

Honorable Chair and Members  
of the City Council Transportation Committee  
City Hall  
Torrance, California

Members of the Committee:

**SUBJECT: Transportation Committee – C-Line Extension – No Build Option  
Expenditure: None.**

### **RECOMMENDATION**

Recommendation of the City Manager that the City Council Transportation Committee Receive an Update on the C-Line Extension - No Build Option and Provide Recommendation to the City Council on the City's Official Position on the C-Line Extension to Torrance.

### **BACKGROUND**

On October 25, 2022, the Torrance City Council reaffirmed the City's position for the C-Line Extension project, supporting the Right-of-Way Alignment and requested that staff also submit a letter to the Metro Board of Directors for their consideration of an alternative that would place the passenger rail underground. Staff completed these tasks and undertook an extensive outreach effort to educate and inform Torrance residents to increase community awareness for the Metro C-Line Extension project (ATTACHMENT A).

On June 9, 2023, the grand opening for the Mary K. Giordano Regional Transit Center (MKG RTC) was held. This new multi-modal facility now serves as a transportation hub for Torrance and the South Bay, and is intended to be the future terminus for the C-Line Extension. On this same date, the Transportation Committee was notified by a member of the Torrance City Council about their concerns regarding public safety and security at the MKG RTC should the C-Line Extension be completed in the future. A request was made for the Transportation Committee to reconsider the City's current position on the C-Line Extension.

### **ANALYSIS**

Metro's Draft Environmental Impact Report includes three options for the C-Line Extension with completion dates varying between 2033 at the earliest and 2036 at the latest. If none of these three alternatives are selected, as mandated, there is also a No Build Option for the Metro Board to consider which would cancel the extension of the C-Line and leave the Redondo Beach (Marine) station as the final terminus for this light rail line. ATTACHMENT B of this item is public comment received in response to the No Build scenario that staff has received to date.

Transit staff analyzed the No Build Option and potential setbacks that may occur with loss of grant funding and future public transportation investments. Also, for clarification, a No Build Option would potentially reinvest funds previously secured for this project to other regional transportation projects such as the West Santa Branch or the K-Line extension to North Hollywood. Moreover, the No Build Option would not provide the benefits of having a high-capacity transit service, improving mobility, creating direct connections for commuters traveling along congested

arterials and Interstate 405 (I-405), and providing access to major regional destinations like Los Angeles World Airport. Additionally, environmental benefits such as reducing air pollution, greenhouse gas emissions and reduced fossil fuel consumption will not be realized due to the continued high volume of single occupancy vehicle usage.

Additionally, in staff's research, staff found that there are currently no other large scale transportation infrastructure projects planned for the South Bay region, after the Los Angeles World Airport (LAX) People Mover (FY2025) and the Inglewood Transit Connector (FY2028).

The C-Line Extension, if completed, will provide significant benefits to our City and the region. With the expected opening of the LAX People Mover, the C-Line Extension to Torrance will provide a direct one-seat ride from Torrance to LAX and vice-versa. In addition, the project will have positive environmental impacts by reducing greenhouse gas emissions and single-occupancy vehicle usage. Finally, revenue generation and job creation in correlation to the C-Line Extension will boost economic activities in the region.

Respectfully submitted,

  
\_\_\_\_\_  
Kim Turner, Transit Director

CONCUR:

  
\_\_\_\_\_  
Aram Chaparyan  
City Manager

Attachments:

- A. Community Outreach Effort – C-Line Extension
- B. Public Comments on No Build Scenario

Since September 2022, Transit staff have been educating and informing Torrance residents, businesses, and the general public about the benefits and impacts of the L.A. Metro C-Line Extension to Torrance project. This extensive outreach effort is meant to educate and inform Torrance residents and to increase community awareness for the Metro C-Line Extension project. In addition, staff gathered support for the Metro Right-of-Way Elevated/At-Grade Option (Proposed Project) in alignment with the Torrance City Council's unanimous support of this position October 25, 2022. Staff attended over 50 events throughout the community:

- Door-to-door outreach to businesses potentially impacted by Hawthorne Blvd. Alternative: Westgate Shopping Center and North Point Center outreach (September 15, 2022)
- Door-to-door outreach to residents potentially impacted by Hawthorne Blvd. Alternative – (August 13, 2022 and September 20, 2022)
- 21 Farmers' Markets events (November 2022 – ongoing)
- 6 City Councilmember community meetings
  - o Councilmember Mattucci and Torrance Police Department (November 7, 2022 meeting)
  - o Councilmember Kaji - November 10, 2022 meeting
  - o Councilmember Kalani (November 21 and December 13, 2022 meetings)
  - o Councilmember Lewis and Beach Cities Health District (December 12, 2022 meeting)
  - o Councilmember Sheikh (December 22, 2022 meeting)
- Turkey Trot Fun Run (November 24, 2022)
- Downtown Torrance Holiday Kick-Off (November 30, 2022)
- 10 City Commission meetings
  - o Traffic Commission (March 6, 2023 meeting)
  - o Commission on Aging (March 7, 2023 meeting)
  - o Parks and Recreation Commission (March 8, 2023 meeting)
  - o Airport Commission (March 9, 2023 meeting)
  - o Planning Commission (March 15, 2023 meeting)
  - o Historic Preservation Commission (March 16, 2023 meeting)
  - o Cultural Arts Commission (March 20, 2023 meeting)
  - o Water Commission (March 22, 2023 meeting)
  - o Social Services Commission (March 23, 2023 meeting)
  - o Environmental Quality and Energy Conservation Commission (April 6, 2023 meeting)
- Old Torrance Neighborhood Association (February 15, 2023 meeting)
- Torrance Chamber of Commerce
- Torrance Auto Dealers Association (March 2, 2023 meeting)
- Downtown Torrance Business Association (March 8, 2023 meeting)
- Peoples First (March 20, 2023 meeting)
- Torrance Faith Homeless Collaborative (March 23, 2023 meeting)
- Cherry Blossom Cultural Festival (March 26, 2023)
- Palos Verdes Sunset Rotary Club (April 11, 2023)
- Torrance Tech Committee (May 4, 2023 meeting)
- Torrance Democratic Club (May 8, 2023 meeting)
- Torrance Summer Nights Concert Series (June 2023 – September 2023)

**Community meetings and events hosted by L.A. Metro for C-Line Extension Project:**

- Torrance Community Meeting (April 2018)
- 2 Virtual Scoping Meeting (February 24 and February 27, 2021)
- 12 Neighborhood Walks along the project area (from March 2 – March 30, 2022)
- Summer Community Open House Virtual Meeting (August 15, 2022)
- Summer Community Open House meeting in Torrance (August 16, 2022)
- Pop-up locations at Torrance Community events (between August and December 2022)
- Virtual Meeting for Draft Environmental Impact Report (February 16, 2023)
- In-person Meeting for Draft Environmental Impact Report (February 21, 2023)

**From:** City of Torrance <webmaster@torranceca.gov>  
**Sent:** Friday, June 16, 2023 2:18 PM  
**To:** ICO <ICO@TorranceCA.gov>  
**Subject:** Feedback for City of Torrance

You have received this feedback from Paula De Manuel <[REDACTED]> for the following page:

<https://www.torranceca.gov/government/council-agendas-minutes>

This message is for the city council. I am very disappointed that I am hearing that some people are not behind extending the C line light rail into Torrance. It's a no brainer that light rail would relieve some of the congestion which is plaguing our city. I am all for that's since it now takes twice as long to drive through the city than it did even a few years ago. I am a Torrance native and the amount of empty offices and stores bother me. There must be a solution to so many unused properties. And yet there are too many cars on the streets! I repeat I am in favor of the light rail coming to Torrance and I know many others who are too. Sincerely, Paula De Manuel

---

**From:** William Reynolds [REDACTED]  
**Sent:** Monday, June 19, 2023 11:03 AM  
**To:** CityCouncil <CityCouncil@torranceca.gov>  
**Subject:** Do not let the dog whistlers kill the C line

I am writing as a private citizen to say that Torrance needs the C line extension. Fear of the outside world is no reason to kill it. The fearless people of Torrance would like to get to the airport with much more ease and explore the world. Don't build that wall. I have faith that TPD will adequately respond to any unwanted behavior.

Thank You

Bill Reynolds

---

**From:** Doug Bender [REDACTED]  
**Sent:** Thursday, June 15, 2023 12:50 AM  
**To:** CityCouncil <CityCouncil@torranceca.gov>  
**Subject:** Please vote to extend Line C Extension along the Right of Way

Hello Torrance City Council!

I write to urge you to vote to extend Line C Extension along the Right of Way. This is the lowest cost and fastest way to get this greatly needed improvement to public transportation and accessibility in Torrance. For example, for me personally it will greatly improve my access to the airport and downtown LA. And most importantly it will reduce the number of cars on the roads.

Doug Bender  
[REDACTED]  
Torrance, CA 90277

[REDACTED]

To: Torrance City Council.

July 17, 2023

As a business owner in Torrance, I have been a long-time supporter of the Metro Green Line extension to the City of Torrance. As the owner of a staffing agency here in the city I work with 100's of other business that primarily employ people that do not live in this great city. Since many of these workers in the logistic and manufacturing industry make \$16 - \$20/hr. they rely on the Metro system to get to work in Torrance. The Council only has to google the commute, and it will see that during rush hour it can take up to an hour from Lawndale, 1 ½ from Hawthorn and even longer from Inglewood. All of these commutes can benefit from the extension of the Green Line into Torrance. Thus directly benefiting numerous business that employ these workers.

The homeless issue is a short-term problem the Metro will solve long before the extension is finished in the next 5-8 years. I urge the Council to do nothing that will cause any delay in the project, and I further urge you to do everything in your power to speed up the program.

Sincerely,



Larry Halvorsen, [REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

---

[REDACTED] - Torrance CA

[REDACTED]  
Torrance, CA 90505

Page 1



**Patrick J. Furey, Esq.**  
[REDACTED]  
**Torrance, California 90504**  
**Email – [REDACTED]**

July 18<sup>th</sup>, 2023

Torrance City Council  
Transportation Committee  
3031 Torrance Boulevard  
Torrance, California 90503

Ref: Transportation Committee Meeting – 7/20/23

Honorable Members of the Transportation Committee,

I encourage this committee of the Torrance City Council to continue to support the c-line extension to Torrance as previously set forth by the unanimous City Council.

I understand the concern of some members of this committee with regard to safety and the impact of homelessness on light rail and bus transportation in Los Angeles County. However, those are issues that are distinct from moving forward with real 21st Century, light-rail, rapid transit.

At the present time the c-line extension to Torrance is scheduled to be completed by 2033 - a full 10 years from now - a time frame that should provide more than enough time to eliminate or remediate both of those very important concerns.

If this committee votes to delay or oppose the c-line extension, it will be negating the more than 3 decades of efforts of civic, business and community advocacy for a true and reasonable method of traffic remediation in our city. Traffic has been a major issue in Torrance since the mid-50s and it continues to get worse every day.

For your reference, I have attached the face page of the 2021 City of Torrance Strategic Plan and pages 49 through 52 of the plan which concerns mobility in our city. As you can read, traffic and transportation have been part of every strategic plan since 1995.

Additionally, any action to oppose or delay the c-line extension will jeopardize \$1.6 billion in funding for the rail extension and, perhaps, violate a number of memoranda of understanding with Metro that could require return of funding previously received by the city conditioned on the light-rail extension to Torrance.

July 18<sup>th</sup>, 2023

Torrance City Council  
Transportation Committee

Page two

Additionally, such action will – in essence – render the Mary Giordano Transit Center which was only completed and dedicated a few months ago as a virtual white elephant.

As you may be aware, since the passage of Measure M in 2016, more than \$100 million a year in sales tax revenue has been collected by Metro in the City of Torrance for the benefit of transit. And, prior to that measure, \$75 million was collected every year. These are significant sums collected by voter approved measures - to improve rapid transit and other modes of transportation.

Unfortunately, Metro has only recently seen fit to plan light rail to Torrance and the South Bay. As noted previously, this is the result of the advocacy of Torrance city leaders, city staff, and residential and business members. I personally have attended more than 100 such meetings in the last 20 years.

For too many decades Torrance and the South Bay communities have been considered “donor” cities for the benefit of light rail and other rapid transit improvements to many of the other cities in Los Angeles County.

Yes! Tax revenue collected in Torrance has provided funding for the blue line, red line, gold line, etc. none of which alleviates traffic issues in Torrance.

Now is the time to double our efforts to provide the residents and workers of Torrance a method to avoid congested streets and freeways.

Otherwise traffic will only get worse.

You and all the other leaders in the South Bay and Los Angeles County have an obligation and opportunity to resolve the safety issues on public transportation and to alleviate the homeless issue. I firmly believe that the members of this committee, our Mayor and City Council and all of the leaders of Los Angeles County have the fiduciary obligation and wherewithal to address multiple issues at the same time for the benefit of our community.

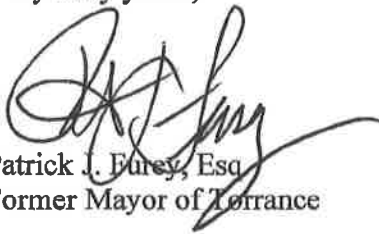
July 18<sup>th</sup>, 2023

Torrance City Council  
Transportation Committee

Page three

Please continue the effort of those who have served before you and the tax payers who have invested hundreds of millions of dollars to improve traffic and transportation and advocate for the c-line extension to Torrance.

Very truly yours,

A handwritten signature in black ink, appearing to read "Patrick J. Furey". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Patrick J. Furey, Esq.  
Former Mayor of Torrance

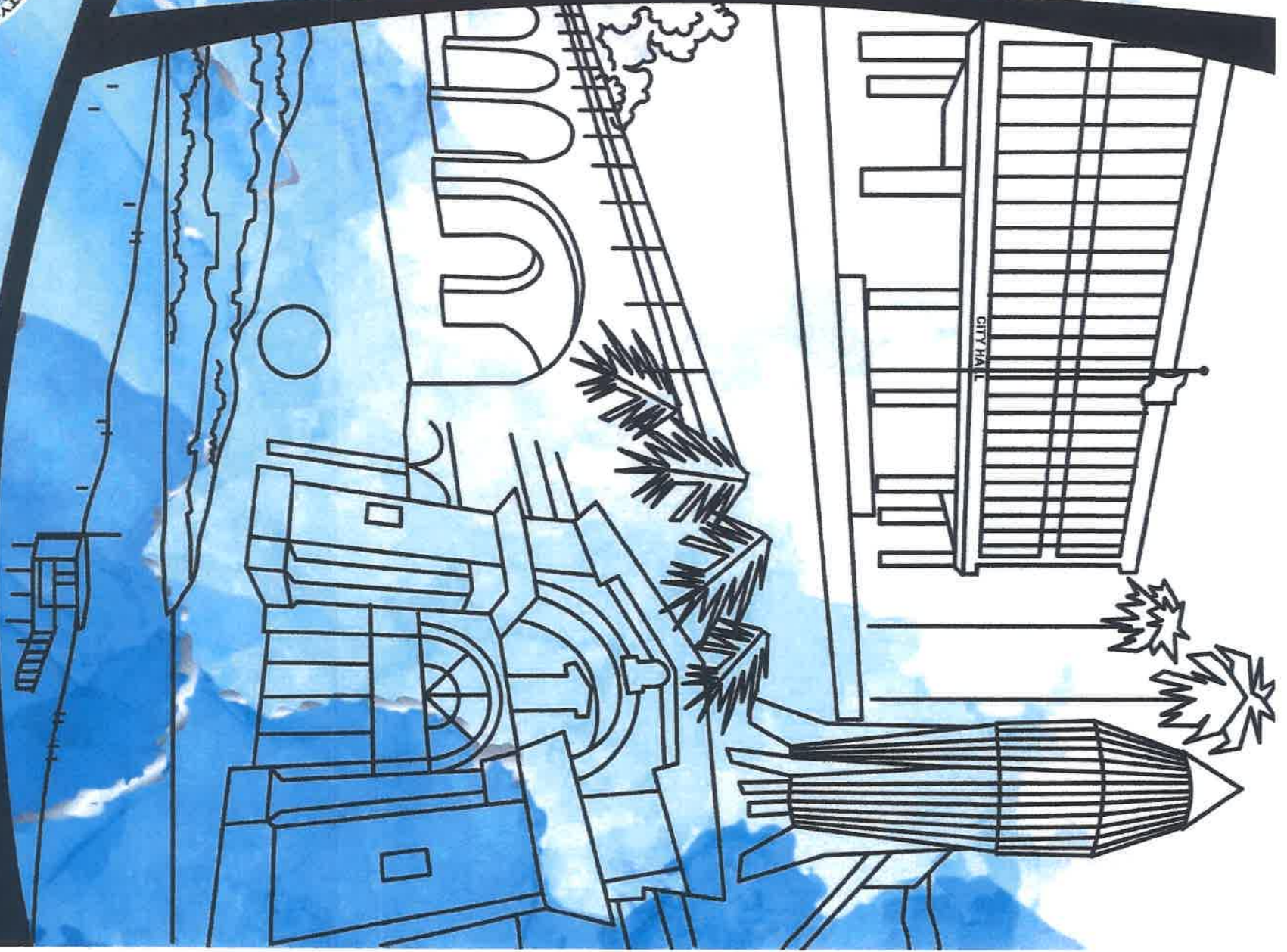
PJF:st

Ps. Scheduling this meeting on the day/evening of one of the longtime, biggest community get togethers in our city – “Rock Around The Block” - is really a disservice to many of our actively engaged community. I suggest it would be most appropriate to take testimony this evening, but continue this meeting to a date convenient to everyone so that all stakeholders can be heard.

# CITY OF TORRANCE



## STRATEGIC PLAN 2021



# Mobility



As a Strategic Priority, Mobility includes congestion management, mobility throughout Torrance and the region, protection of residential neighborhoods from intrusive traffic impacts and exploration of the full range of the emerging alternative modes of transportation. Safe, convenient and efficient movement of people and goods is critical for the quality of life of residents and for the vitality of the local economy. Transportation facilities must be provided to support planned future development, while providing and encouraging alternative transportation choices to reduce the need for expensive roadway expansions and to improve air quality.

## 2021 Strategic Plan

- As in previous plans, the data showed traffic as a major concern for citizens. In both the open-ended question in the survey and the results from the focus groups, traffic congestion was the number one concern and the thing that people liked least about Torrance. Close behind this was a similar concern with street maintenance, including road conditions and potholes.

## 2008 Strategic Plan

- Traffic continued to be a key concern for citizens. Data for the 2008 Strategic Plan update showed traffic control as the number one concern for citizens when asked what could be done to improve the City. “Car traffic” and “speeding/unsafe driving” were cited as the number two and three public safety concerns in an open-ended question in the phone survey. Focus groups also mentioned traffic and congestion as being major issues for the City.

## 1998 Strategic Plan

- Respondents to the 1998 business and residential surveys continued to identify traffic flow through the City as one of the important features in making a city a good place to live and providing a healthy business climate. Both segments of the community indicated that additional effort and resources should be devoted by the City to this priority. Alternative transportation options also continued to be identified as a priority, but of lesser importance than traffic flow and congestion. Contributing to this shift may have been that satisfaction with the public bus system had significantly improved since 1995, with 64 percent of the residential respondents rating this City service as good or excellent, compared to 53 percent previously.

#### 1995 Strategic Plan

- In 1995, focus groups identified traffic and transportation to be two of the five biggest weaknesses in the City; maintaining traffic flow was considered to be one of the top issues for the City to focus on by those who responded to any type of survey.

Addressing traffic and transportation as a strategic priority will positively impact the local and regional transportation network and enhance the economic climate, both of which are components of the "premier city" described in the Vision Statement.



**GOAL 1: Maximize the safe, convenient, and efficient movement of people, goods, and traffic.**

- Sub-goal 1.1:** Promote proactive and creative local and regional mobility coordination and connectivity.
- Sub-goal 1.2:** Ensure the City's mobility system considers the needs of residents, businesses, employees and visitors of all income levels, ages, and abilities.
- Sub-goal 1.3:** Update the Circulation Element to transition the City's mobility network to one that is person-centric instead of auto-centric.
- Sub-goal 1.4:** Prioritize infrastructure improvements that make efficient use of the City's existing mobility infrastructure and/or accommodate person-centric mobility options before expanding roadway or intersection capacity.
- Sub-goal 1.5:** Evaluate and support the implementation of new transportation-related technologies, innovations, and mobility options to the extent they are safe and implement the City's other goals.
- Sub-goal 1.6:** Minimize the impact of the automobile on the character of Torrance to emphasize a more pedestrian-oriented environment with safer sidewalks and landscaped buffer zones.

**GOAL 2: Balance land use practices for mobility management.**

- Sub-goal 2.1:** Coordinate mobility that is compatible with the residential community and minimizes cut-through traffic on residential streets, while ensuring neighborhood residents retain safe and adequate circulation options.
- Sub-goal 2.2:** Encourage opportunities for satellite and shared work centers in a variety of land uses and development types.
- Sub-goal 2.3:** Encourage mixed use and transit-oriented developments that locate compatible and complementary uses within reasonable walking or bicycling distance of each other and that are on transit routes.
- Sub-goal 2.4:** Ensure adequate on-site, off-street parking requirements for all land uses and explore alternate methods of assessing parking needs for certain land uses; where appropriate, consider a variety of parking alternatives to respond to changes in parking demand, potential legislation that may affect the City's ability to regulate parking, and other potential opportunities and constraints.
- Sub-goal 2.5:** Provide a range of on-site amenities to encourage bike and scooter riding, car-pooling, and use of mass transit and electric vehicles.
- Sub-goal 2.6:** Promote development standards that incentivize installation of alternative fuel infrastructure.

**Sub-goal 2.7:** Encourage pedestrian linkages and pathways in all developments, on major street corridors, and along rights-of-way as appropriate, and foster local and regional connectivity.

**GOAL 3: Provide a full range of mobility options and infrastructure.**

**Sub-goal 3.1:** Promote “Complete Streets” programs that provide for safe, comfortable, and convenient access for all users and a variety of modes of travel, including micro-mobility options (for example, e-bikes and e-scooters).

**Sub-goal 3.2:** Look for opportunities to increase access to mass transit in or near residential areas and schools.

**Sub-goal 3.3:** Provide safe and adequate bicycle infrastructure (for example, lanes, trails, pathways, “sharrows,” etc.) that is connected and consistent at the local and regional levels.

**Sub-goal 3.4:** Explore provision of more local bus/shuttle routes and services.

**Sub-goal 3.5:** Maximize utilization of the future Green Line station(s)/Transit Center through the inclusion of shared workspaces and conference centers, while actively planning for coordination of the existing and future transit system, as well as bicycle lanes, Rails to Trails and other modes of connectivity.

**Sub-goal 3.6:** Provide educational and incentive programs to the community, schools, businesses, and employment centers to encourage use of alternative modes of transportation to the personal automobile to reduce vehicle miles traveled (VMT) and traffic congestion, reduce air pollution and greenhouse gas (GHG) emissions, and promote healthy living.