IMPACT REPORT **2024-0190**

APPROVED:

A. the Board selected full nine-mile Eastside Transit Corridor Phase 2 with the Lambert Station in the City of Whittier as the terminus for the Project;

B. the refinement to the Board selected Locally Preferred Alternative (LPA), a 4.6-mile extension of the existing Metro E-Line to

(continued on next page)

(Item 11 – continued from previous page)

Greenwood Station as the Initial Operating Segment; with design options for Atlantic/Pomona (open underground station) and Greenwood Station (at-grade) and a Maintenance and Storage Facility (including both at-grade and aerial yard lead design options) located in the City of Montebello;

C. CERTIFYING, in accordance with the California Environmental Quality Act (CEQA), the Final Environmental Impact Report (EIR);

D. ADOPTING, in accordance with CEQA, the:
   1. Findings of Fact and Statement of Overriding Considerations, and
   2. Mitigation Monitoring and Reporting Plan (MMRP); and

E. AUTHORIZING the Chief Executive Officer to file a Notice of Determination with the Los Angeles County Clerk and the State of California Clearinghouse.

JH	FD	KB	JB	JDW	LH	PK	HJM	AJN	TS	HS	KY	KRB
A	Y	Y	A	Y	Y	A	Y	Y	A	Y	A	Y

13. SUBJECT: FY25 AUDIT PLAN **2024-0256**

ADOPTED ON CONSENT CALENDAR the Fiscal Year 2025 (FY25) Proposed Annual Audit Plan.

14. SUBJECT: TAP PLUS **2023-0617**

CARRIED OVER TO JUNE 2024:

~~AUTHORIZE the Chief Executive Officer to:~~

~~A. EXECUTE Modification No. 176 to Contract No. OP02461010001, with Cubic Transportation Systems, Inc. ("Cubic"), in the amount of $66,423,946 for upgrading the current fare payment system to include open payment and account-based functionality and expand its capabilities to improve the customer experience, including acceptance of credit and debit cards as payment on buses and at rail stations for 27 Los Angeles County transit agencies;~~

~~B. EXECUTE Modification No. 155.02 to Contract No. OP02461010MAINT000, with Cubic Transportation Systems, Inc. ("Cubic"), in the amount of $78,883,737 to support the current fare collection system, as well as the upgrade, and to extend the period of performance for an additional four years from January 1, 2025 to December 31, 2028; and,~~

(continued on next page)

(Item 14 – continued from previous page)

C. ~~NEGOTIATE and execute all agreements, contract awards, including contract modifications, not to exceed $6.5 million for software development and/or integration to implement open payment and account-based functionality~~.

D. ~~AMEND the FY25 Budget by $33,000,000 to accommodate for the cash flow requirements of FY25 for the first-year implementation of the TAP Plus project.~~

14.1. SUBJECT: EXPANDING THE LIFE PROGRAM THROUGH TECHNOLOGY MOTION **2024-0367**

CARRIED OVER TO JUNE 2024:

~~APPROVE Motion by Mitchell, Sandoval, Solis, Najarian, Dupont-Walker, and Bass that the Board direct the Chief Executive Officer to:~~

A. ~~Include social benefit cards as fare media as part of Phase II account-based system launch of TAP Plus. If unable to implement as part of Phase II launch, report to the Board on reasons for the delay.~~

B. ~~Coordinate with relevant federal, state, and County agencies, such as the Los Angeles County Department of Public Social Services, to make necessary technical and system upgrades to TAP in order to:~~

1. ~~Enroll members into LIFE upon qualification without undergoing an additional LIFE application; and~~

2. ~~Enable social benefit cards (when upgraded to contactless EMV – Europay, Master card, Visa) to be used in lieu of Metro fare media to access the Metro's system and LIFE's free and discounted rides.~~

C. ~~Report back in September 2024 with an update on the LIFE program enrollment strategy and TAP system upgrades, including a progress update on the above that includes but is not limited to:~~

1. ~~Social benefit programs identified for automatic LIFE enrollment, including availability of a social benefit card;~~

2. ~~Technical and system upgrades along with supportive state or federal legislative actions required to enable utilization of social benefit cards as fare media by respective social benefit programs;~~

3. ~~Capabilities and upgrade requirements to Metro's TAP system to use social benefit cards;~~

(continued on next page)

~~4. A plan to implement automatic LIFE enrollment and social benefit card utilization as fare media~~

~~D. Include in all future board reports on TAP Plus upgrades a specific section outlining progress on enabling TAP system compatibility with social benefit card utilization as fare media.~~

15. SUBJECT: FISCAL YEAR 2025 (FY25) PROPOSED BUDGET **2024-0227**

APPROVED:

A. ADOPTING the proposed FY25 Budget as presented in the budget document (provided in a separate transmittal and posted on metro.net <https://www.metro.net/about/financebudget/>);

1. AUTHORIZING $9.0 billion annual consolidated expenditures to achieve goals and objectives set forth by the Board adopted mission and goals;

2. AUTHORIZING a total of 11,283 FTEs, of which 9,275 are Represented FTEs and 2,008 are Non-Represented FTEs;

3. AUTHORIZING an average 4% performance-based merit increase for Non-Represented employees;

4. AMENDING the proposed budget to include $16.4 million for the federal fund awarded to Metro from the Reconnecting Communities and Neighborhoods (RCN) grant for the first set of projects from the Games Mobility Concept Plan;

5. AMENDING the proposed budget to include $3.5 million in FY25 for the Operations Central Instruction (OCI) project and approve a Life-of-Project (LOP) budget of $24.5 million, which will centralize training and onboarding for Bus Operators and essential front-line staff;

6. the Life of Project (LOP) budgets for new capital projects; new capital projects with LOP exceeding $5.0 million are presented in;

7. AMENDING the proposed budget to include any Board approved actions currently under consideration from now to the end of the fiscal year (June 30, 2024);

~~B. APPROVING the programming of $10 million in Measure M funds for the SR-71 Project to support design activities for the SR-71 North Segment project; and~~

(continued on next page)

(Item 15 – continued from previous page)

C. the Reimbursement Resolution declaring Metro's intention to issue debt in FY25 for capital projects, with the provision that actual debt issuance will require separate Board approval.

JH	FD	KB	JB	JDW	LH	PK	HJM	AJN	TS	HS	KY	KRB
A	Y	Y	A	Y	Y	A	Y	Y	A	Y	A	Y

CARRIED OVER TO JUNE 2024:

B. APPROVING the programming of $10 million in Measure M funds for the SR-71 Project to support design activities for the SR-71 North Segment project.

15.1. SUBJECT: ENHANCING METRO'S MULTI-LAYERED PUBLIC SAFETY PRESENCE AND RESPONSE MOTION 2024-0360

APPROVED Motion by Horvath, Hahn, Dutra, Butts, and Solis, as amended by Barger that the Board direct the Chief Executive Officer to:

A. Invite the multi-agency law enforcement partners (LASD, LAPD, LBPD) to participate in a discussion about public safety on the Metro system at the June 2024 Board Meeting, to include, but not be limited to discussion of staffing and deployment levels; system-wide coverage and response times; interagency coordination; an analysis of high-profile incidences; and efforts to provide a safe and comfortable riding experience;

B. Report back at the June 2024 Board Meeting with a per hour cost analysis for law enforcement personnel (LASD, LAPD, LBPD) transit security officers, private security and transit ambassadors, including an assessment of the number of security personnel, coverage levels, and visible staff presence to achieve optimal coverage and to address ongoing safety concerns; and

BARGER AMENDMENT:

C. As part of the June discussion, the law enforcement partners shall be prepared to discuss an enhanced role, and how they would be able to exercise those roles and responsibilities in a way that ensures code of conduct violators are not criminalized.

JH	FD	KB	JB	JDW	LH	PK	HJM	AJN	TS	HS	KY	KRB
A	Y	Y	A	Y	Y	A	Y	Y	A	Y	A	Y

16. SUBJECT: NORTH HOLLYWOOD TO PASADENA BUS RAPID TRANSIT PROJECT - FINAL DESIGN SERVICES 2024-0063

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to:

A. AWARD Contract No. AE112357000 to prepare Plans, Specifications, and Estimates (PS&E) for the North Hollywood to Pasadena Bus Rapid Transit Project (Project) to HDR Engineering, Inc., in the amount of $29,846,544 subject to resolution of properly submitted protest(s), if any; and

B. EXECUTE individual Contract Modifications within the CEO's Board approved authority.

17. SUBJECT: PURPLE (D LINE) EXTENSION PROJECT SECTION 1 2023-0397

APPROVED ON CONSENT CALENDAR amending the Life-of-Project (LOP) budget for the Purple (D Line) Extension Project Section 1 (Project) by $225,000,000 from $3,128,879,593 to $3,353,879,593 using the fund sources and consistent with the provisions of the Board-adopted Measure R and Measure M Unified Cost Management Policy.

20. SUBJECT: ELEVATOR AND ESCALATOR CONSULTING SERVICES 2024-0082

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to award a firm fixed unit rate Contract No. OP1107770008370 to ATIS Elevator Inspections, LLC (ATIS) to provide regular and as-needed elevator and escalator consulting services systemwide, in the not-to-exceed (NTE) amount of $1,015,470 for the three-year base period, $390,590 for option year one, and $385,990 for option year two, for a total combined NTE amount of $1,792,050, effective July 1, 2024, subject to resolution of any properly submitted protest(s), if any.

21. SUBJECT: P3010 LIGHT RAIL VEHICLE COMPONENT OVERHAUL OF TRUCK SYSTEMS (POWER AND NON-POWER AXLE) ASSEMBLIES 2024-0186

APPROVED ON CONSENT CALENDAR:

A. AMENDING the Life of Project Budget for the P3010 Fleet Component Overhaul project by $14,542,000 for a total of $50,532,000; and

B. AUTHORIZING the Chief Executive Officer to award a firm fixed price Contract No. MA101250000 to ORX Railway Corporation for transporting, inspecting, overhauling, and testing a total of 257 P3010 fleet truck systems assemblies including 88 individual gear unit spares for a firm fixed price amount of $39,551,971.00, for a period of 49 months after the issuance of Notice to Proceed, subject to the resolution of any properly submitted protest(s), if any.

22. SUBJECT: LANDSCAPE AND IRRIGATION MAINTENANCE SERVICES FOR REGIONS 1, 2 AND 3 **2024-0203**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to:

A. AWARD a firm fixed unit rate Contract No. OP91244-20008370, for Regions 1 and 2, to Woods Maintenance Services, Inc. to provide landscape and irrigation maintenance services in the not-to-exceed (NTE) amount of $16,988,820 for the three-year base term, and $12,761,800 for the one, two-year option term, for a total combined NTE amount of $29,750,620, effective July 1, 2024, subject to resolution of any properly submitted protest(s), if any; and

B. AWARD a firm fixed unit rate Contract No. OP91244-20018370 for Region 3 to Parkwood Landscape Maintenance, Inc. to provide landscape and irrigation maintenance services in the NTE amount of $6,451,745 for the three-year base term, and $4,486,560 for the one, two-year option term, for a combined NTE amount of $10,938,305, effective July 1, 2024, subject to resolution of any properly submitted protest(s), if any; and

C. EXECUTE individual contract modifications within the Board approved contract modification authority.

23. SUBJECT: BUS DIVISIONS AND FACILITIES FIRE ALARM MODERNIZATION **2024-0207**

APPROVED ON CONSENT CALENDAR an increase to the Life-of-Project (LOP) budget for the Bus Divisions and Facilities Fire Alarm Modernization Project by $6,356,000, increasing the LOP budget from $3,474,000 to $9,830,000.

28. SUBJECT: MEMBERSHIP ON METRO'S GATEWAY CITIES SERVICE COUNCIL **2024-0233**

APPROVED ON CONSENT CALENDAR nominees for membership on Metro's Gateway Cities Service Council.

30. SUBJECT: PROPOSED PROJECT AND LOCALLY PREFERRED ALTERNATIVE FOR THE C LINE EXTENSION TO TORRANCE **2024-0272**

APPROVED AS AMENDED:

A. the 170th/182nd Grade-Separated Light Rail Transit Alternative, also referred to as the Hybrid Alternative, as the Proposed Project for the Environmental Impact Report (EIR) and Locally Preferred Alternative (LPA) for the Metro C (Green) Line Extension to Torrance Project (Project); and

B. AUTHORIZING the preparation of the Final EIR through the California Environmental Quality Act (CEQA) based on the LPA.

(continued on next page)

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BUTTS AMENDMENT:

A. Approve the staff recommendation on the LPA and continue the EIR process in compliance with CEQA;

B. Complete studies to respond fully to public comments received on the ROW and Hawthorne Blvd Alignments in the Final EIR; and

C. Continue to develop refined cost estimates for the LPA on the ROW alignment and develop a refined funding plan that includes the identification of all federal, state, and local funding sources to implement the project.

JH	FD	KB	JB	JDW	LH	PK	HJM	AJN	TS	HS	KY	KRB
A	Y	Y	Y	Y	Y	A	Y	Y	A	Y	A	Y

31. SUBJECT: METRO PUBLIC SAFETY SURGE MOTION 2024-0365

APPROVED Motion by Bass, Barger, Hahn, Solis, Najarian, and Yaroslavsky that the Board direct the Chief Executive Officer to:

A. Increase the daily planned deployment of public safety personnel, adjusting deployment to focus on the rail cars, buses, and stations with the highest incidents of crime and public safety issues so that riders and frontline employees feel safe.

B. Direct public safety personnel, including Los Angeles Police Department, Los Angeles Sheriff's Department, Long Beach Police Department, and Metro Transit Security officers to be physically present on buses and trains.

C. Direct public safety personnel to proactively walk through rail cars and ride buses. Public safety personnel must also schedule overlapping or staggered shift times to ensure continuity and avoid gaps in coverage.

D. Establish a unified command led by Metro's Systems Security & Law Enforcement Department, with representation from all public safety resources.

E. Ensure that cellular service is enabled and working at all underground metro rail stations, on the platforms, and during transit throughout the rail system, and bolster education and awareness of Metro's Transit Watch Mobile App so riders can directly access an emergency response.

JH	FD	KB	JB	JDW	LH	PK	HJM	AJN	TS	HS	KY	KRB
A	Y	Y	A	Y	Y	A	Y	Y	A	Y	A	Y

32. SUBJECT: STATE AND FEDERAL REPORT 2024-0259

CARRIED OVER TO JUNE 2024:

~~RECEIVE AND FILE May 2024 State and Federal Legislative Report.~~

33. SUBJECT: CLOSED SESSION 2024-0361

A. Conference with Legal Counsel - Existing Litigation - G.C. 54956.9(d)(1)

1. Robert James v. LACMTA, LASC Case No. 22STCV26199

APPROVED settlement in the amount of $300,000.

JH	FD	KB	JB	JDW	LH	PK	HJM	AJN	TS	HS	KY	KRB
A	Y	Y	A	Y	Y	A	Y	Y	A	Y	A	Y

2. Pastor Ortiz, et al. v. LACMTA, LASC Case No. 21STCV13418

APPROVED settlement in the amount of $280,000.

JH	FD	KB	JB	JDW	LH	PK	HJM	AJN	TS	HS	KY	KRB
A	Y	Y	A	Y	Y	A	Y	Y	A	Y	A	Y

3. Elias Pineda v. LACMTA, LASC Case No. 21STCV02225

APPROVED settlement in the amount of $300,000.

JH	FD	KB	JB	JDW	LH	PK	HJM	AJN	TS	HS	KY	KRB
A	Y	Y	A	Y	Y	A	Y	Y	A	Y	A	Y

B.1. Conference with Legal Counsel - Anticipated Litigation - G.C. 54956.9(d)(2)

Significant Exposure to Litigation (One case)

NO REPORT.

B.2. Conference with Legal Counsel - Anticipated Litigation - G.C. 54956.9(d)(4)

Initiation of Litigation (One case)

NO REPORT.

(continued on next page)

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C. Conference with Labor Negotiator - G.C. 54957.6

Agency Designated Representative: Cristian Leiva and Ilyssa DeCasperis (or designees).
Employee Organizations: ATU, AFSCME, TCU, and Teamsters

NO REPORT.

ADJOURNED AT 4:53 P.M.

Prepared by: Mandy Cheung
Administrative Analyst, Board Administration

Collette Langston, Board Clerk