



Metro

*One Gateway Plaza, Los Angeles, CA 90012,
3rd Floor, Metro Board Room*

Agenda - Final

Thursday, September 21, 2023

11:00 AM

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8231160# (English) or 4544724# (Español)

To give written or live public comment, please see the top of page 4

Executive Management Committee

Karen Bass, Chair

Janice Hahn, Vice Chair

*Fernando Dutra**

Holly J. Mitchell

Ara J. Najarian

Hilda Solis

Gloria Roberts, non-voting member

Stephanie Wiggins, Chief Executive Officer

**Attending Virtually*

City of Temecula

41000 Main St.

Temecula, CA 92590

METROPOLITAN TRANSPORTATION AUTHORITY BOARD AGENDA RULES

(ALSO APPLIES TO BOARD COMMITTEES)

PUBLIC INPUT

A member of the public may address the Board on agenda items, before or during the Board or Committee's consideration of the item for one (1) minute per item, or at the discretion of the Chair. A request to address the Board must be submitted electronically using the tablets available in the Board Room lobby. Individuals requesting to speak will be allowed to speak for a total of three (3) minutes per meeting on agenda items in one minute increments per item. For individuals requiring translation service, time allowed will be doubled. The Board shall reserve the right to limit redundant or repetitive comment.

The public may also address the Board on non-agenda items within the subject matter jurisdiction of the Board during the public comment period, which will be held at the beginning and/or end of each meeting. Each person will be allowed to speak for one (1) minute during this Public Comment period or at the discretion of the Chair. Speakers will be called according to the order in which their requests are submitted. Elected officials, not their staff or deputies, may be called out of order and prior to the Board's consideration of the relevant item.

Notwithstanding the foregoing, and in accordance with the Brown Act, this agenda does not provide an opportunity for members of the public to address the Board on any Consent Calendar agenda item that has already been considered by a Committee, composed exclusively of members of the Board, at a public meeting wherein all interested members of the public were afforded the opportunity to address the Committee on the item, before or during the Committee's consideration of the item, and which has not been substantially changed since the Committee heard the item.

In accordance with State Law (Brown Act), all matters to be acted on by the MTA Board must be posted at least 72 hours prior to the Board meeting. In case of emergency, or when a subject matter arises subsequent to the posting of the agenda, upon making certain findings, the Board may act on an item that is not on the posted agenda.

CONDUCT IN THE BOARD ROOM - The following rules pertain to conduct at Metropolitan Transportation Authority meetings:

REMOVAL FROM THE BOARD ROOM - The Chair shall order removed from the Board Room any person who commits the following acts with respect to any meeting of the MTA Board:

- a. Disorderly behavior toward the Board or any member of the staff thereof, tending to interrupt the due and orderly course of said meeting.
- b. A breach of the peace, boisterous conduct or violent disturbance, tending to interrupt the due and orderly course of said meeting.
- c. Disobedience of any lawful order of the Chair, which shall include an order to be seated or to refrain from addressing the Board; and
- d. Any other unlawful interference with the due and orderly course of said meeting.

INFORMATION RELATING TO AGENDAS AND ACTIONS OF THE BOARD

Agendas for the Regular MTA Board meetings are prepared by the Board Clerk and are available prior to the meeting in the MTA Records Management Department and on the Internet. Every meeting of the MTA Board of Directors is recorded and is available at <https://www.metro.net> or on CD's and as MP3's for a nominal charge.

DISCLOSURE OF CONTRIBUTIONS

The State Political Reform Act (Government Code Section 84308) requires that a party to a proceeding before an agency involving a license, permit, or other entitlement for use, including all contracts (other than competitively bid, labor, or personal employment contracts), shall disclose on the record of the proceeding any contributions in an amount of more than \$250 made within the preceding 12 months by the party, or his or her agent, to any officer of the agency, additionally PUC Code Sec. 130051.20 requires that no member accept a contribution of over ten dollars (\$10) in value or amount from a construction company, engineering firm, consultant, legal firm, or any company, vendor, or business entity that has contracted with the authority in the preceding four years. Persons required to make this disclosure shall do so by filling out a "Disclosure of Contribution" form which is available at the LACMTA Board and Committee Meetings. Failure to comply with this requirement may result in the assessment of civil or criminal penalties.

ADA REQUIREMENTS

Upon request, sign language interpretation, materials in alternative formats and other accommodations are available to the public for MTA-sponsored meetings and events. All requests for reasonable accommodations must be made at least three working days (72 working hours) in advance of the scheduled meeting date. Please telephone (213) 364-2837 or (213) 922-4600 between 8 a.m. and 5 p.m., Monday through Friday. Our TDD line is (800) 252-9040.

Requests can also be sent to boardclerk@metro.net.

LIMITED ENGLISH PROFICIENCY

A Spanish language interpreter is available at all Committee and Board Meetings. All other languages must be requested 72 hours in advance of the meeting by calling (213) 364-2837 or (213) 922-4600. Live Public Comment Instructions can also be translated if requested 72 hours in advance.

Requests can also be sent to boardclerk@metro.net.



323.466.3876

x2 *Español (Spanish)*

x3 *中文 (Chinese)*

x4 *한국어 (Korean)*

x5 *Tiếng Việt (Vietnamese)*

x6 *日本語 (Japanese)*

x7 *русский (Russian)*

x8 *Հայերէն (Armenian)*

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General Information/Rules of the Board - (213) 922-4600

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TDD line (800) 252-9040

Board Clerk Email - boardclerk@metro.net

NOTE: ACTION MAY BE TAKEN ON ANY ITEM IDENTIFIED ON THE AGENDA

Live Public Comment Instructions:

Live public comment can be given by telephone or in-person.

The Committee Meeting begins at 11:00 AM Pacific Time on September 21, 2023; you may join the call 5 minutes prior to the start of the meeting.

Dial-in: 888-251-2949 and enter
English Access Code: 8231160#
Spanish Access Code: 4544724#

Public comment will be taken as the Board takes up each item. To give public comment on an item, enter #2 (pound-two) when prompted. Please note that the live video feed lags about 30 seconds behind the actual meeting. There is no lag on the public comment dial-in line.

Instrucciones para comentarios publicos en vivo:

Los comentarios publicos en vivo se pueden dar por telefono o en persona.

La Reunion de la Junta comienza a las 11:00 AM, hora del Pacifico, el 21 de Septiembre de 2023. Puedes unirme a la llamada 5 minutos antes del comienso de la junta.

Marque: 888-251-2949 y ingrese el codigo
Codigo de acceso en ingles: 8231160#
Codigo de acceso en espanol: 4544724#

Los comentarios del público se tomara cuando se toma cada tema. Para dar un comentario público sobre una tema ingrese # 2 (Tecla de numero y dos) cuando se le solicite. Tenga en cuenta que la transmisión de video en vivo se retrasa unos 30 segundos con respecto a la reunión real. No hay retraso en la línea de acceso telefónico para comentarios públicos.

Written Public Comment Instruction:

Written public comments must be received by 5PM the day before the meeting.
Please include the Item # in your comment and your position of "FOR," "AGAINST," "GENERAL COMMENT," or "ITEM NEEDS MORE CONSIDERATION."

Email: BoardClerk@metro.net

Post Office Mail:

Board Administration

One Gateway Plaza

MS: 99-3-1

Los Angeles, CA 90012

CALL TO ORDER**ROLL CALL**

29. **SUBJECT: STATE AND FEDERAL REPORT** [2023-0543](#)

RECOMMENDATION

RECEIVE AND FILE September 2023 State and Federal Legislative Report.

30. **SUBJECT: ANCILLARY AREAS MOTION** [2023-0598](#)

RECOMMENDATION

APPROVE Motion by Director Bass that the Board direct the Chief Executive Officer to:

- A. Provide the Board with a current update on the status of the ancillary areas and their cleaning status;
- B. Develop a detailed plan to conduct daily inspections and cleaning of the ancillary areas across the Metro's rail system. This plan is to include methods Metro will take to ensure the areas have been serviced by Metro staff;
- C. Ensure that once an ancillary area alarm has been activated, the audible notification continues until manually deactivated by Metro staff;
- D. Evaluate options to further secure these areas for their intended use while maintaining emergency access; and
- E. Report back to the Board in October and quarterly thereafter on the status of all the above, including an updated industrial hygienist audit within 12 months.

31. **SUBJECT: QUARTERLY UPDATE: HOMELESS OUTREACH MANAGEMENT & ENGAGEMENT (HOME)** [2023-0554](#)

RECOMMENDATION

RECEIVE oral report on Homeless Outreach Management & Engagement (HOME).

Attachments: [Presentation](#)

32. **SUBJECT: MARKETING & COMMUNICATIONS QUARTERLY UPDATE** [2023-0500](#)

RECOMMENDATION

RECEIVE oral report on marketing and public relations activities to tell the Metro story, with a focus on earned media, as well as social media and

content partnerships.

20. SUBJECT: C LINE EXTENSION TO TORRANCE UPDATE REPORT

[2023-0443](#)

RECOMMENDATION

RECEIVE AND FILE status report on the Metro C (Green) Line Extension to Torrance Project.

Attachments: [Attachment A - Project Maps
Presentation](#)

(ALSO ON PLANNING AND PROGRAMMING COMMITTEE)

SUBJECT: GENERAL PUBLIC COMMENT

[2023-0550](#)

RECEIVE General Public Comment

Consideration of items not on the posted agenda, including: items to be presented and (if requested) referred to staff; items to be placed on the agenda for action at a future meeting of the Committee or Board; and/or items requiring immediate action because of an emergency situation or where the need to take immediate action came to the attention of the Committee subsequent to the posting of the agenda.

**COMMENTS FROM THE PUBLIC ON ITEMS OF PUBLIC INTEREST WITHIN COMMITTEE'S
SUBJECT MATTER JURISDICTION**

Adjournment



Board Report

File #: 2023-0554, **File Type:** Oral Report / Presentation

Agenda Number: 31.

**EXECUTIVE MANAGEMENT COMMITTEE
SEPTEMBER 21, 2023**

**SUBJECT: QUARTERLY UPDATE: HOMELESS OUTREACH MANAGEMENT & ENGAGEMENT
(HOME)**

ACTION: RECEIVE ORAL REPORT

RECOMMENDATION

RECEIVE oral report on Homeless Outreach Management & Engagement (HOME).

EQUITY PLATFORM

The multi-layered deployment demonstrates a collaborative, strategic effort by various Metro departments and teams to engage and serve the most disenfranchised members of our communities who come onto Metro property and facilities in search of shelter. This deployment provides the unsheltered population with opportunities to receive a range of services, including connections to interim and permanent housing.

Prepared by: Craig Joyce, Deputy Executive Officer, Administration (213) 418-3008

Reviewed by: Nicole Englund, Chief of Staff, (213) 922-7950

Stephanie N. Wiggins
Chief Executive Officer

The signature is a stylized, cursive script in black ink, written over a horizontal line. Below the signature, the name 'Stephanie N. Wiggins' and title 'Chief Executive Officer' are printed in a black, sans-serif font.



Metro's Homeless Outreach Management & Engagement (HOME)

Where We've Been & Where We're Going



Metro

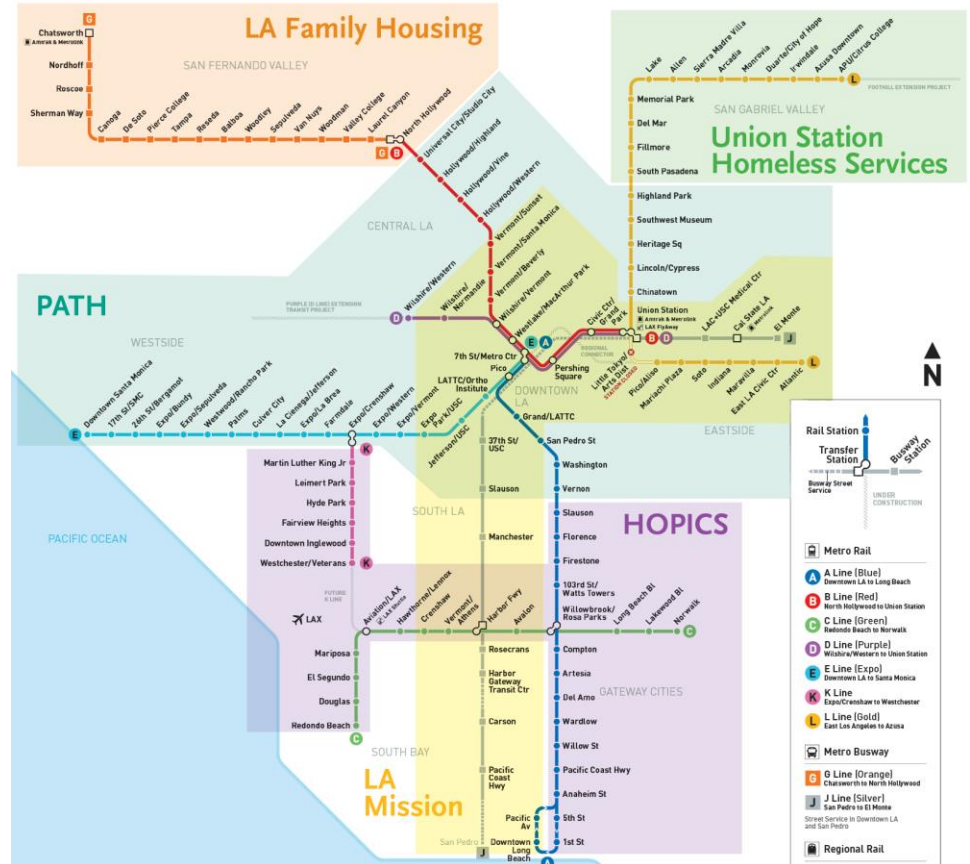
STREET BASED OUTREACH & ENGAGEMENT

- 2017 Board directed us to establish partnership with LA County Department of Health Services Housing For Health
- Funded for 16 teams in the previous FY and 8 additional for the current FY for a total of 24
- Six community-based organizations
 - PATH
 - Christ Centered Ministries (CCM)
 - HOPICS
 - LA Family Housing
 - Union Station Homeless Services
 - Helpline Youth Center
- Case Mgrs, Outreach, Addiction & Mental Health Specialists, Medical



CURRENT DEPLOYMENT PLAN

- Agencies are assigned to rails & busways in regions they are familiar with
- 24hr coverage by PATH & CCM on Lines B, D, and E
- Robust deployment from 7am – 5pm M-F plus weekends from 7am-3:30pm
- Hotspot Stations have overlapping coverage
- Focused on rapport-building and housing placements



CURRENT DEPLOYMENT SCHEDULE

WEEKLY MULTIDISCIPLINARY TEAM DEPLOYMENT SCHEDULE

Agency	# of Teams	Schedule	# of Stations	A Line	B Line	C Line	D Line	E Line	G Line (Busway)	J Line (Busway)	K Line
PATH	9	M - Su 7am - 3:30pm M - F 3am - 11:30am M - F 9:30am - 6pm	25	Highland Park to Union Station	N Hollywood to Union Station		Wilshire/Western to Union Station	DT Santa Monica to Union Station			
CCM	8	M - Su 7am - 3:30pm M - F 6pm - 3am	62		Vermont/Santa Monica to Union Station		Wilshire/Western to Union Station	Union Station to Atlantic		El Monte to San Pedro	
HOPICS	2	M - F 7am - 3:30pm	36	Slauson to DT Long Beach		Norwalk to Redondo Beach					Expo/Crenshaw to Westchester/Veterans
LAFH	2	M - F 8am - 4:30pm	17						Chatsworth to N Hollywood		
USHS	2	M - F 8am - 4pm	13	South Pasadena to APU/Citrus							
HYC	1	M - F 7am - 4pm	16	Slauson to DT Long Beach							

*LAPD HOPE deploys to ancillary areas & encampments. LASD TMET addresses hotspots at SD Santa Monica & Azusa Pacific. LBPD Quality of Life on A Line



STRATEGIC PARTNERS

- DHS Housing For Health Mobile Medical Unit at Westlake/MacArthur Park station
 - Ongoing collaboration since March 2023
 - 107 patients seen through August
 - MDTs, Metro Ambassadors, and others help direct PEH to resources
- LA Global Care
 - 25 Metro-reserved interim beds w/ wrap-around services
- LAHSA
 - Working together to include Metro in the annual PIT count

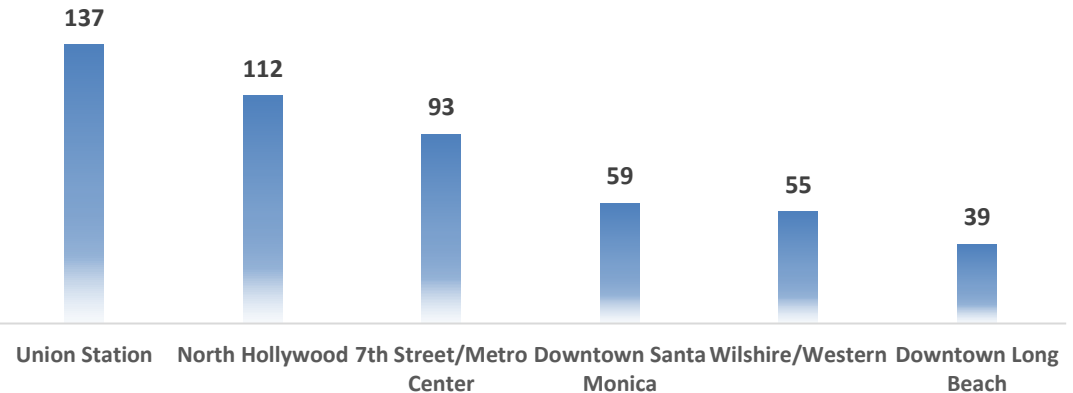


END OF LINE EVALUATION



- In response to Board Motion 20, Metro completed an end of line evaluation from December 2022 – March 2023
- Metro staff, MDTs and Law enforcement counted & surveyed 13 EOL stations during offboarding
- Conducting a follow-up count and survey this month

AVERAGE # OF PEH AT EOL STATIONS



END OF LINE & FOCUS STATION DEPLOYMENT



- On July 10th, Metro began a multi-layered deployment of all resources from the public safety ecosystem.
- Strategically deploying to focus stations along rail lines
 - Includes TSOs, Law Enforcement, Ambassadors, and MDTs
 - These stations rotate
 - Goal is to reduce number of people at the end of the line
- Deployment from 6am to 10pm at end of line stations with law enforcement returning for last two trains of the evening.
- From 8/4 through 8/30, MDTs have:
 - Enrolled **128** into HMIS
 - Connected **34** to interim housing
 - Placed **2** into permanent housing

END OF LINE PROJECTS



○ Union Station

- Assessing a Navigation Hub at corner of Vignes & Caesar Chavez
- Access to on-site resources and connection to services throughout LA
- Ongoing planning with LA County CEO HI, LAHSA, United Way, SD1

○ Pathway Home project

- Designating Metro as an encampment (potential for EOL stations)
- Creates housing navigation and permanent housing solutions for PEH on Metro

○ Metro Joint Development property analysis

- Developed an application for proposed land use
- Stipulates must provide services/support to PEH sheltering on Metro
- Currently accepting applications while evaluating feasibility + impact to EOL operations

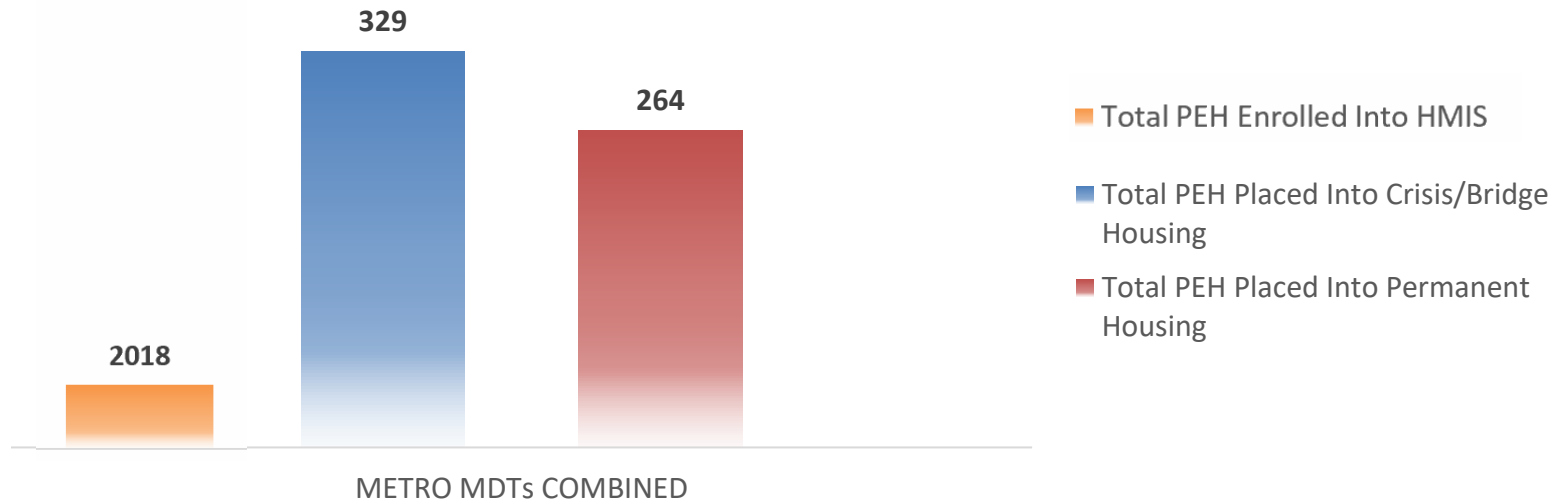
ENCAMPMENTS



- Metro initiates protocol when encampments are reported on Metro property
- Joint effort with Metro Homeless Outreach, Facilities & Maintenance and Security & Law Enforcement
- Notifications to LA HOP and LAHSA are made during the process
- 14-day & 72hr postings made to allow ample time for PEH to vacate/get connected to services
- 52 Encampments were cleared in FY 23

PERFORMANCE

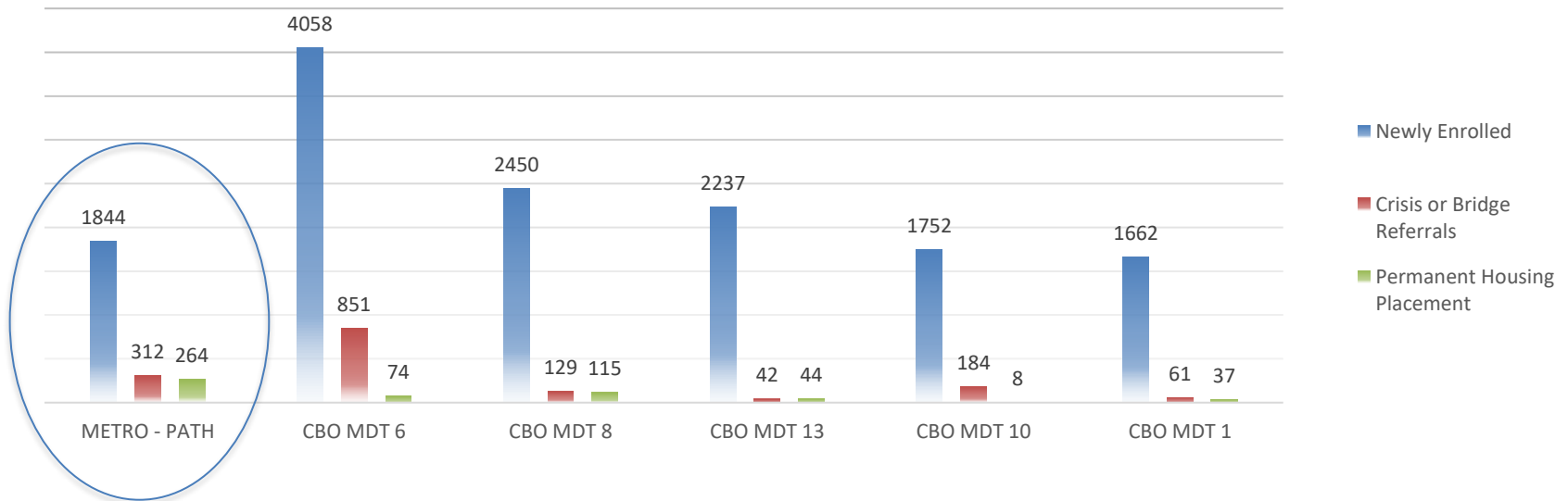
FY 22-23 MDT HOUSING OUTCOMES



MDTs placed an average of **168** PEH into HMIS, **27** PEH into interim housing and an average of **22** PEH into permanent housing *per month*

PERFORMANCE

FY 22-23 COMPARISON OF PROVIDER PERFORMANCE



When compared to the five highest-performing Providers contracted through DHS, Metro's PATH MDT outcomes show the 4th largest enrollments, 2nd largest interim placements, and **the largest number of permanent housing placements**



GOALS & OUTCOMES



FY 2023:

- Over 800 PEH counted on Metro's system
- 10 active teams
- Housing goal: 250 interim and permanent placements, *combined (unique individuals)*
- Outcome: **more than 580** combined placements (unique individuals)

FY 2024:

- 24 teams (more than double the outreach)
- Expanded geographical coverage of the system
- Housing goal: 900 interim & permanent placements combined (unique individuals), which exceeds the number counted on the system

ON-GOING KEY PARTNERSHIPS

- County CEO Homeless Initiative and LAHSA partnership to establish services for end-of-line stations and service/navigation hubs
- Internal coordinated deployment with security, law enforcement, ambassadors, street teams and community intervention specialists
- LAHSA & DHS for additional interim beds for use by METRO MDTs
- Schools of Social Work – establishing opportunities for MSW students to work with MDTs
- Room To Work – Redesigned with a new cohort of 9 participants
- Department of Mental Health for crisis response teams





Thank you



Metro®



Board Report

File #: 2023-0500, **File Type:** Oral Report / Presentation

Agenda Number:

**EXECUTIVE MANAGEMENT COMMITTEE
SEPTEMBER 21, 2023**

SUBJECT: MARKETING & COMMUNICATIONS QUARTERLY UPDATE

ACTION: RECEIVE ORAL REPORT

RECOMMENDATION

RECEIVE oral report on marketing and public relations activities to tell the Metro story, with a focus on earned media, as well as social media and content partnerships.

EQUITY PLATFORM

Metro's Customer Experience cabinet serves as an advocate for our customers. Metro is proud to serve a diverse region with a commitment to inclusion on our system and providing equitable mobility options. The activities shared in the report focus on generating awareness and favorability for Metro. Overall customer experience goals include growing and retaining diverse customers across Metro's portfolio of mobility options, generating awareness and excitement for Metro's transportation vision and projects, and engaging existing Metro customers in marginalized and underserved communities in shaping the future of Metro's network and service. With Metro's goal of providing more and better public transit and other transportation improvements, Metro's CX team recognizes the importance of including diverse riders in the process to plan and design these future products and services, to create an attractive transportation option with a good customer experience for all riders, regardless of background.

ATTACHMENTS

Prepared by:

Monica Bouldin, Deputy Chief, Customer Experience, (213) 431-4918

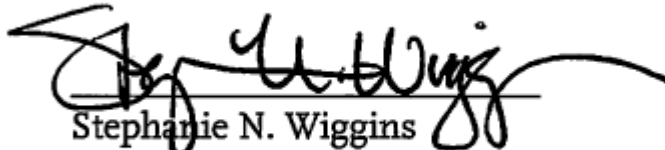
Maya Emsden, Executive Officer, Communications, Art Asset Management & Cultural Programming, (213) 922-2720

Lan-Chi Lam, Director, Revenue Generation, Partnerships and Sponsorships, (213) 922-2349

Pamela Krebs, Interim Executive Officer, Communications, (213) 431-6931

Reviewed by:

Jennifer Vides, Chief Customer Experience Officer, (213) 922-4060



Stephanie N. Wiggins
Chief Executive Officer

Telling the Metro Story PR and Marketing Update

September 2023

Los Angeles Times

For L.A.'s newest underground art experience, head down to the Metro Regional Connector



Mark Steven Goodfield's glass mosaic, "Red Car Begins," in the new Historic Broadway Station, Metro's Regional Connector opened Friday. (Christina House / Los Angeles Times)

BY DESHAY NIMAN | STAFF WRITER
JUNE 12, 2023 6 AM PT



For your next art outing, head underground.

The Los Angeles Metropolitan Transportation Authority debuted its Regional Connector Transit Project yesterday, a \$4.5 billion undertaking that's been more than a decade in the making. It includes three new downtown L.A. subway stations — the Grand Ave. Arts/Bunker Hill, Historic Broadway and Little Tokyo/Arts District stops — and each are filled with ambitious new works of art.

Eight artists were commissioned by Metro to create permanent, site-specific

CALIFORNIA

Metro's new rail connector opens in downtown L.A., linking three lines, reducing transfers



Members gather along the grand opening ceremony Friday for Metro's new regional connector inside the Japanese American National Museum in Little Tokyo. (Wynne J. Chan / Los Angeles Times)

BY RACHEL URBANIA
STAFF WRITER | @RURBANIA

JUNE 12, 2023 5:09 PM PT



A 1.9-mile rail line with stops at some of downtown Los Angeles' most iconic locations opened Friday to crowds hoping to take a spin on the new trains that transit officials say were the missing link in the system.

"It's gonna be about half the time for me," said Margarita Navarrete, a city clerk who commutes from East Los Angeles. Although she has a car, she normally takes a bus to avoid the cost of parking. The new rail line's Historic Broadway Station will drop her across the street from her office.

The new Regional Connector ties together the L (Gold), A (Blue) and E (Expo) lines along one route underneath downtown Los Angeles, providing more direct access to the city's center and in many cases eliminating the need to transfer. It enables riders

LOCAL NEWS |
LA Metro celebrates opening three new stations connecting the mountains to the beaches
BY KCAL NEWS STAFF
JUNE 16, 2023 | 7:25 AM / KCAL NEWS
f t v



KCAL NEWS
LA Metro Regional Connector opens
BY KCAL NEWS STAFF
JUNE 16, 2023 | 7:25 AM / KCAL NEWS
f t v

52 LOS ANGELES | LOCAL NEWS | WEATHER | RESOURCES | ENTERTAINMENT | SEE THE LIST
Metro adds three stations with the Regional C Angeles
It will allow passengers to travel between Azusa and Long Beach and between East Los Angeles and Santa Monica without transferring.
By City News Service - Updated on June 16, 2023 | Updated at 9:53 am on June 16, 2023
f t v

Little Tokyo/Arts District
BUNKER HILL ES LA TERCERA NUEVA ESTACION DE METRO
The downtown Los Angeles rail system will receive a major makeover Friday with the inauguration of the project known as the Metro Regional Connector.
f t v

FOX11 | Live | News | Good Day LA | Contests | TV Links | Pride

LA Metro opens 3 new underground stations

By CNS Staff | Published June 16, 2023 9:43AM | Downtown LA | City News Service |



New LA Metro Regional Connector opens
The downtown Los Angeles train system is getting a major facelift.

LOS ANGELES - The downtown Los Angeles train system got a major facelift Friday with the opening of the roughly \$1.8 billion Regional Connector project, which adds three underground stations and will allow riders to travel between Azusa and Long Beach and between East L.A. and Santa Monica without transferring.

PROACTIVE APPROACH TO PR AND SOCIAL MEDIA



In Depth: LA Metro

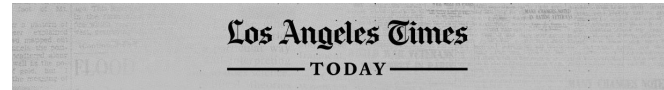
By Hal Eisner and Hunter Lowry | Published August 13
| FOX 11



In Depth: LA Metro

In segment one, Hal is joined by LA Metro CEO Stephanie Wiggins to talk about some of the recent changes and challenging issues affecting the Metro. Then, Metro Art Executive Officer Maya Emsden joins Hal to talk about the art sponsored by the transit agency.

LOS ANGELES - In segment one, Hal is joined by LA Metro CEO Stephanie Wiggins to talk about some of the recent changes affecting the



CALIFORNIA

LA Times Today: The status of L.A. Metro trains' drugs, crime and planned solutions

Watch L.A. Times Today at 7 p.m. on Spectrum News 1 on Channel 1 or live stream on the Spectrum News App. Palos Verdes Peninsula and Orange County viewers can watch on Cox Systems on channel 99.

APRIL 20, 2023 7:23 AM PT



Getting commuters to use the L.A. metro system has been a tough sell. Ridership on L.A.'s trains fell sharply during the pandemic. Many people don't feel safe because of crime and rampant drug use. But officials are trying to change that.

Metro Chief Executive Stephanie Wiggins joined L.A. Times Today to discuss the agency's efforts to get riders back on the rails.



Eyewitness Newsmakers: Metro leaders share plan to better tackle security

By Marc Brown and Kristie R. Sihn
Sunday, July 16, 2023



LOS ANGELES (KABC) -- In a city grappling with a homeless crisis, Metro is not immune.

Drug abuse, assaults and concerning behavior by people suffering with a mental illness can put riders at risk and force others to avoid trains and buses at all.

The total number of "Part 1 crimes" - which includes crimes like assault, burglary, robbery, rape and homicide - from January through May 2023 has remained relatively steady compared to 2022. It's down 5% from 2019.

However, it's important to focus on some specific crimes to better understand this data.

PROACTIVE APPROACH TO PR AND SOCIAL MEDIA

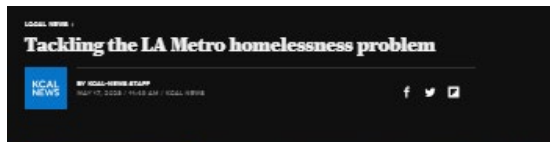


How L.A. Metro is addressing safety at its most dangerous station

Annie Rose Ramos 2 months ago



With around 20,000 passengers passing through it each day, the Westlake/MacArthur Park Station is one of L.A. Metro's busiest. It is



An outreach program that was started by LA Metro 5 years ago is now expanding to help with the homelessness issue taking over passenger cars.

LA Metro has been working with LA County's Housing for Health and numerous non-profits on creating and sending in teams, including mental health experts and outreach staff.

These members will be wearing purple vests and day after day they will be interacting with people who need their services.

Metro LA is now doubling the number of teams it is funding, adding an additional 8 people to help assist the homeless.

Mark Lewis, with PATH, has been serving the community for over 25 years and he explains why the issue hits close to home for him.



Outreach team deployed to help homeless people on LA's Metro transportation system

Wednesday, July 12, 2023



Members of Metro outreach teams are tasked with roaming the transit system seven days a week, helping homeless people by providing them with much-needed services.

LOS ANGELES (KABC) – Members of Metro outreach teams are tasked with roaming the transit system seven days a week, helping homeless people by providing them with much-needed services.

When **PATH teams** approach "a potential client, we start off with hygiene kits because it's an ice-breaker," said William Armstead. "And then we attempt to engage them and ask them what the client's needs are."

Karen Barnes, PATH's associate director, explained: "We locate people who are using the (transit) system for shelter and we try to connect them to services and hopefully to housing."

"Outreach is really about making that connection," Barnes said, "really meeting people where they're at and building a strong relationship with them, in order to help people realize that there is hope."



(AP Photo/Damian Dovarganes)

Metro CEO on keeping public transportation safe

BY INSIDE THE ISSUES STAFF | EL SEGUNDO
PUBLISHED 10:00 PM PT JUL. 13, 2023

- 1 "Inside the Issues" host Alex Cohen speaks with Metro CEO Stephanie Wiggins about how to keep public transportation safe.
- 2 Then, Jeff Olivet — the executive director of the U.S. Interagency Council on Homelessness — discusses the Biden administration's All Inside initiative to address homelessness.
- 3 And later, the newest member of the Los Angeles City Council, Imelda Padilla, talks about her goals for her district.

REAL-TIME FACT CHECKS

M Metro Los Angeles
@metrolosangeles

FACT CHECK: This tweet has misrepresented the truth. The first photo is of two of five people arrested just off Metro property for selling counterfeit pharmaceuticals. The second photo is unrelated to the first incident. Fare evasion on Metro is not an arrestable offense.

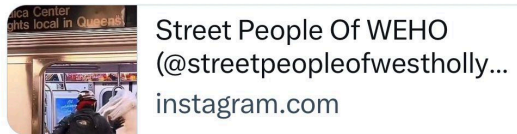
[twitter.com/_ClaraHarter/s..](https://twitter.com/ClaraHarter/s..)

This Tweet was deleted by the Tweet author. [Learn more](#)

2:12 PM · May 20, 2023 · 34.6K Views

37 Reposts 16 Quotes 234 Likes 7 Bookmarks

Alex Villanueva @AlexVilanueva33 · 1d ...
I'm speechless. Um, @metrolosangeles, care to comment? @LACountyBOS? @MayorOfLA? Anyone?



7 comments 10 retweets 33 likes 2,326 views

M Metro Los Angeles
@metrolosangeles

That's New York.

M Metro Los Angeles @metrolosangeles · Aug 20
This is a ride at Universal Studios. Duh.

Mexican Rug Dealer @DealinRugs · Aug 20
The LA Metro Station on Wilshire/Vermont is flooding from the storm 🤔



Readers added context

This is a joke tweet however it is being misinterpreted as fact. This is the "Earthquake" part of the Studio Tour in Universal Hollywood Studios park. t.co/KWulE1ZOp7

Do you find this helpful?

Rate it

165 replies 861 retweets 7,663 likes 1.1M views

TrashxPanda @TrashXPandaArt · Aug 20
Lol nice one

1 like 50 views

BungJawstin.eth @BungJa... · 23h ...
Who all they got as social media behind the @metrolosangeles handle 🤔

1 reply 75 views

Xrayna @XraynaQueen · Aug 21
🤔🤔🤔🤔

7 views

Kathleen - A'TIN / STARS / ARMY ... @misz_caitly... · Aug 20
Hahaha.. that's not even how the Wilshire/Vermont station looks like 🤔🤔

446 views

jennifer @jenwouldd · Aug 20
🤔🤔🤔

108 views

Plmnm (parrot) @Plmnm · Aug 20
Well designed.

109 views

Lola @LolaLa720 · Aug 21
LA Metro got jokes

Regional Connector Media Coverage

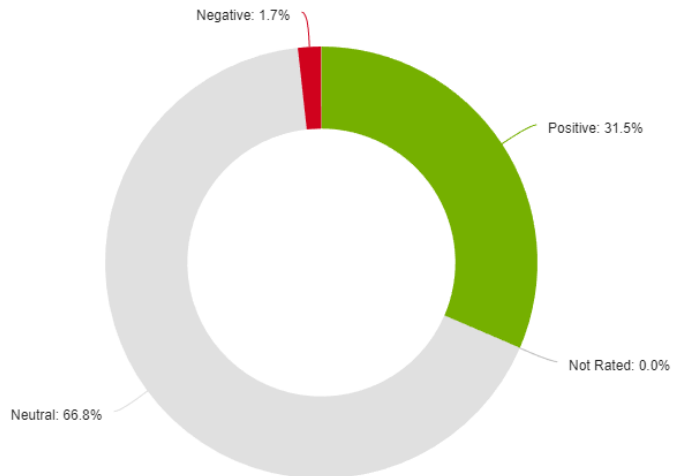
Results:

- Stories: 629
- Impressions: 2B
- Ad Value: 23M+

Sentiment:

- 98.3% of sentiment positive or neutral

Sentiment ⓘ



Customer Excitement on Social Media



metrolosangeles Los Angeles, California

metrolosangeles just us? 2d

littlescienceguy Love this meme! 2d 1 like Reply

tsahibanton this was my son This morn 2d Reply

yestrask Took 25 years but finally this day I moment for our beautiful city 2d 6 likes Reply

colinderr Looking forward to stop by Little T out the new station and riding out to Santa I by the beach on Saturday! 2d 3 likes Reply

deidrefrancisco How awesome! I'm planning a trip out for next summer with my son. I'll be sure to add the Metro to our list after sharing this- especially with the new little Tokyo stop. He loves Japanese food. Thanks for sharing ❤️

1d 3 likes Reply

— View replies (1)

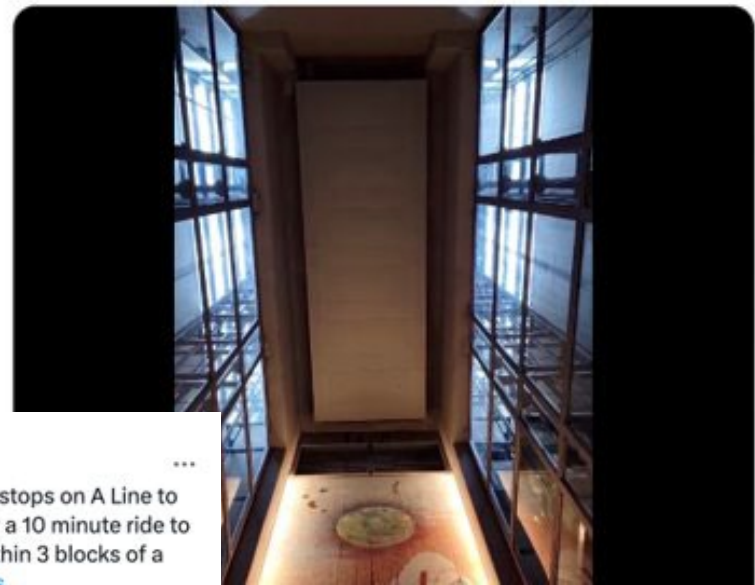
noigbrittany Great info!! I see LA is really trying to step its public transportation game up. Love it!

1d 4 likes Reply

— View replies (1)

Justin? more like **tin @marxling** · Jun 16

Grand Av Arts/Bunker Hill station is so deep that the only way to get from the concourse level to street level is through a set of elevators. Waiting for my elevator here felt like a cathedral-like experience.



Roberto Ignacio Díaz @robertissimus · 1h

Loving the new airy, art-filled Little Tokyo/Arts District station; happy it will be the best station for me to switch from the A to the E line to get to USC. All this can be a game changer for [@metrolosangeles!](#)



momvidax4 Love that you guys call it Metro here in Montreal, Canada we also call it the Metro. Le Metro en francais 😊

🔖

You Retweeted

Kirill Safin @kvsafin · 48m

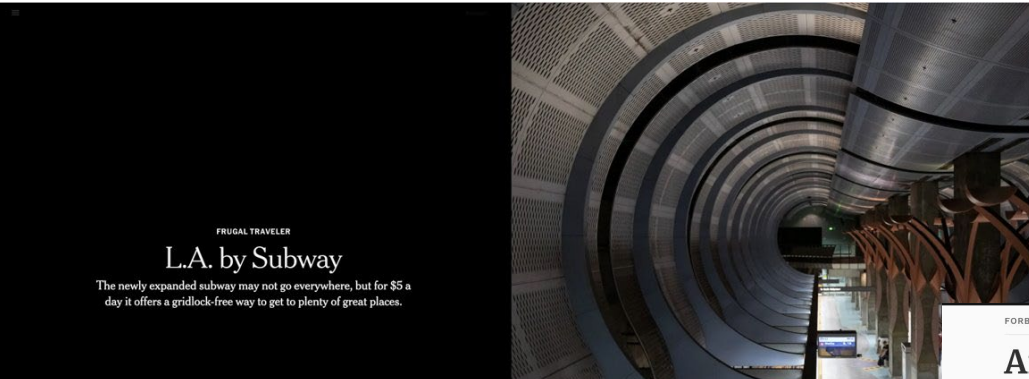
Yesterday, another public-transit-only success story. 3 stops on A Line to LA State Historic Park via Regional Connector, and later a 10 minute ride to ktown for a friend's Karaoke party. Everything above within 3 blocks of a station, including my apartment. Thx [@metrolosangeles](#)



Ann Owens @AnnOwens_ · 1h

Hard to overstate how excited I am about the regional connector project being done! And the new stations are GORGEOUS!

New York Times



L.A. by Subway

The newly expanded subway may not go everywhere, but for \$5 a day it offers a gridlock-free way to get to plenty of great places.

By Elaine Glusac
Elaine Glusac is the Frugal Traveler columnist, focusing on budget-friendly tips and journeys.
Published July 19, 2023 Updated Aug. 4, 2023

Sign up for the Travel Dispatch newsletter. Essential news on the changing travel landscape, expert tips and inspiration for your future trips. [Get it sent to your inbox.](#)



There are plenty of free and [cheap things to do](#) in Los Angeles. As a traveler, the issue is getting to them. From Los Angeles International Airport, rental cars recently priced out around \$75 a day before tax and gas. Taxis and app-based rides between the airport and downtown cost \$40 to \$70, depending on the time of day. Then there's overnight parking — \$50 to \$60 isn't unusual.

But there is a bargain alternative: the subway, a steal at \$1.75 for a ride, \$5 for a day pass or \$18 for a week.

In Los Angeles, land of traffic jams, the go-to vehicle is the car. But for decades, Los Angeles County's public transit authority, [Metro](#), has been trying to wean Angelenos from their autos, building more than 100 train stops on seven lines since 1990, including the new K Line, which opened in October, running through South Los Angeles. In June, the Regional Connector Transit Project consolidated downtown connections, making it possible to ride east-west between East Los Angeles and Santa Monica, and north-south between Azusa and Long Beach without transferring. Another extension, due in 2024, will link to [Los Angeles International Airport](#), one among nine future stations set to open before the city hosts the 2028 Summer Olympics.

Forbes.com

FORBES > LIFESTYLE > ARTS

Art On The Metro, Los Angeles' Moving Museum

Chadd Scott Contributor
I cover the intersection of art and travel.

Follow



Jul 25, 2023, 04:59pm EDT



Listen to article 8 minutes



Audrey Chan's, "Will Power Allegory," at Little Tokyo/Arts District Station. METRO

Los Angeles County covers 4,000-square-miles. Ten million people live within its borders. They reside in 88 different cities with 88 different mayors and 88 different city councils. Beverly Hills, Burbank, Inglewood, the city of Los Angeles, Long Beach, Malibu, Pasadena, West

Essence

Black Artists Are Capturing The Heart Of LA, One Train Station At A Time

IN CONJUNCTION WITH THE REGIONAL CONNECTOR PROJECT, THE LA METRO ART PROGRAM UNVEILED ARTWORKS FROM CLARENCE WILLIAMS, MARK STEVEN GREENFIELD, AND URSULA RUCKER.

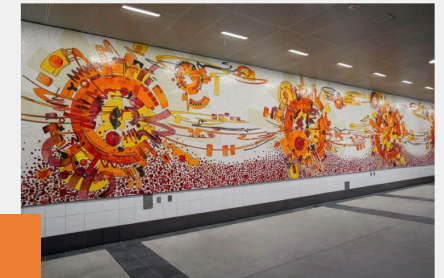


CLARENCE WILLIAMS' "MIGRATIONS," A COLLECTION OF PHOTOGRAPHS PAIRED WITH HAIRUS BY URSULA RUCKER IN THE HISTORIC BROADWAY STATION. THE WORK SPEAKS TO BLACK MIGRATION AND MIGRATION TO LOS ANGELES. COURTESY LA METRO

BY CIERRA BLACK · UPDATED AUGUST 21, 2023

As ever-expanding as Los Angeles is, its public transportation system hasn't always kept up with its growth. The Los Angeles Metropolitan Transportation Authority (LA Metro) aims to change that, and is increasing awareness through the arts.

LA Metro taps heavily-awarded artists Mark Steven Greenfield and Clarence Williams to liven up one of its new Regional Connector sites, the Historic Broadway Station. While the artistic mediums differ, the foundational themes couldn't be more aligned. Reverence, community, and the endless possibilities of life decorate the walls of the new Historic Broadway Station. Seated under the LA Times building, the station connects the Broadway theater and historic downtown districts of Los Angeles. The Regional Connector, which is the result of a longstanding effort to simplify LA's public transportation system, was unveiled in June. It opens the lines of access for passengers to reach areas across LA County such as civic hubs, art centers, and beaches more efficiently. LA Metro is setting out to build a more accessible infrastructure complete with intentional art.



MARK STEVEN GREENFIELD'S GLASS MOSAIC, "WED CAR REQUIEM," IN THE HISTORIC BROADWAY STATION. METRO'S REGIONAL CONNECTOR OPENED THIS PAST JUNE.



National Arts & Culture Media Coverage

Social Media Partnerships

FEATURED The 13 Best Tacos Along L.A. Metro's 33 Bus Line, From Santa Monica to Downtown

Is this the best bus line to hit all of LA's classic tacos?

1:26 PM PDT on August 31, 2023



Leo's Tacos. Photo by Brian Feinzimer for L.A. TACO.

By [Hadley Tomicki](#), [Memo Torres](#), and [Javier Cabral](#)

It's hard for L.A. TACO to contain its excitement about rapid transit. Especially today.

Because we're highlighting one of the most taco-filled lines in the universe: **Metro's 33**, which runs along Venice Boulevard from Downtown to Venice, passing some of the most legendary, most beloved, most crushable tacos and Mexican food in Los Angeles.

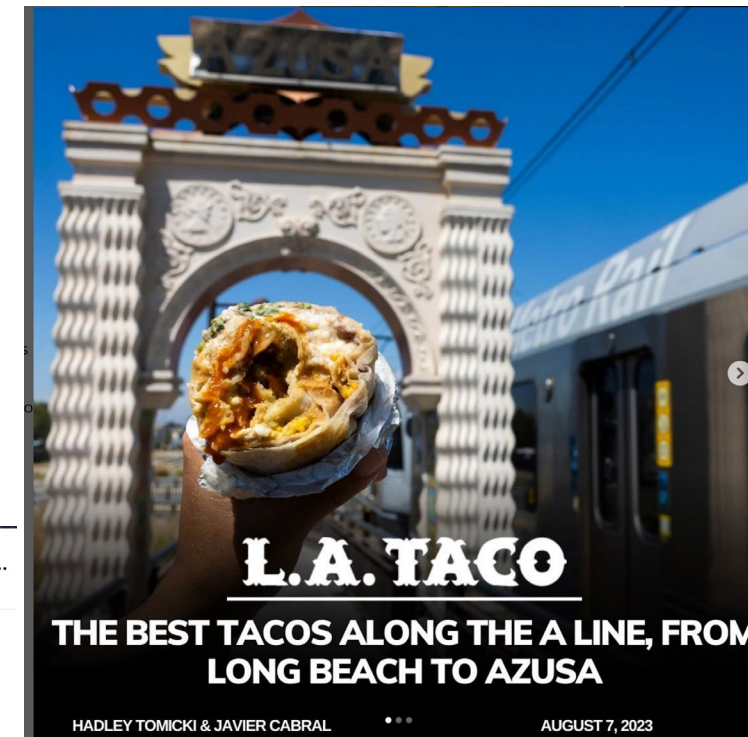


welikela and metrolosangeles
Paid partnership
Original audio

welikela ***Please note: the dates for Summer of Salsa are transposed in the video. Correct dates are Jul 14 and Aug 11*** Free L.A. events you can get to with Metro:

- ✓ Dance DTLA at @musiccenterla (every Friday til Aug 18) 📍 Take the B or D Lines to Grand Park / Civic Center station.
- ✓ Movies Under the Stars at @onecoloradoidpasadena (Jul 8, 15, 22, 29) 📍 Take the A Line to Memorial Park station.
- ✓ Summer of Salsa at @laplazala (Jul 14, Aug 11) 📍 Take the A, B or D Lines to Union Station.
- ✓ Summer Block Party at @bergamotsantamonica (Jul 15) 📍 Take the E Line to 26th Street / Bergamot Station.
- ✓ Sunset Concerts at the @skirball_la (weekly starting Jul 15) 📍 Take Line 761 to Sepulveda / Skirball Ctr.
- ✓ @gettymuseum Off the 405 Concerts (July 22, 29) 📍 Take Line 761 to Sepulveda / Getty Ctr.
- ✓ @folarorg River Fest at LA State Historic Park (July 23) 📍 Take the A Line to Chinatown station.

July 6
Liked by [stephaniewigginsceo](#) and 6,657 others
Add a comment...



welikela and metrolosangeles
Paid partnership
Original audio

welikela The new Regional Connector opens to the public at noon on Friday, meaning that for the first time Angelenos will be able to ride a single train without transferring between Santa Monica and East LA or between Azusa and Long Beach. PLUS: To coincide with the opening, Metro will offer FREE rides on all Metro bus, rail, bike, and Metro Micro services across all of Los Angeles County from June 16-18. And parking at Metro park and ride lots along the A and E Lines will also be free on the weekend! That's three days (Friday to Sunday) to test out the system, and hop over to three brand new stations adjacent to some of the best free cultural institutions in the city like @thebroadmuseum, @hauserwithlosangeles, and @moca, plus free events happening this weekend including @grandperfs and @patchesandpins.expo. Tap the @welikela link in bio for more details on the weekend freebies :)

11w
Liked by [tapgreaterlosangeles](#) and 4,018 others
JUNE 15
Add a comment...



*No buses were delayed for the making of this video.

9w



dtlainsider 🍌🍌🍌

8w 1 like Reply



valleyrelicsmuseum 🔵🔥🔥🔥

9w 4 likes Reply



hammer_museum 🔵🔥 Okayyy @metrolosangeles!!! 🍌🍌🍌

8w 14 likes Reply



valleyrelicsmuseum 🔵 That's just like when I get a free bus ride

9w 64 likes Reply



julianaonbeat Awwww LOOOVE you all 😊❤️

4w 1 like Reply



kokeya Love this that's my sister!!!



326052



24995



1672



10539



1399

[View insights](#)



Liked by stephaniewigginsceo and 25,087 others

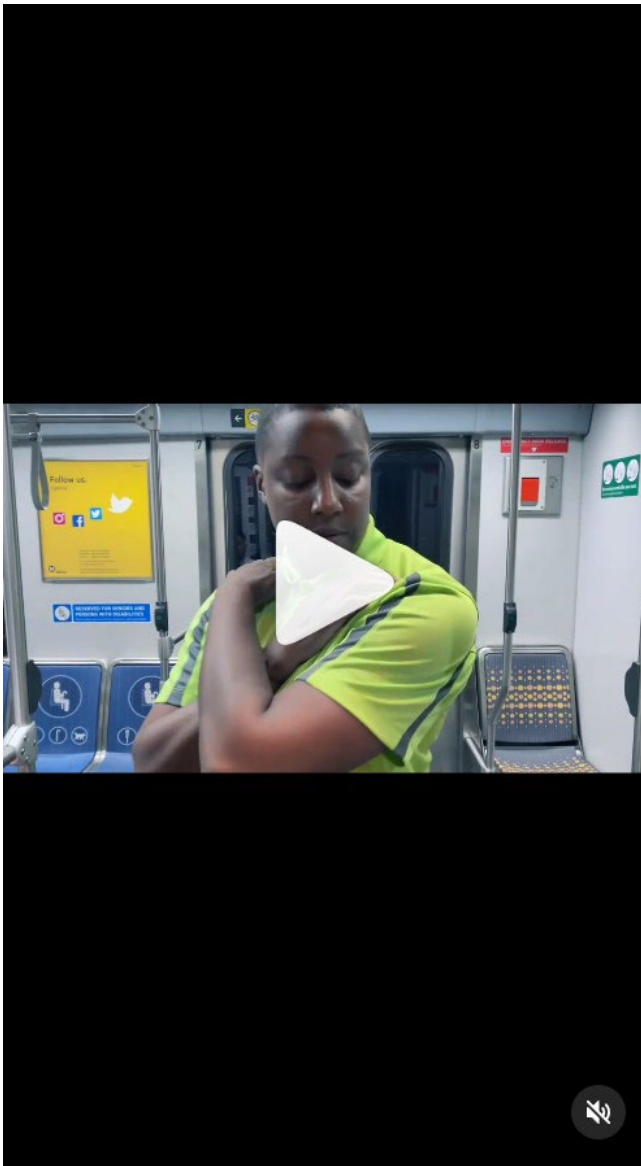
JULY 6

Reel Insights ⓘ

Instagram and Facebook plays 331,206

Instagram likes and Facebook reactions 25,096

PRESS PLAY: Bus Operator Dance!



NYC Ferry PUBLIC TRANSIT SWIFTIES UNITEEEEE 🚇 I would trade friendship bracelets with you ANY day 🚇

8-1 559 [Reply](#)

[View 4 replies](#) ▾



TheNöel please give your marketing team a raise, a few days off and tickets to Taylor. this is awesome! 😊

8-1 536 [Reply](#)

[View 2 replies](#) ▾



Flavor Flav WOOWWWW!!!

8-1 520 [Reply](#)

[View 13 replies](#) ▾



HAYLOURRIE yessss LA swifties ride the metro blue line 🌟🇺🇸

7-31 290 [Reply](#)

[View 5 replies](#) ▾



Katera 🍓 Public transit swifties united 🥰🥰🥰

8-1 150 [Reply](#)

LA Metro · **Creator**
here for it 🚇

8-1 15 [Reply](#)



Illest Rodriguez
[@LA Metro](#) (Taylor version) love you all having us safe and guiding us through every step of the wa

7-31 64 [Reply](#)

230.3K 42.7K 396 1.4K 1.2K

Reach	Completion rate	Average view time	Profile views
205,643	29.8%	14.53s	2,284

PRESS PLAY: Taylor + Ambassador Mashup!



its_robert27 🙌🙌

10w 1 like Reply



jopankyjones Great. I love the improvements to LA public transpo 🙌

10w 4 likes Reply



suldrew 🙌

10w 1 like Reply



vivelavidaveg Hell yeah baby!

10w 2 likes Reply



explorewanderfind 🙌🙌🙌

10w 1 like Reply



cristhetitan_ Proud of y'all 🙌

10w 14 likes Reply

321925

13198

491

893

795

[View insights](#)



Liked by movelatransit and 13,795 others

LINE 26

Reel Insights ⓘ

Instagram and Facebook plays 563,667

Instagram likes and Facebook reactions 13,796

PRESS PLAY: Bus Lanes!



theglutster Best metro taco crawl yet



5d 8 likes Reply



jsrrestaurantgroup



6d 2 likes Reply



kblancoeats I love the content its so informative. What a great way to inform the audience about local tacos and using public transportation.



3d 1 like Reply



souris



25266



837



15



107



128

5d 1 like Reply



big_blackee

5d 1 like Reply



beguiling_bug

4d Reply

[View insights](#)



Liked by labustops and 836 others

6 DAYS AGO

Reach

23,711

Accounts reached

12,184

Followers



11,527

Non-followers

PRESS PLAY: Transit to Tacos (in partnership with L.A. Taco)



Board Report

File #: 2023-0443, File Type: Informational Report

Agenda Number: 20.

**PLANNING AND PROGRAMMING COMMITTEE
SEPTEMBER 20, 2023
EXECUTIVE MANAGEMENT COMMITTEE
SEPTEMBER 21, 2023**

SUBJECT: C LINE EXTENSION TO TORRANCE UPDATE REPORT

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE status report on the Metro C (Green) Line Extension to Torrance Project.

ISSUE

This report provides an update on the Metro C Line Extension to Torrance Project (Project), summarizing regional and local benefits, results from a recent community poll, public comments on the Draft Environmental Impact Report (EIR), and a technical comparison of the Proposed Project, Options, and Alternatives to the Project studied through the environmental process under the California Environmental Quality Act (CEQA).

BACKGROUND

The Metro C Line Extension to Torrance would provide rapid, high-capacity transit connecting the South Bay, a major jobs center, with the rest of LA County's growing Metro rail network. The Proposed Project would extend light rail 4.5 miles south from the Redondo Beach (Marine) Station through the cities of Lawndale, Redondo Beach, and Torrance, terminating at the new Mary K. Giordano Regional Transit Center (Torrance Transit Center). By linking the Metro rail system with two new bus transit centers in the cities of Redondo Beach and Torrance, the Project would extend the reach of transit to the greater South Bay region. The Project has funding from Measure R (\$272M in 2008), Measure M (\$619M in 2016), and a grant (\$231M in 2018) from the California State Transportation Agency (CalSTA).

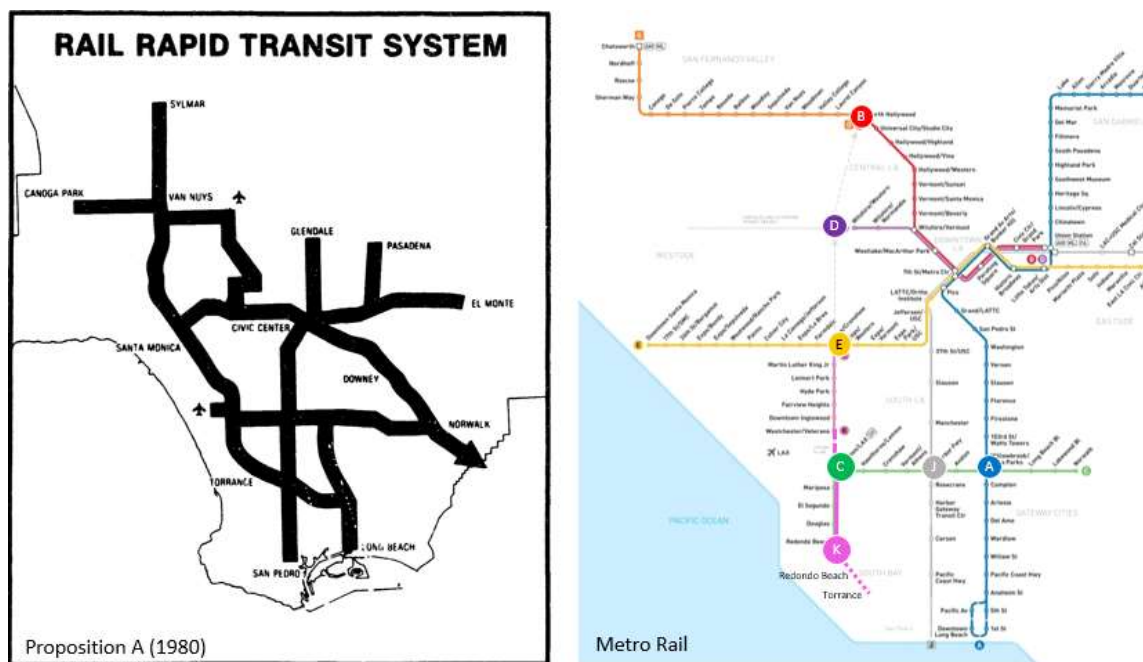
The first concept of a rail connection to the South Bay was envisioned as part of the regional rail network in Proposition A (1980) with the goal of connecting LA County via rapid rail service. In 1993, Metro purchased the 26-mile Harbor Subdivision freight corridor from the BNSF Railway (BNSF) predecessor with the goal of providing rail service between Downtown Los Angeles and the South Bay and Ports of Los Angeles and Long Beach. In 2009, Metro published the Harbor Subdivision Alternative Analysis (AA) Study, which evaluated various travel markets, modes, and routes to

connect Downtown Los Angeles with the South Bay and Ports via rapid transit. The AA Study prioritized a segment of the Harbor Subdivision corridor between Redondo Beach and Torrance with light rail as the preferred mode. Since 2009, Metro has prepared several transportation studies to validate and advance the Project.

Below is a brief timeline of the studies, funding awarded, and Board actions:

- 2008: Measure R approved by voters, allocated \$272M to the Project.
- 2010-2012: Environmental study started for the Project, then paused due to funding uncertainty after Measure J failed.
- 2016: Measure M approved by voters, allocated \$619M to Project, identified opening year as 2030-2033.
- 2017-2018: Metro reinitiated planning with Supplemental Alternatives Analysis (SAA) Study and evaluated four light rail alignments for the Project.
- 2018: Metro Board approved two alignments from the SAA Study (Metro ROW and Hawthorne) to move into environmental review and removed proposed stations in the City of Lawndale from further study based on the City's request.
- 2018: Project awarded \$231M TIRCP grant from Cal-STA to broaden and modernize transit connectivity in LA County.
- 2019: Metro Board designated the Project as one of four "pillar projects," reflecting the priority to connect South Bay to LA County.
- 2021: Metro started public scoping for environmental study under CEQA.
- 2023: Metro published Draft EIR and solicited public comments.

On a parallel track, the cities of Redondo Beach and Torrance invested in real estate adjacent to the Metro-owned Harbor Subdivision (Metro ROW) to plan new regional bus transit centers with the assumption that the bus centers would connect to future rail stations as part of the proposed light rail extension. After many years of planning and design, the Redondo Beach Transit Center and Torrance Transit Center opened this spring (2023), both partially funded by Metro grants. Both transit centers are adjacent to the proposed rail stations along the Metro ROW. The Redondo Beach Transit Center is on the west side of planned redevelopment for the South Bay Galleria to allow for easy transit access to a planned hotel, housing, and commercial development. Similarly, the City of Torrance purchased land with plans for transit-oriented development adjacent to the new bus center and planned terminus rail station.



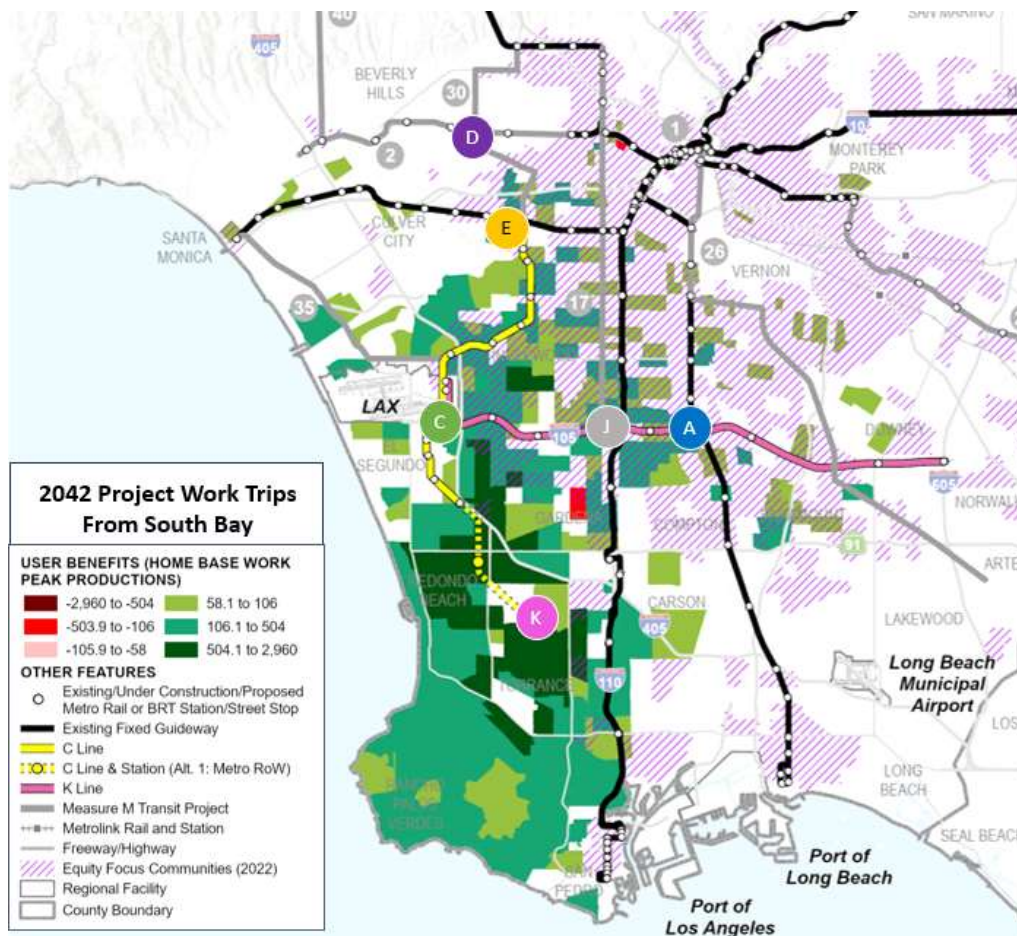
DISCUSSION

The South Bay is a significant jobs center, particularly in the industrial and technology sectors. Like much of LA County, the subregion suffers from heavy vehicle congestion, a constrained housing supply, and limited transit options. Data from the Southern California Association of Governments (SCAG) anticipates the existing jobs/housing imbalance to worsen in the coming decades, with employment growing twice as fast as the population in the South Bay. By providing a fast, frequent transit option to the South Bay, by 2042, the Project is expected to:

- Expand access and improve mobility with between 11,570 and 15,648 daily project trips,
- Reduce 19.5 million vehicle miles traveled (VMT) per year, and
- Reduce air pollution and greenhouse gas (GHG) emissions, which contribute to climate change, by shifting drivers to transit with 2,369 metric tons of carbon dioxide equivalent (MTCO₂e) saved per year.

With the recent Metro Board-adopted K Line operating plan, the Project would serve as a southern extension of the K Line, providing travelers a one-seat ride from the South Bay to Los Angeles International Airport (LAX), Inglewood, and the Metro E (Expo) Line. The light rail extension would link many Equity Focus Communities (EFCs) to employment centers along the C and K Lines while providing far-reaching benefits for people traveling between the South Bay and Central LA. In addition to expanding access, the Project would provide significant travel time savings between the South Bay and greater LA. As part of a separate Measure M project, there are plans to extend the K-Line further north to the Metro D (Purple) and B (Red) Line, providing access further north to the San Fernando Valley via the Metro G (Orange) Line. When fully built out, the K Line would connect to the

Metro C, E, D, and B Lines, making it one of the most connected rail lines in the Metro system, providing an attractive alternative to driving along congested streets and the I-405. The existing C and K Lines run two-car light rail trains. The Project is designed with longer station platforms and power to serve three-car trains and five-minute service during peak periods in the future to accommodate anticipated growth in ridership with the northern K Line extension.



Source: Metro

	Travel Time From Torrance Transit Center via Project (Light Rail in 2042)	Travel Time From Torrance Transit Center by Vehicle (Afternoon Peak in 2023)
LAX (AMC/96 th St)	19 minutes	30-66 minutes
Downtown Inglewood	23.5 minutes	25-55 minutes
Metro E Line (Expo/Crenshaw)	34.5 minutes	30-66 minutes
Downtown LA (7 th /Metro Center)	58.5 minutes	40-85 minutes
Downtown Santa Monica	63.5 minutes	45-110 minutes

Source: AECOM, STV, 2020, Travel time by vehicle-based on Google maps driving times in 2023.

Draft EIR & Technical Studies

In early 2021, Metro started the environmental review process for the Proposed Project and held public scoping meetings. Metro published the Draft EIR in January and held five public hearings during the 61-day comment period. The Draft EIR outlines the Project objectives, describes the Project design, operations, and maintenance, discloses potential environmental impacts in the short-term (construction) and long-term (operations), and identifies mitigation measures to reduce or eliminate potential environmental impacts from the Project.

The Draft EIR evaluates three light rail alignments to connect the existing C Line terminus at the Redondo Beach (Marine) Station southeast to the Torrance Transit Center:

- Metro ROW (Elevated/At-Grade) travels on Metro ROW
- Trench Option travels on Metro ROW below street level and open to the sky
- Hawthorne Option travels along a section of the I-405 and Hawthorne Blvd

South of 190th Street, all three alignments are the same and travel along the Metro ROW to end at the Torrance Transit Center.

In addition to the Draft EIR, Metro prepared several technical studies and reports to further analyze the Project and address areas of public interest not evaluated under CEQA. These include advanced conceptual engineering plans and related studies such as geotechnical, hydrogeology, drainage, traffic and parking, ridership, cost, real estate acquisitions, urban design, purpose and need, and alternatives considered and dismissed over the years.

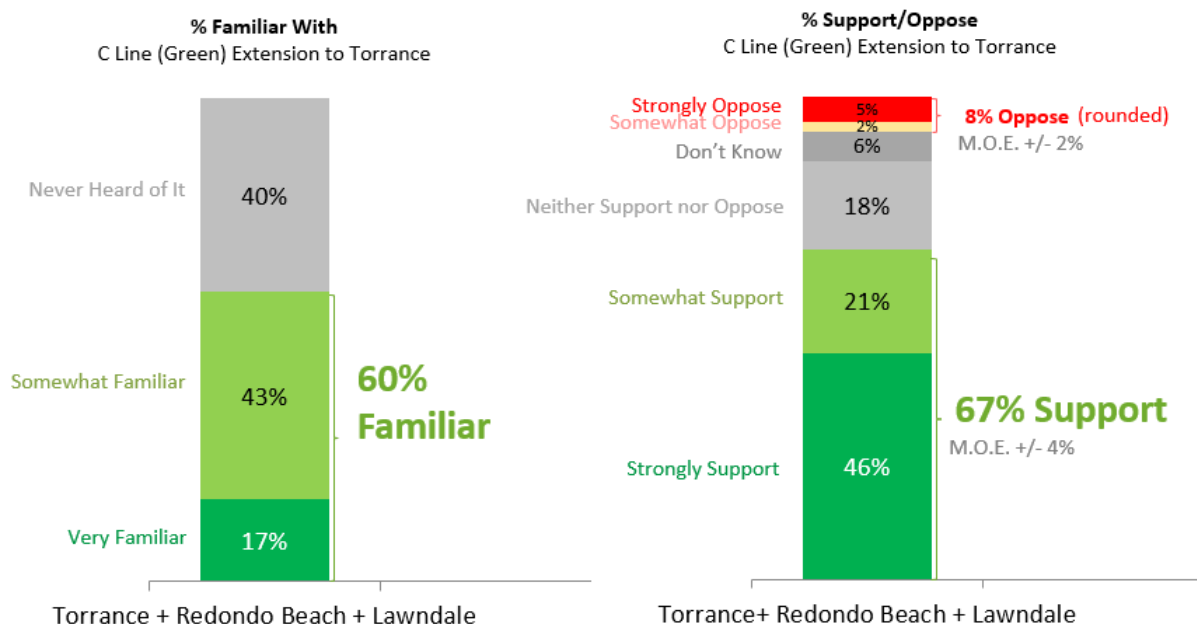
Community Engagement & Input

Between 2021 - 2023, the project team led extensive outreach to engage the community virtually and in-person when it was safe to do so during the pandemic. Metro expanded the radius of notifications from 750 feet to a 1-mile area around the corridor, which includes over 47,000 addresses. Metro held virtual walking tours and surveys, in-person walking tours, open houses, and public hearings to invite the public to provide feedback and hosted dozens of targeted stakeholder briefings. Over 1,800 individuals attended multiple rounds of public meetings. To reach transit-dependent riders and groups that do not typically attend public meetings, Metro held pop-up booths at local events, interviewed over 100 transit riders at busy bus stops in the area, and reached out to over 500 businesses through door-to-door outreach. All outreach materials were prepared in English and Spanish, and enhanced outreach tools were used during COVID to engage through non-traditional means. Since early 2021, Metro has tracked over 23,000 project video views and over 11,000 views of project websites.

Over the course of public engagement, Metro received input from the community that coalesced around the following concerns: noise and vibration, construction disruptions, public safety, freight safety, effects to properties and property values, changes to neighborhood character, parking and traffic, access to stations, connections to bus centers, ridership, and utility relocations and soil conditions. Summaries of public outreach events are published on the project website at www.metro.net/clineext.

Public Support for Project

In Spring 2023, Metro worked with a market research firm to survey residents on their level of awareness and support for the Project. The purpose of the poll was to reach individuals who are less likely or unable to attend public meetings and comment on environmental documents to understand their perceptions of the Project. The poll surveyed 670 residents through randomized phone calls (landline and cell phones) across the three project cities of Lawndale, Redondo Beach, and Torrance. The survey found that 60% of residents are familiar with the Project and 67% are supportive of the Project. On average, 8% of residents across the three cities oppose the Project and 24% had no opinion.



M.O.E indicates the margin of error.

Draft EIR Comments

Between January and March 2023, Metro collected approximately 2,200 comments on the Draft EIR over the 61-day public comment period. A small percentage (~13%) of the comments address specific environmental concerns or impacts within the Draft EIR. The vast majority (1,850 comments) focused on alignment preferences. Almost two-thirds of alignment comments (66%) were in support of the Metro ROW Elevated At-Grade Alignment.

Support for Draft EIR Alignment/Alternative	# Comments	% of Total
Metro ROW Elevated/At-Grade	1,228	66%

Hawthorne Option	355	19%
Trench Option	135	7%
High-Frequency Bus Alternative	39	<1%
ROW Hybrid Alternative	3	<1%
No Project Alternative	119	6%

Source: Metro, The Robert Group

Both the poll and the Draft EIR comments show high levels of community support for the Project and low levels of opposition, although some vocal opponents who live adjacent to the Metro ROW have attended public meetings regularly.

Local Agency Support

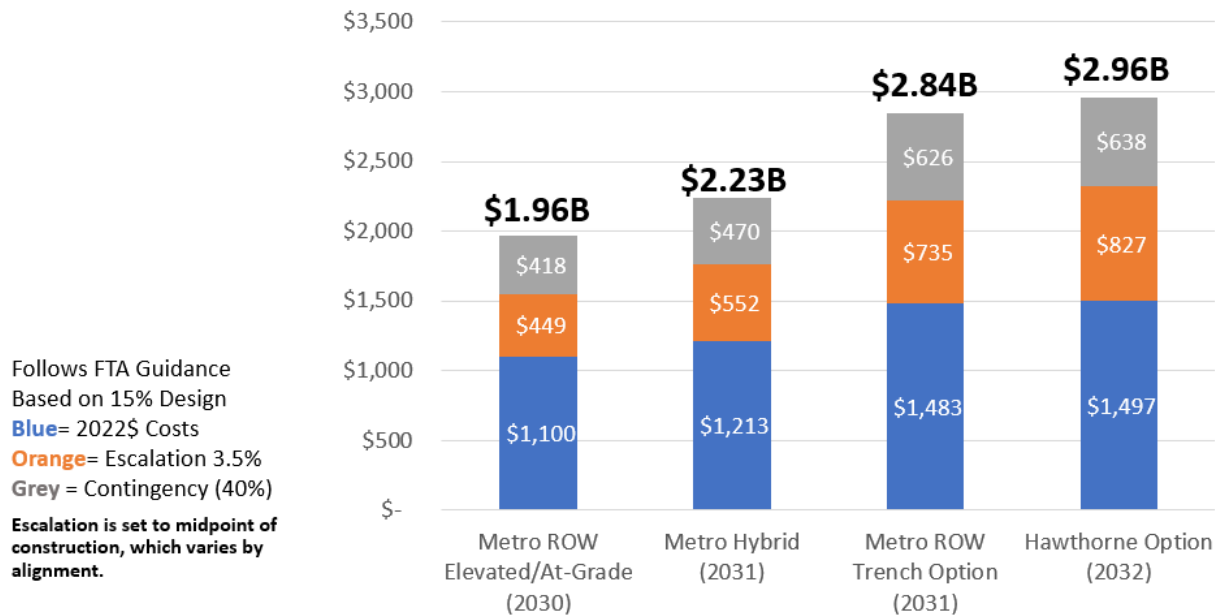
During the Draft EIR comment period, all three cities in the Project area provided comment letters. The City of Lawndale noted opposition to the Project in a letter (March). However, in May, the City Council voted in a closed session to change its position and support the Hawthorne Option. The City of Redondo Beach expressed support for the Hawthorne Option to avoid impacts on residential neighborhoods along the Metro ROW. The City of Torrance indicated its support for the Proposed Project (Metro ROW Elevated/At-Grade Alignment) as it is the most cost effective and fastest to complete. Caltrans submitted a letter supporting the Project and noted that it would require encroachment permit approvals for any work on Caltrans ROW. The South Bay Council of Governments (COG) has not yet taken a position on the Project.

Cost Estimates & Construction Schedule

With support from the Metro Early Intervention Team (EIT) and Metro Cost Estimating Department, Metro worked with two firms to prepare and peer review construction cost estimates for the light rail alignments, following Federal Transit Administration (FTA) guidance for transit projects based on the level of design. The cost estimates include three key components:

- 1) construction costs in 2022\$ including labor and materials,
- 2) escalation (3.5% annual assumed), and
- 3) contingency to account for known and unknown project risks.

Escalation is tied to the midpoint of construction, based on a preliminary construction schedule (see below), which includes a buffer (25%) between the start of the final design and the start of operations, per FTA guidance. The cost estimates include approximately 30% allocated and 10% unallocated (40% total) contingencies per FTA, given that the project is at 15% design. As the project advances, the cost estimates will be updated, and the recommended contingencies will be revised based on more detailed engineering and risk assessment.



Project Schedule*	Measure M (2030-2033)													
	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036
Metro ROW (Elevated/At-Grade)	CEQA		Design/RE Contract Award		BNSF & Utility Relocation		Construction						Sep-33	
Metro ROW (Hybrid) Alternative	CEQA		Design/BID/RE Contract Award		BNSF & Utility Relocation		Construction						Dec-34	
Trench Option	CEQA		Design/RE Contract Award		BNSF & Utility Relocation		Construction							Jan-36
Hawthorne Option	CEQA	Caltrans PA&ED	Design/RE Contract Award		BNSF & Utility Relocation		Construction						Sep-35	
Hawthorne Option	CEQA	Caltrans PA&ED	Design/RE Contract Award		BNSF & Utility Relocation		Construction						Sep-35	
High Frequency Bus Alternative**	CEQA		Design/RE Contract Award		Construction/ Vehicle Procurement									

*Rail alignments include 25% construction contingency in schedule between start of Final Design and start of Operations per FTA.

**HFB Alternative estimate is high level and less detailed than rail estimates

Source: Metro,

STV, and Jacobs

Abbreviations: CEQA: California Environmental Quality Act; BID: Bidding process for contract; RE: Real Estate; PA&ED: Project Approval and Environmental Document

Project Funding

The Project has funding from local sources, including Measure R, Measure M, a TIRCP grant, and 3% local contributions. While Measure M funds escalate over time, Measure R and the TIRCP grant do not. Metro is developing a funding and project sequencing plan to address the funding gap.

Funding Sources	Funding Amount (Millions)	Estimate in 2031\$ (Millions)
Measure R (2008)	\$272	\$272
Measure M (2015)	\$619	\$993*
TIRCP Grant (2018)	\$231	\$231
3% Local Match Requirement <i>Current estimate is based on 15% design for Metro ROW Elevated/At-Grade. Final estimate to be prepared at 30% design based on LPA.</i>	\$59	\$59
Total	\$1.12B	\$1.55B*

*3% annual escalation used for calculation. Actual funding amount for Measure M will depend on when Measure M is expended and the actual increase in sales tax.

Project Implementation Approach

Given the funding gap, which ranges from approximately \$410 million (Metro ROW Elevated/At-Grade) to \$1.55 billion (Hawthorne Option), Metro is exploring a sequenced project implementation approach. This may, for example, include relocating utilities and freight track as the first sequence, followed by a light rail contract to construct stations, tracks, and related infrastructure and equipment. A sequenced approach would allow Metro to move the project forward to meet Measure M commitments and reduce construction risks for the light rail contractor while Metro pursues additional funding to complete the Project.

Summary of Draft EIR Alignments & Alternatives Studied

The tradeoffs between the alignments and alternatives studied in the Draft EIR are summarized below. Staff will present a recommendation to the Metro Board to consider in October for selecting a Locally Preferred Alternative.

Metro ROW (Elevated/At-Grade): would travel along the Metro ROW for the entire 4.5-mile length and two new stations would be constructed adjacent to the Redondo Beach Transit Center and Torrance Transit Center for convenient transfers between the bus and rail networks. The alignment is elevated between Inglewood Ave and 162nd Street to avoid major traffic impacts and street closures, per Metro’s Grade Separation Policy. South of 162nd Street, the alignment travels at street level (at-grade) within the ROW. Where there is enough room in the Metro ROW, Metro would add new three new neighborhood walking paths (one in each city).

Two at-grade light rail crossings are proposed at 170th and 182nd Street, which would include gates, bells, and other safety measures. The presence of the light rail bells results in a significant and unavoidable long-term noise impact on residential properties near 170th Street. In other areas, Metro can mitigate light rail noise impacts through sound walls, special trackwork, and other design tools along the corridor.

Existing freight tracks would be shifted in locations and rebuilt at-grade as they are today within the Metro ROW alongside new light rail tracks. Metro would design and install enhanced safety

equipment and treatments at all freight crossings to be “quiet zone ready” per the Federal Railroad Administration (FRA). A quiet zone corridor would mitigate freight noise impacts by eliminating the need for freight trains to blow their horns along the corridor, which would significantly reduce noise in residential neighborhoods. Metro would support the local cities in the application process for a quiet zone corridor in coordination with California Public Utilities Commission (CPUC) and FRA. The nature of the shared freight and light rail corridor, limited freight service, and proximity to homes make this corridor a good candidate for a quiet zone. The Metro ROW Alignment has the shortest construction period of the rail alignments studied. No residential properties would need to be acquired to construct the Project. The Metro ROW has the lowest construction cost of the rail alignments studied.

Topic Area	Metro ROW Elevated/At-Grade Alignment
Significant & Unavoidable Environmental Impacts	Construction (Short-term): Noise and Vibration Operation (Long-term): Noise impact at 170 th Street due to light rail bells
Other Environmental Concerns	Delays to emergency responders at 182 nd Street Light rail crossings near schools at 170 th and 182 nd Street Freight track shifted closer to a senior living community (Breakwater Village) near Grant Ave
Freight Improvements	Quiet zone-ready improvements at eight (8) freight crossings and upgraded trackwork to reduce noise/vibration along the corridor and enhance safety
Ridership & Access	Two rail stations with direct connections to two bus centers New Daily Riders: 4,694; Daily Project Trips: 11,579
Real Estate Needs & Construction Staging	Limited acquisitions north of 190 th Street Majority of construction would occur on Metro-owned land No residential properties would be acquired
Traffic & Parking	No changes to travel lanes or parking
Construction Cost & Timeframe	\$1.98 Billion (2030\$), Opening Year 2033

Trench Option: would travel along the Metro ROW for its entirety but would be constructed in a recessed concrete trench (open to the sky) for 1.8-miles of the alignment. Existing freight tracks would remain at-grade and be shifted and rebuilt alongside the light rail above the trench. The Trench Option would lessen light rail noise impacts but would still require sound walls to mitigate noise to a less than significant level, like the Metro ROW Elevated/At-Grade Alignment. Freight noise would be mitigated through “quiet zone ready” improvements. The Trench Option fully grade separates light rail from streets with eight under-crossings. This avoids significant long-term noise impacts to residential properties near 170th Street, eliminates delays to emergency responders at 182nd Street, and avoids shifting freight closer to Breakwater Village, a senior living community adjacent to the ROW between Artesia Blvd and Grant Ave.

Due to extensive excavation, the Trench Option would result in a significant and unavoidable air

quality impact during construction. To avoid major underground utilities that cannot be relocated, the Trench Option would require deep excavation (between 35-45 feet below ground) in the northern section of Lawndale. This area has a high-water table requiring specialized construction techniques and the installation and operation of permanent sump pumps. Excavation near residential properties while maintaining freight operations would be a slow and complex construction process. The Trench Option has the longest construction schedule and second highest cost.

Topic Area	Trench Option
Significant & Unavoidable Environmental Impacts	Construction (Short-term): Noise & Vibration; Air quality due to extensive excavation and truck hauling trips Operation (Long-term): Less than significant after mitigation
Other Environmental Concerns	Deep excavation (35-45 feet) to avoid major storm drain and other utilities High water table requires sump pump Lengthy construction and major excavation adjacent to homes and freight
Freight Improvements	Quiet zone ready improvements at eight freight crossings and upgraded trackwork to reduce noise/vibration along corridor and enhance safety
Ridership & Access	Two rail stations with direct connections to two bus centers New Daily riders: 4,694; Daily project trips: 11,579
Real Estate Needs & Construction Staging	Majority of construction would occur on Metro-owned land No residential properties would be acquired
Traffic & Parking	No changes to travel lanes or parking
Construction Cost & Timeframe	\$2.84B (2031\$), Opening Year 2036

Hawthorne Option: travels along the western embankment of I-405 before turning onto Hawthorne Blvd and traveling in the center of the street. As part of the technical analysis and design work to support the Draft EIR, the Hawthorne Option was revised to be fully elevated based on engineering and safety analysis. A station would be located near the South Bay Galleria south of Artesia Blvd (instead of the Redondo Beach Transit Center), which is about a half-mile walk for riders transferring between bus to rail.

The Hawthorne Option encroaches into Caltrans ROW along I-405 to avoid acquiring homes. Caltrans also has jurisdiction over sections of Hawthorne Blvd, which is a state highway (SR-107) and serves approximately 70,000 vehicles per day. Many intersections along Hawthorne Blvd are highly congested today with a level of service (LOS) between C to F. Caltrans has not yet approved an encroachment permit and would require Metro to complete federal environmental documentation per the National Environmental Policy Act (NEPA) before Caltrans would consider approval of an encroachment permit. This would add approximately two additional years of planning work. The lack of approval from Caltrans on the Hawthorne Option poses a significant risk to the Project implementation. In addition, Caltrans has requested that Metro consider widening existing travel

lanes along Hawthorne Blvd as part of the project, which would require acquiring slivers of properties along Hawthorne Blvd. Several major utilities would need to be relocated, including a storm drain in the center of Hawthorne Blvd and three sets of high-tension overhead power lines that need to be raised. Most of the construction would be staged in the street (Caltrans ROW), reducing roadway capacity and exacerbating existing traffic congestion with lane closures over the five-to-seven-year construction period. There are approximately 170 businesses that front this section of Hawthorne Blvd, some of which would be impacted permanently due to acquisitions needed to construct and operate the light rail. The Hawthorne Option has the highest construction cost.

Topic Area	Hawthorne Option
Significant & Unavoidable Environmental Impacts	Construction (Short-term): Noise and Vibration Operation (Long-term): Less than significant after mitigation
Other Environmental Concerns	Caltrans encroachment permit needed, not yet approved Relocation of a major storm drain and three sets of high-tension power lines Lengthy lane closures during construction along the corridor with 170+ businesses
Freight Improvements	No freight improvements or quiet zone corridor north of 190 th Street
Ridership & Access	Two rail stations: No connection to Redondo Beach Transit Center New Daily Riders: 5,497 / Daily Project Trips: 15,648
Real Estate Needs & Construction Staging	Largest amount of property needed to construct and operate. Several commercial properties needed to construct and operate Project located adjacent to I-405 and Hawthorne Blvd. No residential properties would be acquired. (Potential additional impacts to properties if Caltrans requires lane widening along Hawthorne Blvd). Lane closures during construction
Traffic & Parking	Loss of ~20 parking spaces, changes to median, left turn lanes, signalization, realignment of travel lanes
Construction Cost & Timeframe	\$2.96B (2032\$), Opening Year 2035

Per CEQA, the Draft EIR must also include “Alternatives to the Project” to reduce or eliminate significant impacts generated by the Project. As such, the Draft EIR includes three Alternatives:

- Metro ROW Hybrid (170th/182nd Grade Separated Light Rail) Alternative
- High-Frequency Bus Alternative
- No Project Alternative

Metro ROW Hybrid Alternative: This Alternative would travel along the Metro ROW for the entire 4.5-mile length and connects to both transit centers. The Alternative would include project benefits

associated with the Metro ROW alignments (e.g., new walking paths, quiet zone ready freight improvements). However, the design varies in a few locations to reduce significant and unavoidable noise impacts and address other community concerns related to the Metro ROW. Instead of at-grade crossings at 170th and 182nd Street, the Metro ROW Hybrid Alternative would locate the light rail below street level in two short trenches to travel under 170th and 182nd Street, which would:

- avoid long-term noise impacts to residential properties near 170th Street,
- avoid potential delays to emergency responders at 182nd Street,
- enhance safety along 170th and 182nd Street which are school routes,
- avoid shifting freight closer to Breakwater Village, a senior living community,
- avoid significant air quality impacts during construction (generated by the Trench Option) with less trenching, and
- improve light rail operations with fully grade separated crossings.

Topic Area	Metro ROW Hybrid (170th/182nd Grade Separated Light Rail) Alternative
Significant & Unavoidable Environmental Impacts	Construction (Short-term): Noise and Vibration Operation (Long-term): Less than significant after mitigation
Freight Improvements	Quiet zone ready improvements at eight freight crossings and upgraded trackwork to reduce noise/vibration along the corridor and enhance safety.
Ridership & Access	Two new rail stations with direct connections to both transit centers New daily riders: 4,694/ Daily project trips: 11,579
Real Estate Needs & Construction Staging	Limited real estate acquisitions north of 190 th Street The majority of construction would occur on Metro-owned land No residential properties would be acquired
Traffic & Parking	No changes to travel lanes or parking
Construction Cost & Timeframe	\$2.23B (2031\$), Opening Year 2034

High Frequency Bus (HFB) Alternative: This Alternative would avoid impacts related to rail by providing bus improvements. The HFB Alternative would provide a bus route between the Redondo Beach (Marine) Station and Torrance Transit Center with four new bus stops and 10-minute service during peak periods. The buses would travel on city streets in mixed-flow traffic. Many of the streets along the route are congested with a level of service (LOS) between C and F, which is anticipated to worsen without a rail project. Traffic signal priority would be explored pending approval by local agencies (cities and Caltrans). Due to the layout of the street grid, the bus route would require several turns on various streets to travel southeast to the Torrance Transit Center, resulting in a less direct travel route and lesser travel time savings. The HFB Alternative would not directly connect to

the Redondo Beach Transit Center. Instead, a bus stop would be located along Hawthorne Blvd south of Artesia Blvd near the South Bay Galleria. While the HFB Alternative avoids significant impacts due to rail construction and operations, it does not provide comparable levels of benefits to meet the project objectives. Rail attracts 65% more project trips and results in 88% greater savings of vehicle miles traveled to reduce air pollution and greenhouse gas emissions. The bus improvements would not have the same ability as rail to support anticipated growth in the South Bay, putting additional strain on the transportation network and resulting in increased roadway congestion and travel times.

Topic Area	High Frequency Bus Alternative
Significant & Unavoidable Environmental Impacts	Construction (Short-term): Less than significant after mitigation Operation (Long-term): Less than significant after mitigation
Other Environmental Concerns	Low ridership, low capacity, and slower travel times Fails to significantly reduce air pollution and GHG emissions and address climate change
Freight Improvements	Not applicable
Ridership & Access	4 Stops: Inglewood Ave/Manhattan Beach Blvd, Artesia/Hawthorne Blvd (South Bay Galleria), 190 th St/Del Amo Blvd, Torrance Transit Center New Daily riders: 1,248 / Daily project trips: 4,084
Real Estate Needs & Construction Staging	The majority of construction would occur on public streets. Some improvements to bus stops on sidewalks.
Traffic & Parking	Potential loss of street parking. Anticipated delays to traffic.
Construction Cost & Timeframe	\$155M* (2028\$), Opening Year 2030 <i>*A preliminary evaluation of construction costs for the HFB Alternative was performed. More detailed cost estimating work is needed to confirm construction costs and contingencies for HFB Alternative.</i>

No Project Alternative: assumes no transportation project is implemented to connect the Redondo Beach (Marine) Station to the Torrance Transit Center. While the No Project Alternative avoids construction impacts, it fails to address the project needs and objectives. The No Project Alternative would be inconsistent with the historical vision of a rail connection to the South Bay as part of the region’s long-term transportation plan, linked to multiple local land use and transportation plans, which seek to provide growing travel demand with rapid transportation infrastructure. No Project would fail to reduce vehicle miles traveled and would fail to link the two new bus transit centers to the regional rail network. Congestion would continue to worsen, as would air pollution and greenhouse emissions, which contribute to climate change. Climate change contributes to increased energy usage and public health issues around extreme heat. For these reasons, the No Project Alternative results in multiple significant and unavoidable long-term impacts related to transportation, land use, air quality, GHG emissions, and energy due to potential inconsistencies with the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP)/SCS. The No Project Alternative could

result in a loss of the \$231 million TIRCP grant, intended for a transit project.

A No Project Alternative would have the following impacts on the South Bay and greater LA region:

- Loss of ridership: 3.6 million project trips/year,
- Reduced access for 1.49 million new riders/year,
- Increased VMT: 19.5 million/year, and
- Increased GHG emissions: 2,369.4 MTCO_{2e}/year.

Topic Area	No Project Alternative
Significant & Unavoidable Environmental Impacts	Construction (Short-term): None Operation (Long-term): Transportation, Land Use and Planning, Air Quality, Greenhouse Gas emissions, Energy
Other Concerns	Fails to increase ridership and attract new riders Fails to reduce vehicle miles traveled Fail to reduce air pollution and GHG emissions, which contribute to climate change, energy use, and heat-related health concerns Fails to connect new transit centers with the regional rail network

EQUITY PLATFORM

Metro is committed to serving Equity-Focus Communities, which have been historically underserved in LA County. User benefit analysis reveals that the Project benefits extend to many Equity Focus Communities along the K line corridor as well as to the east/west C line corridor. The Project will connect the South Bay with the rest of the Metro Rail network, increasing access to employment, education, housing, and regional centers. As mentioned above, the South Bay is an important job center in LA County and is projected to grow. Providing fast, reliable access to jobs is critical to meeting travel demand and providing opportunities for economic mobility.

Based on Metro’s 2022 Equity Focus Community data, only a small geographic area in Lawndale is considered an EFC. To better understand demographic data, Metro analyzed income, race, and car-ownership data within a half-mile of the proposed station areas. In the Redondo Beach Transit Center Station area, there are census tracts where 20% to 39.9% of households are low-income, and 6% to 9% of households do not have access to vehicles. The South Bay Galleria station would also serve census tracts where 20% to 39.9% of households are low-income, and 3% to 5.9% do not have access to vehicles. Lastly, the Torrance terminus station would serve census tracts where 10 to 19% of households are low-income households and where 6% to 9% of households do not have vehicle access. Given that a majority of Metro rail riders are low-income, the demographic analysis showed a significant need for transit options in the Project area.

To engage vulnerable populations as part of the environmental study, Metro circulated all community meeting materials and notices in English and Spanish, the predominant languages in the Project area. Metro held pop-up events at local farmers markets and community events to increase awareness of the project and engaged groups who do not typically participate in community

meetings. Metro performed transit rider intercept interviews at four of the busiest bus stops in the area, meeting with over 100 riders, and performed door-to-door outreach to over 500 businesses who could be affected by the Project. Metro also held project briefings with local community colleges to reach students, another group that relies heavily on transit.

Metro will continue to prepare inclusive outreach and engagement strategies as the project moves forward and partner with Community Based Organization to help disseminate project information, advise on outreach methods, and engage a diverse set of project stakeholders as Metro advances the Project, pending the selection of an LPA.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The Project supports the following strategic plan goals identified in Vision 2028: Goal 1: Provide high-quality mobility options that enable people to spend less time traveling, Goal 3: Enhance communities and lives through mobility and access to opportunity, and Goal 5: Provide responsive, accountable, and trustworthy governance within the Metro organization.

NEXT STEPS

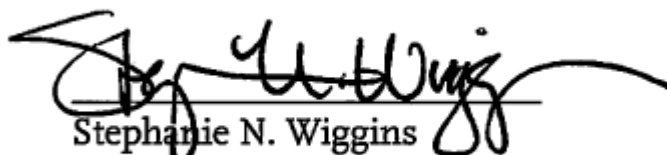
In October, Staff will present a recommendation for the Metro Board to consider in the selection of a Locally Preferred Alternative based on project objectives, findings from environmental and technical studies, community input, and Measure M commitments.

ATTACHMENTS

Attachment A - Project Maps

Prepared by: Chris Corrao, Senior Manager, Mobility Corridors, (213) 922-4716
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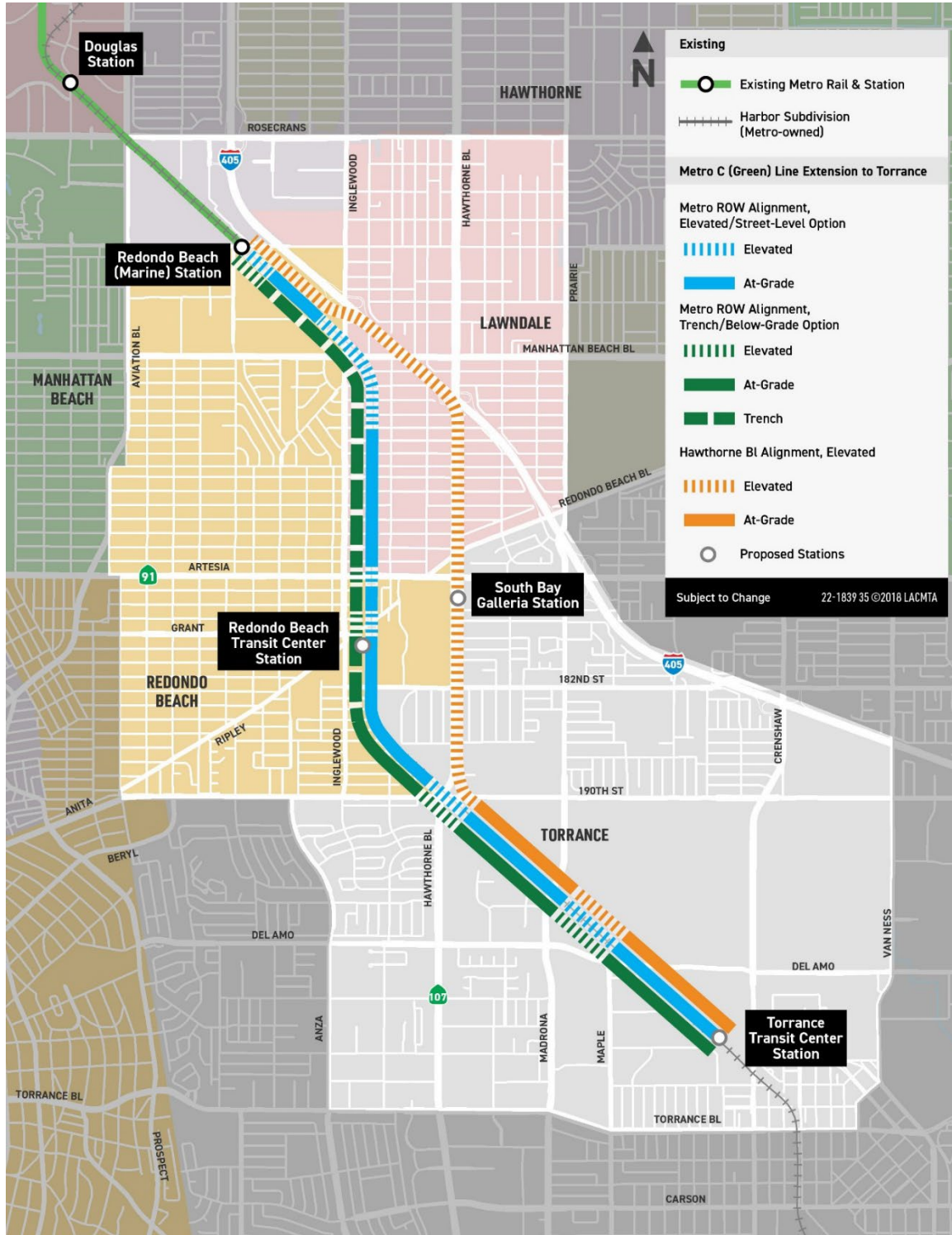
Reviewed by: James de la Loza, Chief Planning Officer, (213) 922-2920



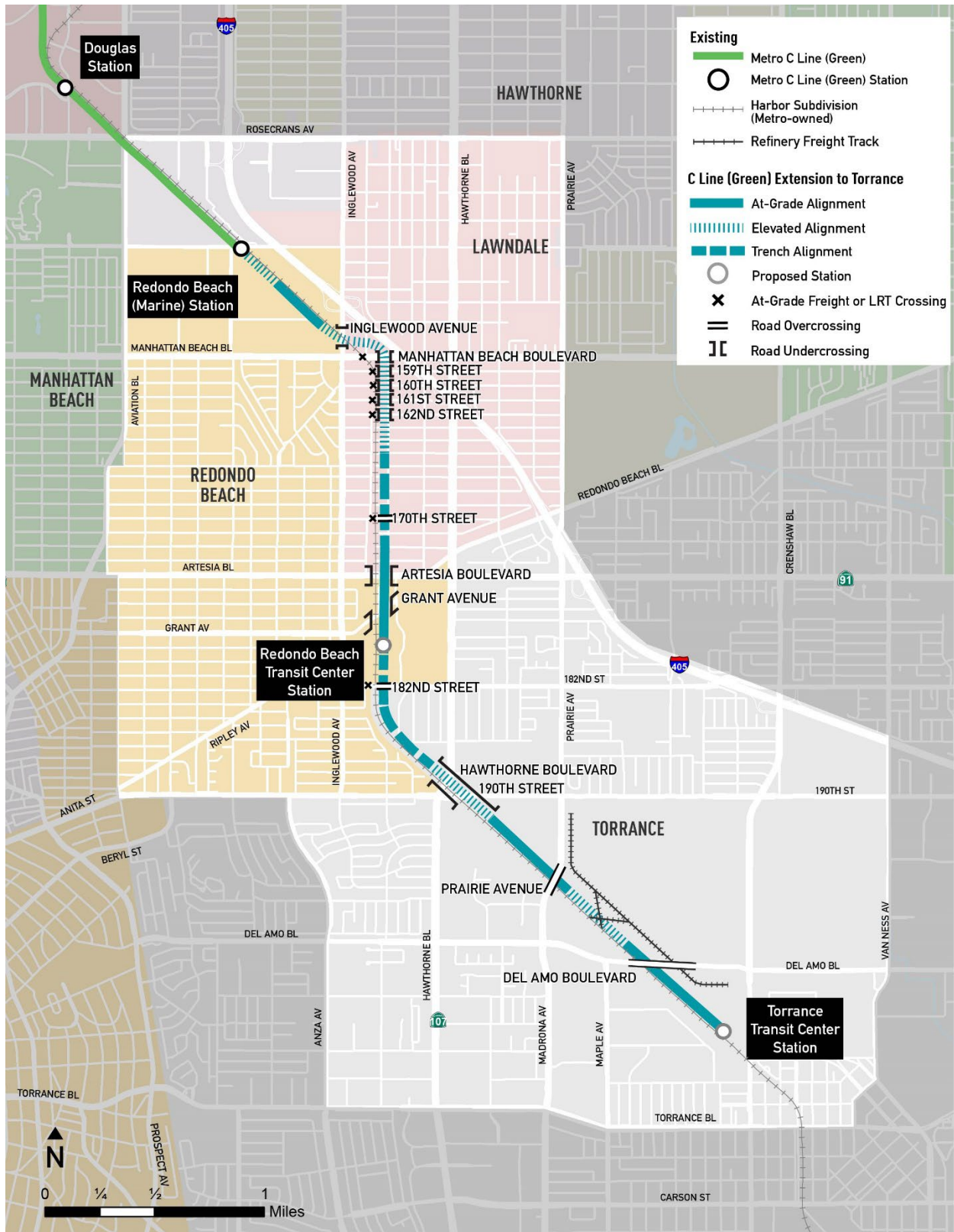
Stephanie N. Wiggins
Chief Executive Officer

Attachment A: Project Maps for C Line Extension to Torrance Project

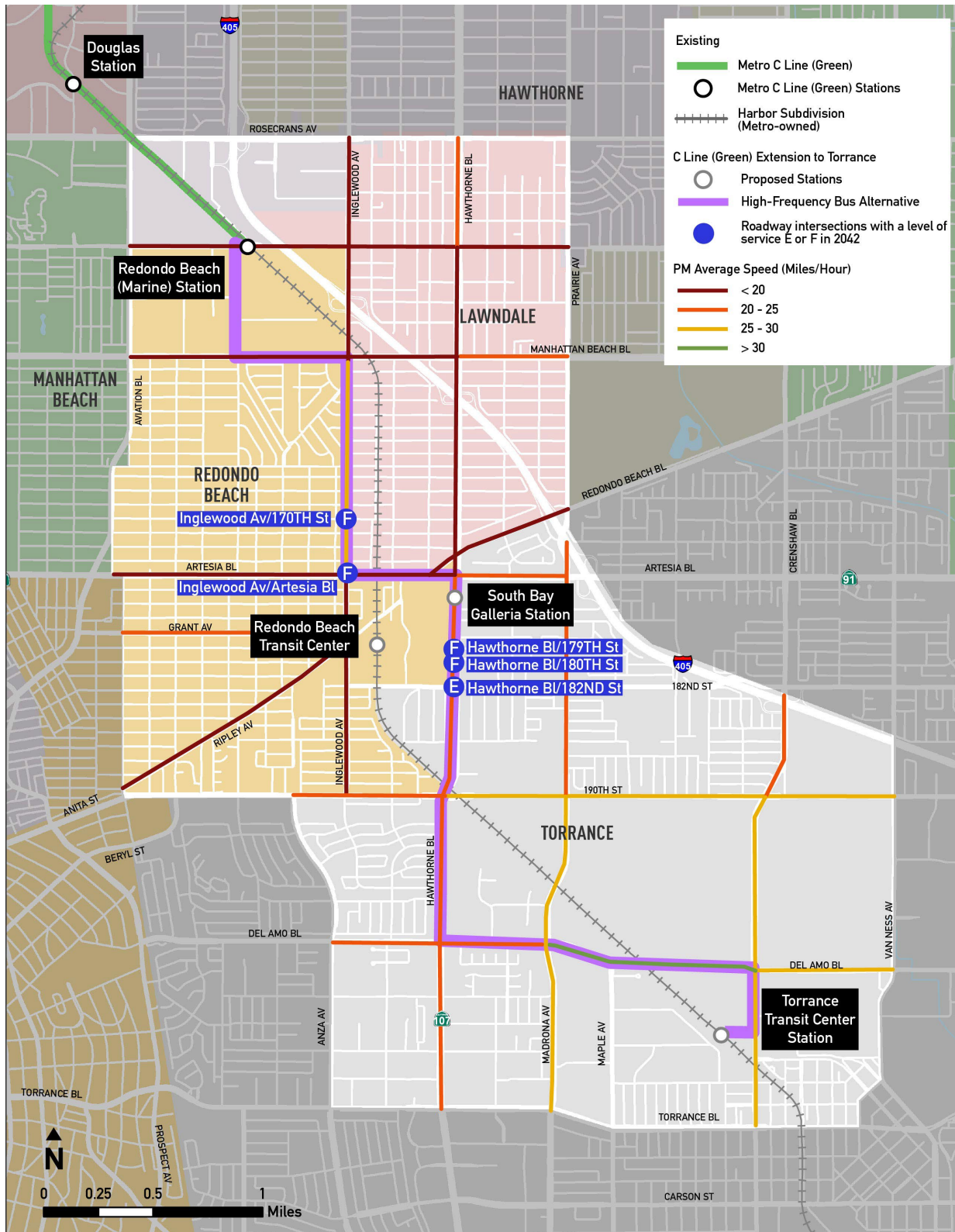
Light Rail Alignments Studied in Draft EIR



170th & 182nd Grade Separated Light Rail Alternative (Metro ROW Hybrid)



High Frequency Bus (HFB) Alternative



← To Crens

Next stop: more rail in the South Bay.

C LINE (GREEN) EXTENSION TO TORRANCE

Metro Rail & Busway



**METRO BOARD
PLANNING & PROGRAMMING COMMITTEE
EXECUTIVE MANAGEMENT COMMITTEE
SEPTEMBER 2023**

Project Purpose & Benefits

- Provides fast and reliable alternative to highly congested I-405 and roadways (congestion to worsen by 30% by 2045 – SCAG)
- Provides one-seat ride to LAX, Inglewood, and E Line (19-minute trip from Torrance to LAX)
- Connects newly opened Redondo Beach and Torrance bus centers to expanding County-wide regional network



Project History & Timeline

1980 Proposition A – Regional Rail Plan

1993 Metro purchased Harbor Subdivision corridor

2002 South Bay Cities Rail Study

2008 Measure R (\$272M)

2009 Harbor Subdivision AA Study

2010 Draft EIS/EIR initiated, paused in 2012

2016 Measure M (\$619M)

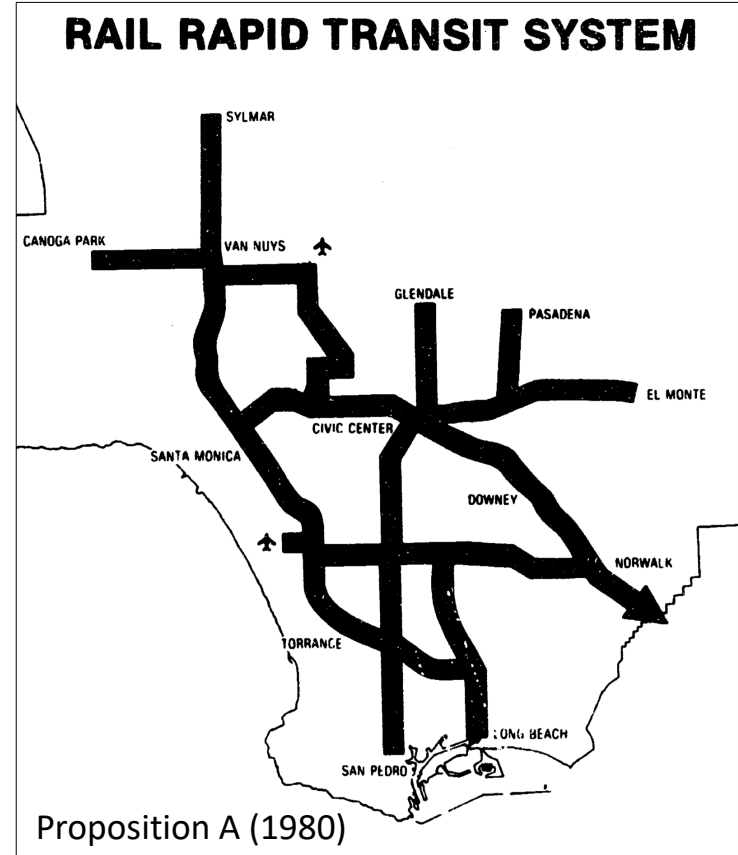
Opening: 2030-2033

2018 TIRCP Grant (\$231M)

2018 Board approval to prepare environmental study following SAA Study

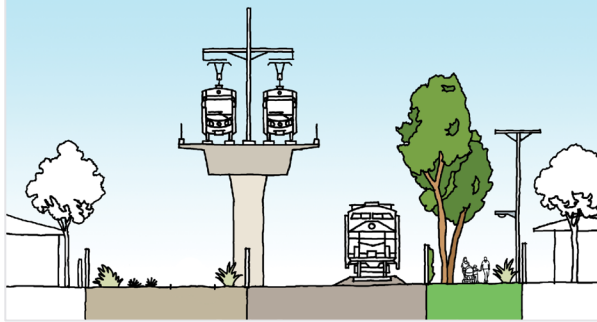
2021 Public scoping for environmental study

2023 Draft EIR Released with 61-day public comment period and five public hearings



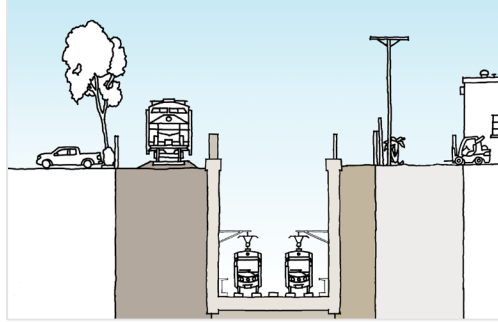
Draft EIR: Alignments & Alternatives to Project Studied

ROW Elevated/At-Grade



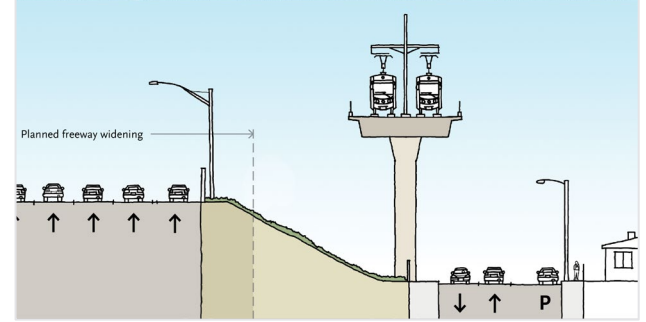
\$1.9B, Opens 2033

Trench Option



\$2.84B, Opens 2036

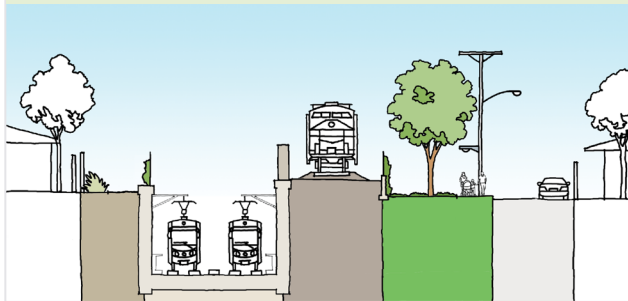
Hawthorne Option



\$2.96B, Opens 2035

ROW "Hybrid" Alternative

Includes under-crossings at 170th & 182nd St

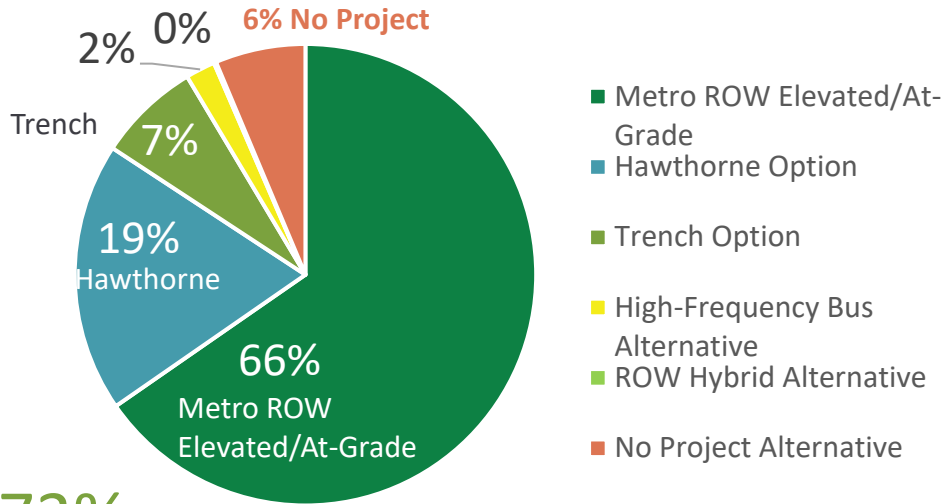


\$2.23B, Opens 2034

Draft EIR also considers:
High Frequency Bus Alternative
No Project Alternative



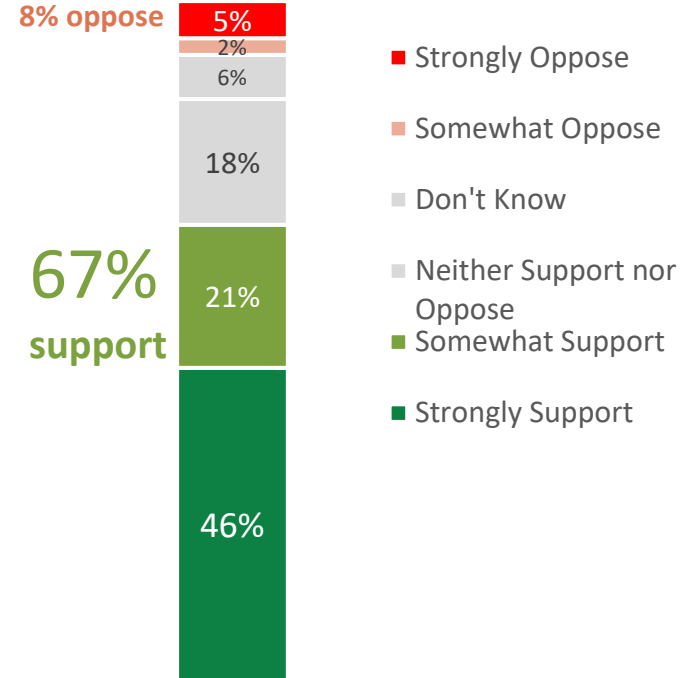
Draft EIR Comments & Community Poll



73%
Support use of Metro ROW in some form

2023 Draft EIR

1,850 comments on alignments
2,200 comments total over 61-day
comment period with 5 public hearings



Spring 2023 Poll

670 Residents surveyed in Lawndale,
Redondo Beach and Torrance



Community Concerns & Metro Commitments to Address

Concerns

- Noise and vibration
- Freight noise and derailment
- Safety and security
- Delays to emergency responder
- Property values
- Utility relocations
- Loss of trees and greenspace
- Property impacts/displacement
- Changes to traffic and parking



Commitments: “quiet zone ready” corridor, sound walls, special trackwork, neighborhood paths, security plan tailored to local communities, mitigation measures



Far Reaching Project Benefits

Travel time savings extend beyond Project area to South Bay, Palos Verdes Peninsula, Gateway Cities, South LA and Central LA

Next Steps: October Metro Board Meeting:

Staff to provide recommendation for Locally Preferred Alternative (LPA) to:

- Meet project need and objectives
- Mitigate significant and adverse impacts during operations
- Address community concerns through mitigations and commitments

2042 Project Work Trips From South Bay

Green illustrates areas with travel time benefits
Dashed purple indicates Equity Focus Communities

